



# *The Morgazette*

*The Newsletter of the Morgan Sports Car Club of Northern California*

**Inside:**

- Morgans Take the Capitol
- Murrays' Follow Me Tour
- Spring Racing • and more. . .

*May • June 2013*





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*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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*mogstaines@gmail.com*

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*MRubinCom@aol.com*

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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:

- **July 26** for July-August
- **September 30** for Sept-Oct issue
- **November 29** for Nov-Dec, **Dec 9** for Holiday party photos.

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 for attribution.

## ***Welcome New Members***

**David R. Brining**  
192 Stewart Drive  
Tiburon, 94920  
415/435-2838 home  
415/577-6018 cell  
1966 British Racing Green +4

Corrected address:

**Mike & Cindy Murphy**  
9143 Oak Trail Circle  
Santa Rosa, CA 95409

**Cover Photo:** Morgans at the Niello Concours in Sacramento: Gary & Francine Marquis' Aero and Morgan & Anne Staines' +4. Photo by Anne Staines  
See story on pages 6 and 7.

## **Club Event information:**

**<http://msccnc.blogspot.com>**



#### \* MSCCNC Club Sponsored Event

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

### June

7<sup>th</sup>-9<sup>th</sup> FRIDAY-SUNDAY • MOG 43 MCCDC - Mimslyn Hotel in Luray, Virginia. Contact Louis DeCamp.

#### FLYER

\*9<sup>th</sup> SUNDAY • Mine & Wine Tour with new Devil's Slide Tunnel, Atherton Start to Belmont End - Contacts - Hamiltons/Larsons.

6<sup>th</sup>-9<sup>th</sup> THURSDAY/SUNDAY • Danish Morgan Club 40th Anniversary Weekend, Denmark.

### July

13<sup>th</sup> SATURDAY • Discover Morgan Hill Road Rally & Poker Fun Run, Morgan Hill, Sign-up & info <http://morganhillcf.org/roadrally.htm>

#### FLYERS

\*19<sup>th</sup>-21<sup>st</sup> FRIDAY-SUNDAY • MOG WEST, Cambria. Contact Audrey Haines.

### August

TBD • DOG MOG, Contact Michael Rubin.

4<sup>th</sup> SUN • The Hayward Field Meet - All British Car Show & Swap Meet. This is a change from the usual early June date but everything else remains the same - the location, the cost and the format. Nicholas Becker, HFM Chairman. For further information and an application go to: [www.moasf.com/hayward/](http://www.moasf.com/hayward/)

#### FLYER

\*16<sup>th</sup> FRIDAY • Morgans in the Meadow BBQ, Carmel Valley. Contacts- Loren Steck & Annette Yee.

16<sup>th</sup>-18<sup>th</sup>- FRIDAY/SUNDAY • Rolex Monterey Sports Reunion (Races), Laguna Seca. Tickets and Morgan corral parking (\$25) at 800/327-7322 [www.mazdaraceway.com](http://www.mazdaraceway.com) (use care

in selecting tickets for the correct event)

18<sup>th</sup> SUNDAY • Pebble Beach Concours de Elegance, Carmel. Contact - <http://www.pebblebeachconcours.net>

16<sup>th</sup>-19<sup>th</sup> FRIDAY-SUNDAY • MOG 2013 by MSCC, University of Kent, Canterbury, UK. Contact Elaine or Philip Fisher.

### September

27<sup>th</sup>-28<sup>th</sup>-29<sup>th</sup>-FRI-SAT-SUN • Ironstone Vineyards Concours de Elegance, Murphys on Saturday, & possible Ebbetts pass run on separate day - Contact Elaine Fisher.

Entry to Ironstone Concours: <http://www.ironstonefoundation.org>

### October

\*7<sup>th</sup>-10<sup>th</sup> - MONDAY-THURSDAY • FLOG MOG tour. Contacts - John Burks and Dave Sneary.

\*18<sup>th</sup>-20<sup>th</sup> • Oktoberfest & Talent Show. Contact - Audrey Haines.

### November

\*9<sup>th</sup> or 10<sup>th</sup> SATURDAY OR SUNDAY (TBD) • Gobble Wobble Tour, Contact Gordon Craig.

### December

\*7<sup>th</sup> SATURDAY • Holiday Party, Oakland Yacht Club. Contact - Elaine Fisher.

\*26<sup>th</sup> THURSDAY • Boxing Day Run- Contact Wendell Bain.

### January 2014

\*12<sup>th</sup> SUNDAY • Oyster Run XX, Marin County, Contacts - Larry Ayers & Donna Dell'Ario.

\*TBD • Planning Meeting & Potluck, tbd

#### CORRAL PARKING AT THE ROLEX MONTEREY MOTORSPORTS REUNION AUGUST 16-18 (MONTEREY HISTORICS)

Morgan Corral Parking is available again this year. Contact Mazda Raceway directly to purchase event and corral tickets. A three-day corral pass is \$25 and event tickets are as follows:

|                     |       |
|---------------------|-------|
| Friday only         | \$50. |
| Saturday only       | \$80  |
| Sunday only         | \$60  |
| Three days          | \$130 |
| Saturday and Sunday | \$110 |

Ticketing can be reached at [www.mazdaraceway.com](http://www.mazdaraceway.com) or by phone at 800/327-7322. ORDERING CUT-OFF DATE IS AUGUST 1.

## *First Flash Mog*

### **These Were the Directions**

Many Morgan drivers are now on the FLASH MOG email list. If you are interested in being notified of primarily spontaneous 1-3 day back country road drives in your Morgan (or other spontaneous events as some have inquired), sign up with Elaine Fisher at [togetelaine@gmail.com](mailto:togetelaine@gmail.com). She will NOT organize the FLASH MOG.

Then ANY OF YOU on the email list organize a FLASH MOG. It's easy to do.

- 1) Decide a place you have want to go that includes back road driving. Determine where to start. Check the map for your route.
- 2) Determine how many days you have to do it and when/where you will start.
- 3) Search internet for a couple of motels at your destination. Call and see if they have rooms available.
- 4) Forward the email list you have for the FLASH MOGGERS with information.
- 5) Flash Moggers will email you back – Yes or No. They will make their own motel reservations or “take a chance” on finding somewhere to stay.
- 6) Meet at the designated place, or not, with your own map of the proposed route.
- 7) Drive the beautiful drive.
- 8) Meet at the motel for drinks and finding a dinner place.
- 9) Have FUN.

### **FLASH MOG 1**

A beautiful week was forecast for April 8-11, 2013 and the selected day, Wednesday April 10, was perfect. Keith Ory of the Opel Club called Michael Gerdts to invite the Morgans to join them on a run on the VacaValley Loop starting with lunch at Rosie's Café in Benicia.

Michael notified Elaine on April 9, who sent out an email to those Morgan Club members who have signed up for FLASH MOG. Attending the FlashMog were Philip and Elaine Fisher, Michael Gerdts, John Groseto, Dean Jackson, Grant Larson. Susan Loesche, Bob Panero, Dave and Cheri Sneary; and Keith Ory and Alan Brattesani of the Opel Club. Paul Marchant joined us for lunch.

It was a delightful tour ending with groups going their separate ways back home.





## *Presidential Points*

*By Morgan Staines, President*

### ***So long Spring, hello Summer!***

We're a fickle bunch, always so ready to embrace whatever season is upon us. And why not? The cool days of Spring and Winter invite us to bundle up and drive any time of day, welcoming a bit of heat coming off the cowl. As the days heat up, we'll try to drive more in the morning and evening and less in the middle of the day. The occasional top will go up, not for protection from wet and cold but just to make shade. The one faithful constant through it all is the pleasure of driving our Morgans. Have you driven, raced or shown yours as often as you intended? I've increased my participation in club events, but I'll confess it's not been quite as much as I intended.

The good news for all of us is that the road beckons us still, and welcomes us without questioning where we've been. Turn the page back to the Events Calendar and look at the enclosed flyers, and put those dates on your calendar. June offers the Mine & Wine Tour, with the tour featuring the newly constructed Devil's Slide Tunnel.

We hope to see many, many, many of you in July at MogWest where we'll reconnect with friends from both north and south. Be sure to 1) register for MogWest, 2) order some MogWest regalia, and 3) make your lodging reservations.

Come August we'll be near the cooler coast again for the Morgans in the Meadow BBQ and the many opportunities of car week in the Monterey/Pebble Beach neighborhood.

Many other interesting events in the Calendar too, and as I mentioned last time, right in your own neighborhood as well. Take your Morgan to your local shows, cruise nights and drive-in diners. It's easy and fun, and will expand your circle of car friends.

For a little more motivation, see the reports elsewhere in the Morgazette from the various recent events. I don't want to guilt you too much, but if you stayed home, you did miss something special! You missed hanging out with Morgan friends and they are special indeed. The delightful experience of driving a Morgan is pretty personal, even internal. But let me declare here and now that greatest part

of owning a Morgan for me and my family is our bigger family of Morgan friends – charming, interesting, annoying people who have made our lives better! They can make your life better, too! But, ahem, you have to show up to get this effect.

See you on the road!



### **British Car Meet in Dixon**



#### **"Best of Class" Winner, May 19**

I thought that you might like to know that I took first place this year in the Morgan class at the Dixon

Annual All British Motor Vehicle Show with my 1968 Plus 4 Roadster. I have enclosed a photo. Not sure if it is news worthy, but I sure was excited.

Sincerely, Susan Loesche

Newsworthy? That's great news, Susan, Congratulations from All of Us! ed



*Sherry Olsen,  
Don Henry and Event  
Leader, Morgan Staines  
in front of the Capitol.*



# Morgans Take the Capitol

Story by Morgan Staines • Photos by Anne Staines and Elaine Fisher

The sun rises early over the State Capitol in downtown Sacramento. I know this because I was instructed to have my car in place at the Niello Concours at the Capitol at 7:00 AM that April 27. In the suburbs a few miles to the east where I live, the sun comes up later, at least on Saturdays, and only after the coffeemaker has completed its morning grounds. Fortunately, the organizers of the Concours had coffee waiting at the park in front of the Supreme Court, across from the Capitol Building.

The Concours event was modest in size but in a great location in front of the Capitol building, and full-featured, including breakfast, nice swag – fleece pullovers, ball caps, car care goodies – and lunch. The Concours was right at the start/finish line for the March of Dimes Walk for Babies, so the thousands of walkers who came out to raise money to fight birth defects also had a chance to see some interesting cars.

Three Morgans graced the field:

- Gary and Francine Marquis' maroon 2007 Aero 8 America, beautifully showing the Aero line's combination of unmistakable Morgan styling matched with modern technology and components
- **Jonathan and Bobbi Manis' green 1966 +4 Roadster**, restored by Jonathan and his father (allegedly a few years ago, but it sure looked fresh!)
- **Anne and Morgan Staines black on yellow 1959 +4 Roadster**, demonstrating that, like success in any other form, showing up is 80% of the Concours.

Other cars that caught my eye included a mid-50's Buick Skylark – gorgeously round, chromy and huge, at least twice the size of the angular 1960's iterations, a meticulously restored Porsche Continental – yes, the lawyers at Lincoln asked them to quit calling it that, and a lovely Bentley – whose owners were dispensing champagne from the boot. Porsches were there in numbers due to the Niello dealership connection, although they also handle other interesting marques, including Jaguar, Land Rover and Maserati. More pictures from the Concours can be seen at <http://vw.niello.com/event-details.php?id=258>.





**Participants' Choice.** Congratulations to them and thanks for putting our cars and club in a good light!

As the Concours vehicles dispersed, most of the Morgan group headed 25 blocks east, where we reconvened at **Morgan's Bar & Grill for lunch.** Donna Dell'Ario and Larry Ayers met up with us there. Morgan's turned out to be quite a nice, clean neighborly pub with darts, billiards and more attention to the food than you would expect in that setting. Good eats, not too many beers and the usual stories were shared around the table before we too dispersed to the corners of the world from whence we came.

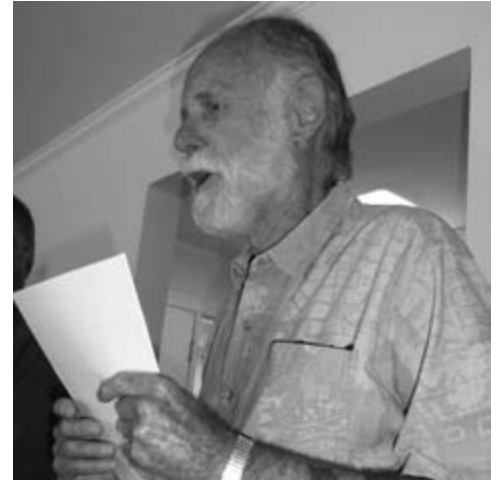


Mid-morning, we headed **inside the Capitol for the VIP Tour.** Morganeers including Elaine and Phil Fisher, Don Henry and Sherry Olsen joined the group for this diversion from the cars. **Our volunteer guide, Phyllis Davis, a retired staffer from the Governor's Office, was gracious and knowledgeable.** If you haven't toured the Capitol building, do yourself a favor and make the trip. It's beautiful, and like many of our Morgans, has been completely restored (a 6-year project finished in the 1980's, but like Jonathan's Mog, still looks very fresh). And it's yours, so come take a look!

Our civics lesson under the dome caused us to miss the Concours awards presentation outside, but **Gary and Francine's Aero won the**

# Follow Me!

Story by Gordon •



Just about all the “**regulars**” showed up for this one (first Wednesday of May), with the possible exception of Virginia Woolf, but she was there in spirit...After all, she once said, “Arrange whatever pieces come your way....” And to be sure, this is the ongoing theme of the many “Follow Me” runs our hosts, **Thorley and Bob Murray**, have put on for us.

This time we had before us a day trip out to the Pt. Bonita Lighthouse on the westernmost point of the Marin Headlands side of the Golden Gate. This place has a rich 160+ year history of guardianship, heroic rescues and dogged determination to

maintain a guiding light for sailors under all conditions. Even though isolated and automated for quite some time now, it’s light and original Fresnel lamp has never darkened, but more on that later.

A cloudy, coastside morning greeted us as we assembled in Larkspur, a dozen + Morgans and a few tintops at the Murray house. We took off south on 101 to the last exit just before the Golden Gate Bridge, and we drove the Counzelman (Headlands) road west to the Overlook Vista, the heights affording us a due east look back at the Bridge and San Francisco as the Clouds began to lift. Inside this perfect frame, **one of the America’s Cup**

**72 ft. catamarans was running practice laps with motorboats in chase**, prepping for the upcoming America’s Cup Challenge Race this summer. (Sadly, some 24 hours later, another AC Challenger, the Artemis of Sweden, would capsize and a beloved crew member and world renowned sailor would be drowned, bringing into question the safety and the scale of



# To The Lighthouse!

Photos by Larry Ayers and Bob LaMar



fatal danger these very fast flying high tech boats present.) We weren't to know this of course, and the "Oracle" did give us a thrilling sight as she plied the waves back towards Alcatraz.

We moved on to Pt. Bonita, found our parking at the trailhead and in the lot of the YMCA Center a little further away. **We met up with our volunteer guide Joe Novitski**, who alluded to a sailors life (USN, civilian sail and fishing) and quite an encyclopedic knowledge of the Headlands, flora and fauna, the history and the stages of building and activities of the lighthouse down through a century and a half and more. In the mid- 1840s California broke away from its



Mexican colonial government, and those in charge of the California Republic sought statehood from the U.S. Congress. One of the many immediate Congressional Acts would be the establishment of 5 lighthouses along the West Coast of California, Oregon and Washington. One of these would be at Pt. Bonita, entrance to the great harbor of Yerba Buena. However, the plans and concept for these lighthouses were based on Eastern U.S. Seaboard weather conditions, namely, thick and low based fogs close to shore and the lay of the land. Lighthouses were built as tall towers to project the light over the fog bank. The West Coast had uniquely different fog dispersion, higher up and





with low ceilings.

At first, the Pt. Bonita lighthouse was built to a height of 306 ft. and even though equipped with a Fresnel lens shipped from France engineered to concentrate the light to a highly visible pinpoint far out at sea, it proved useless because it could not be seen at long distances under the high fogs prevalent here. Nonetheless, this was just in time to guide the more than 700 ships a year that came in through the straits closer to the harbor into what was renamed San Francisco. Often, these ships were left abandoned by their crews and passengers for the Gold Rush. The passage through the Golden Gate was risky, and there were many rescues attempted by the long boat crews assigned to the station in the small inlet around from and below the lighthouse, mostly in hellish weather and at night. This sheltered shore area is now a sea otter rookery. By the late 1870s, the lighthouse and lens was moved and rebuilt on a lower cliff (124 ft.) overlooking the shore so the light would project further, 40 miles out to sea, visible because the fog would fall off going further out. The lighthouse

lamp was powered by a coal burning lantern, continuously provided by supply boat relays and hoisted up the crags by hand cranked crane tackle and eventually, steam driven from the coal furnace. Likewise, the lamp turntable was powered by steam.

In the 20th century, the lighthouse became modernized with external electric power fed to it from a power station at Ft. Baker, and then completely automated by the mid-1980s. Many types of lamps were changed over the decades but the huge original Fresnel lens remains to this day. Until the 1930s, a foot trail existed to the



lighthouse, but it eroded and various wooden suspension bridges were built and replaced. About ten years ago, a 50 year old steel bridge proved too rusty to use and was removed and the lighthouse was closed to the public, maintenance crews were flown in by helicopter. A connecting suspension bridge was planned and eventually installed thanks to the "Stimulus" Plan in 2009. This bridge was opened again to the public just a month ago, a "shovel ready" project ready to go.

It was a nice and somewhat windy hike



back and forth from the lighthouse, part of the trail goes through a 100 yard tunnel hand dug and hewn through the solid rock of one of the remaining crags. You can just imagine what it took to dig that tunnel, and then hand carry and barrow the supplies and building materials used at the lighthouse, sacks of coal, sacks of cement, pilings for the bridge, cable reels, barrels of water, food provisions, beds, rescue equipment, tools, you name it, over the decades

keeping it maintained. For us, anoraks, light sweaters and hiking shoes were the order of the day. Most of us were game for the hike, and when it was over, ready for a mid-afternoon lunch at Solito's in Sausalito.

After lunch, I went outside to photograph a few of the Morgans in the parking lot. A younger guy approached and started asking me the usual questions about the cars, "What are they?" So beautiful, and so on. "How come so many?" he asked, and I told him we had just been on a run to Pt. Bonita lighthouse. "No kidding," he said, "I was part of the crew who built the bridge! My wife and I lived in the Ft. Baker housing for a year." I said, "You did a damn fine job, I was just thinking about what it took to get all that material out there and set up." "Thanks," he said, "My name is Eric, " and he shook my hand firmly. Cheers, Eric.



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**2010 MORGAN AERO SUPERSPORT** Cote D'Azur blue metallic/Wings and roof panels in Midnight Blue Metallic.

**2005 MORGAN ROADSTER** Pozzi Navy Blue/ Red leather piped in blue, Blue mohair top

**1967 MORGAN PLUS 4 FOUR SEATER** Supersport

**1965 MORGAN PLUS 4 FOUR SEATER** Bare metal repainted in BMW Laguna Blue, new chrome, all new stainless steel fasteners.

**1964 MORGAN PLUS 4 ROADSTER** BRG/Tan, Full body off restoration

**1963 MORGAN PLUS 4 FOUR SEATER** Ivory/Dark Red

**1962 MORGAN PLUS 4 SuperSport** Roadster Soft Yellow body/Black

**1959 MORGAN LIGHTWEIGHT** 1 of 14 Baby Doll spec cars, one owner from new!

**1959 MORGAN PLUS 4 DROPHEAD COUPE** Kingfisher Blue, stunning restoration.

**1928 MORGAN TRIKE JAP Aero**

## other marques

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**NEW 2012 PERANA**

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**1978 TVR TAIMAR**

**1973 MERCEDES BENZ 450SL**

**1972 HARLEY DAVIDSON XLH SPORTSTER**

**TVR 3000 S CONVERTIBLE PROTOTYPE** 1978 model; purple/tan leather, black top, 58 miles.

**1964 JAGUAR E-Type 38 Roadster**

**1960 AUSTIN HEALEY 3000 BN7** triple Webers, 2 tone BRG paint w/khaki green leather



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# Morgan Spring Racing Scene

**Buttonwillow British Extravaganza, May 4-5 • Sonoma Historic Motorsports Festival, May 17-19**

Contributors: Tom & Bev Morgan, David Haines, Bob Schmidt, Peter Schmidt, and Gordon

Photos: Donna Dell'Ario, Larry Ayers, Peter Schmidt, and Gordon

The Vintage Racing schedule this early Spring saw Morgans and our Club well represented and very competitive at both Buttonwillow and Sonoma Raceway this month. Here are some reports in word and image from our members.

## Tom Morgan at Buttonwillow, reported by Bev Morgan

The Vintage Auto Racing Association (VARA) held its annual British Extravaganza May 4-5, 2013, at Buttonwillow Raceway Park near Buttonwillow, CA. The weather was hot on Saturday, but Friday evening was lovely in the paddock, and Saturday featured a BBQ dinner and Karaoke. A welcome breeze arrived to cool participants on Sunday.



Morgans were well represented at the event. Entered were: Tom Morgan's 4/4, Randy Wilson's 4/4, Dick Jeffrey and John Miller driving Flat Rad Morgans, Peter Schmidt in a 4/4, and Larry Ayers and Dale Berry in 3-wheeled Morgan Trikes. There was lots of great racing, both in the all-British races and the group races and it was a very fun weekend, with lots of track time both days and Karaoke on Saturday night.

The event was marred only by Yours Truly punting an H-Mod sports racer in Turn 3 on the very first lap of the Group 2 Flag Race. This caused the sports racer to spin off-course, and there was minor body damage to both vehicles.

## David Haines, Bob & Peter Schmidt resurrect their vintage '56 4/4 racer at Buttonwillow

Sporting new silver body and blue wing colors, we brought our refreshed and redone #66 4/4 to the British Extravaganza. Originally a touring car I bought in 1984, in '96-'97 we put in a 1600cc Ford crossflow engine with dual DCOE 40 Webers, competition brakes and suspension, roll bar, etc as a flat-out racecar capable of being driven on the street. We campaigned the car with Peter as designated driver, and Bob and I as paddock crew. All of us "tres amigos" had full effort in the cars development and build, and we campaigned it for the next 4 years at Sonoma Raceway, Laguna Seca and Buttonwillow. garnering a splendid record of strong finishes in the Top Ten. About ten years ago, we retired #66 as other car projects and life changes came about, but we always looked back fondly to our time together and got the itch to go racing again!

So the car was prepped and finished in time to get to Tech Inspection at Buttonwillow that Friday night. Starting early Saturday morning with practice laps, Tom Morgan and other drivers came back into the

paddocks and warned us Peter was still out there with lots of smoke blowing, coming back slowly, #66 to the pit, just billowing. We let it cool, opened the bonnet to find oil everywhere, what a mess, after wipe off and some poking around, we found--a loose dipstick! More clean up and some fresh oil, we wired it in! Peter went



## Dave Haines, *cont'd*

back out on the track, but after only three laps he disappeared, this time towed in. What now? Another oil leak! The center nut of the banjo fitting that pipes oil to the cooler let loose, a good thing he shut down or we would have lost the engine. Its times like these that test men's souls and mettle, but as Peter said, "We were just spraying to keep the dust down for the other drivers." It was a hot and windy day, after all.

Sunday we were ready for full on racing, we had checked and tightened a few other things the day before, too, so no more "messaging about." Mid-morning was much cooler and pleasant than the previous day. We were in Group 2F and Peter was holding his own mid-field in the 25 competitors for the full ten laps, but every time he started to move up, the revs would falter above 5500. He came in once and we fiddled with advance and he went out again but he just couldn't go any faster.

So our re-union had some slings and arrows, but we soldiered on, that's what counted. As Bob said later, "We all had a great time, only complaint, not enough time for being drunk and disorderly." Well we're thinking of the Monterey Pre-Historics in August for our next incarceration? cheers, David



**Six Morgans in a Pit Row at Sonoma Historics**

## Report of Sonoma Historics Motor Sports Festival by Gordon

I have to say right off Morgans were the third most populous marque after Loti and Porsche out there on the track at Sonoma Raceway, and certainly the best of them when it came to finishing. In the paddocks, we had some 30+ supporters and pit crew (see sidebar list). More than half and their Morgans came from southern California, too. The whole weekend was about good things coming in groups, and for the drivers good things going in singles.

Take our Jeff Abramson, on Sunday he posted double-header final race victories for the second consecutive year, taking the checkers in both Group 2 (1955-1962 Production/GT under 2000cc) and Group 11 (1959-1966 Sports Racing Cars). Abramson led wire to wire in both groups in his 1959 Morgan "Baby Doll" and 1966 Lotus 23C, respectively. Not far behind was Brian Howlett in his '61 +4. And not far behind Brian was Mike Platin, +4, 9th, and then Doug Sallen, +4 flatrad in 12th, all within 8 seconds of each other. Saturday qualifications they finished in the same order in the Top Ten, again within 8 seconds of each other (something about that 8 second barrier). In Group 1 (1962-1967 Production/GT under 2000cc) Ron Carrico ('64 4/4) and Greg

Solow ('63 +4 "Baby Doll") traded places Saturday and Sunday, both coming from the middle of the pack each time to place 10th and 12th respectively. Most of these cars were lined up in the paddocks on "Morgan Row", good looking row indeed.

**Doug Sallen's newish Flatrad +4** was pitted elsewhere, a standout in its fresh white and black piping livery, performed very well, holding its own in a very competitive class.

### Participants

#### Group 1 Morgan Drivers:

Greg Solow . . . . . 63 +4 SS Baby Doll  
Ron Carrico . . . . . 64 +4 SS

#### Group 2 Morgan Drivers:

Jeff Abramson. . . . . 59 +4 Baby Doll  
Brian Howlett . . . . . 61 +4  
Doug Sallen. . . . . 53 +4 Flat Rad  
Jeff Tamkin. . . . . 59 +4  
Lou Timolat/Mike Platin . . . . . 59 +4

#### Group 8 Morgan Drivers:

Larry Ayers . . . . . 30 Aero SS  
J. Dale Barry . . . . . 34 Sports Racer

#### Crew for Larry Ayers:

Donna Dell'Ario • Sal Moreno • Mike Anthony

Gordon Craig (event photographer)

#### Crew for Brian Howlett

Sue Howlett • Larry Howlett • Bill Howlett • Ted and Sandi Robinson

#### Crew for Greg Solow

Tangie Solow • Patrick Mannion

#### Other Crews:

Susan Smith (crew for Stewart Smith, Group 4)

Pam Miller (crew for John Miller - Group 9)

Julie Minardos (crew for Jeff Tamkin)

Danny Platin (son/crew of Mike Platin)

Cap Sweet (crew for Dale/Karen Barry)

Cal and Wendy Woolsey (crew for Dale/Karen Barry)

#### Supporting Visitors:

Wendell Bain  
Elaine and Philip Fisher  
Bob Frisbey  
Greg Larson  
Paul Marchant  
Richard Nyquist  
Lynn and Greg Powell  
Carter Strauch  
Fred Thompson  
R. B. Ward



In Group 8 (Pre-1941 Sports, Touring and Racing cars), Larry Ayers and Dale Barry in their 3 Wheelers finished in the middle of their fields ahead of a couple of Bugattis, Nationals and one Lagonda, all cars with much larger displacements. Dale and Larry traded off for good measure, Larry ahead in "Red" on Saturday and Dale running strong on Sunday after fixing an ignition problem. For both, the track was bit "slippery" on the uphill slog to Turn 2, seems a lot of sticky tires had laid their stuff down.

The weekend was not without some mishaps. Friday practice, **Greg Solow was punted from behind** when he took his foot off the gas to let a panting Mini Cooper clear the track in front of him. For the first time in his ownership of #45, body metal was crumpled largely in the



rear deck, the bottom wood rear sill fractured. On Saturday, #73 +4 belonging to Lou Timolat broke 3rd to 4th gear shifter ring in the Moss Box. A hours roundtrip to Vallejo brought another "top hat" shifter from Mike Anthony's stores. And unhappily, #53, the ex David Haines now Jeff Tamkin +4 hardly turned a wheel, after a game over leak erupted from the fuel cell.

A few downsides notwithstanding (what would racing be without them?), the Sonoma Historics Motorsports was a classy affair celebrating 60 years of Corvettes and a great weekend for all our Morgans, too. Many Thanks to Steve Earle, General Racing and the Sonoma Raceway for all their support and sponsorship of this event. It wouldn't happen without them, cheers, Gordon.



*Brian Howlett could be proud of his restoration and race preparation of all three of these cars.*

*Continued page 19*

# Sonoma Historic Motorsports Festival • Wine Tour

Story by Elaine Fisher • Photos by Wendell Bain & Elaine Fisher



*Above: Carter, Fred, Grant, Phil, Elaine and Paul.  
Right: RB Ward.*



## WINE CRUISE

A beautiful day awaited Paul Marchant, Wendell Bain, Elaine and Philip Fisher, Grant Larson and Fred Thompson, RB Ward, and Carter and Nancy Strauch as we all headed to Sonoma Raceway for the "Wine Cruise". There were about 50 cars of various makes who were attending the cruise.

There was no fog, as we headed down Hwy. 101 to Lucas Valley Road, heading to Nicasio, where we followed the Petaluma-Point Reyes Road back to Petaluma. A break at the Cheese Factory allowed for purchasing and stretching before heading back to Sonoma.

A last minute cancellation, due to incomplete construction from Keller Estate Winery, sent the group to Gundlach-Bundschu Winery in Sonoma for wine tasting and a delicious deli lunch.

After lunch we headed back to the Raceway, where we walked around the pits, watched the Morgan racers practice laps, followed by our own laps in our Morgans with photographs taken of us in our Morgans which will be sent to us soon.

A lovely day was had by all who attended.



Group 2, Final Race on Sunday: **Three Morgans in the top 10 – start to finish!**  
 Jeff Abramson first, Brian Howlett third, and Mike Platlin ninth.  
 Doug Sallen moved up and finished thirteenth in the grid of 30 cars.

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# Scottsdale to Wickenburg Run

Photos & Notes from Neil Miller, Phoenix

*(Did you know we have Morgan clubmembers in Phoenix? In early April, they had a run, and Neil Miller fills us in, ed.)*



1. Outside Brighton Motorsports the Scottsdale AZ Morgan dealer.



2. Driving through Scottsdale on our way to Lake Pleasant regional park. Tom Surrency in his new Three-wheeler.  
Karen & Shane Mustoe in a 1999 Plus-8



3. Stop at Lake Pleasant Visitors Center.



4. Group photo being taken at Lake Pleasant

Seven Morgans came on the run. The day was a bit warm. About 90 degrees on the return drive. The distance was about 90 miles total.

It was a great day for a drive. The non-Morgan in our group is a Panther J72 which was modeled after the SS100. It has a Jag 6 cylinder engine. ... interesting car.

Best wishes to all, Neil

## Correspondence

From: "M. Kalf", Holland

Subject: THANKS

Thanks for your Morgan Magazine! As a +4 Super Sports owner I am interested in everything that has to do with that type of Morgan. On top of that; everything that has to do with Chris Lawrence, Deep Sanderson (Chris' own car brand), Monica cars, Lawrence Tune etc. In the Seventies there was a company in California: Lawrence Tune West. Is there anything left in the Motor Sport "archives" in the USA?

As I told you I am interested in this subject. For that reason I collected a huge amount of magazines, catalogues, LT badges, photos etc., etc. In cooperation with some Morgan friends in the UK and Holland we are working on a website where we put all this information on. We keep you informed.

In Autum you can expect a new book from Jake Alderson and Chris Chapman. There you will find very interesting details. For example: what car was the "TOK" that drove at Le Mans!

It's an interesting world we live in!  
All the best, THANKS again, Machiel.  
PS I was there at Le Mans last year!

## Correspondence

### Hurrah for Vaud!

Folks, you might recall last September the FlogMog Group had a welcome rendezvous with some Morgan Long Riders from Canada, the UK and Switzerland. This occurred at Crater Lake and several other stops in and around Ashland, Oregon. We all had a great time at the FlogMog BBQ at John Burks and Barbara Bradley's lovely home in the heights above Ashland. Prior to this, Larry Ayers, Mike Anthony, Elaine and Phil Fisher and yours truly welcomed this group at the Yacht Club in Alameda on their fly-in arrival at SFO as the starting point for their Tour. The couple from Switzerland, Peter and Martine, had bought a nice looking and original Series V 4/4 from Morgans West especially for this tour and with the idea the car would return home with them. They drove north from L.A. to join us in Alameda. They had some ignition problems that night, namely a lame condenser which was replaced the next day, and they were on their way south to Santa Barbara, then a loop north again to take them to Yosemite, and other eventual points north into Oregon.

Unfortunately, the 4/4 suffered more mechanical problems outside Calaveras on the way to Yosemite, as the engine, long in hibernation and although showing

strong compression developed a cracked piston ring and badly scoured a cylinder wall. Peter and Martine made lemonade out of lemons, rented a tintop and completed the rest of the Tour.

Meanwhile MogWest Dennis Glavis stepped up, the car was transported to a specialist shop in Merced, and a completely new engine built to race specs installed. By mid-January, he had the car aboard a container out of L.A., arriving in Holland in late March, and in late April I got this note addressed to all of us (all of us on the Tour, Dennis and the shop in Merced). A Happy Morgan Ending, looks like "VAUD" is ready to climb the Alps! cheers, ed. PS: Why "VAUD?" Read On!

Hello friends, Just a little note to advise you that our 4/4 has finally been officially registered and will be circulating in Switzerland under the "inglorious" registration number VD12444 (VD being the abbreviation of Vaud...our canton, or county)

Thanks again to all of you for making this possible!  
Kind regards, Peter and Martine Gatenheim,  
Corseaux, Switzerland



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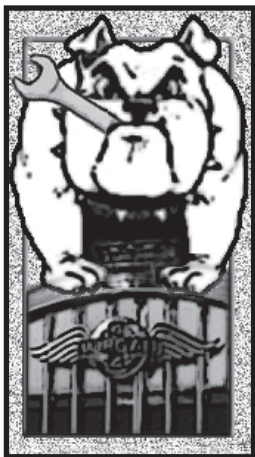


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# Mike Anthony, Master Mechanic

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### I shall be pleased to purvey the following from my private reserve:

- **1952 +4 Flatrad 2-str.** Dry stored since 1970. Currently undergoing restoration to FIA compliant specification – wide brakes, tuned TR4A engine, HR trans., 3.7 axle, Gemmer Steering. Eligible for every retrospective auto event worldwide.
- **1962 +4 2-str.** Dry stored since 1971. Undergoing full restoration to original specification, cream instruments, new body tub. Discover what it is like to drive a properly put together Morgan.
- **1962 +4 2-str.** Last on road 1980. Currently being built to circa 1966 "competition model" specs with new low profile body etc. Could be finished to full Supersport specification.
- **1959 +4 Baby Doll Spec 2-str.** The rarest of all Morgans! Only 14 built (of which I have had five in my hands). New factory alloy body, engine to purchaser requirements, limited slip diff, Gemmer steering, cream instruments. FIA passport a certainty. These Baby Dolls are highly prized by the discerning few who know of their existence, because of their unique fit in European historic competition categories.
- **1959 +4 2-str.** Off road for 35 years. Being fully restored to original with new body etc. Because of its year of manufacture, this car could be built to "Baby Doll" specs using original Baby Doll parts from my collection.
- **1967 4/4.** Taken off road 30 years ago for installation of Buick engine and auto trans, which fortunately never happened! 24,000 miles from new, now about to get mechanical and cosmetic refresh. OR, would make the ideal basis for modern engine conversion.

### Expected shortly on consignment:

- **Fresh Barn Find!** 1936 MX4 Barrelback Supersports. 61 years in the same ownership. Documentation. Great Restoration Project!
- **1965 Drophead.** A beautiful car fastidiously maintained over the years. Upgraded brakes (special calipers, Alfin drums) and other upgrades. Expensive new top, varnished top bows, even the top frame chromed! New chrome wires. Due to be repainted original dark blue.

### PARTS: I have literally tons of new old stock and used pre '70 Morgan parts, viz.

- **4/4 Series I** – Climax and Standard Special engines, cylinder heads, transmissions, pre- and post-War chassis frames, front subframes with spindles/hubs brakes, etc., rear axles, steering boxes, wheels, gas tank, sheet metal, even a brand new Drophead body frame with windshield frame!
- **Series II on** – 1172 block, spindles, brakes, w/w hubs, w/w rear axles, radiators, even a Wooler remote gearshift.
- **Plus 4 Flatrad** – rare and perfect front bumper with brackets, top frames, wheels, rear springs, etc, sheet metal incl. fenders new old stock and used tail panels, even a like new chassis frame. . .
- **Plus 4 round cowl** – spindle assemblies with narrow and wide brakes, 3HA rear axles, axle shafts, engine to gearbox intermediate shafts with muff couplings, steering boxes, pedal assemblies, new old stock front fenders (steel and alloy), used front and rear fenders, transmission covers, tail panels incl. new 4-str rear corner panels, nos. scuttle panels, top frames for all models – 2 and 4 seater, Drophead, bonnets with every louver configuration (high profile), Drophead coupe hard to find door locks, windscreen frames, scuttle sheet metal, used doors etc., even a pair of made unobtainium sliding glass sidescreens for 2-seat Dropheads. . .
- **Plus 4 Plus** – the only pair in the world of nos rear quarter bumpers!
- **Plus 8** – some early sheet metal

And many, many more small parts, from a rad bracket to a spare wheel bracket.

For any of these items, **Contact me.**

Cell: **831.917.6999**

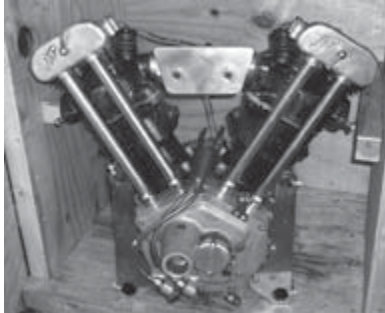
e-mail: [mikeanthonymog@gmail.com](mailto:mikeanthonymog@gmail.com)

## Member Classifieds

### FOR SALE

#### 1934 Morgan V-twin three wheeler project.

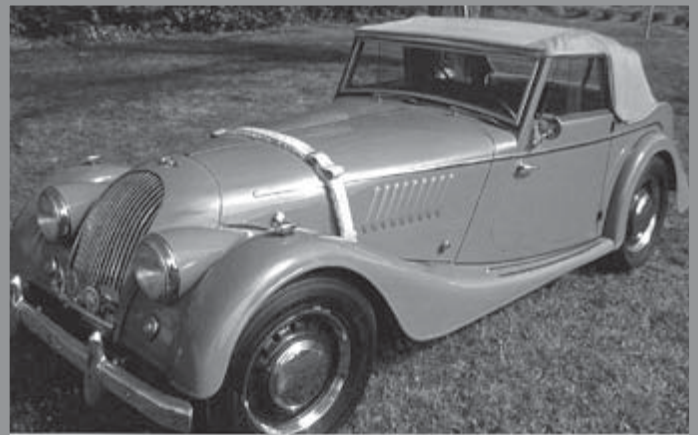
##### Components:



- Barrel back SS body in original solid condition with grey leather upholstery (like new).
- JAP LTOWZ motor rebuilt and road tested by Ray Olson.
- 1934 twin chassis currently has a home-built special wooden body mounted on it. See the MTWC Bulletin June 2006 issue, pgs. 18-20. Chassis is complete and on Avon tires (like new) with all chassis components present and no rust.

\$29,900 complete with a choice of either plain or center ribbed wings. You arrange shipping or pick up. More Photos to serious buyers.

**Larry Ayers**, [redmorganracing@earthlink.net](mailto:redmorganracing@earthlink.net) or 707-554-1787 most anytime.



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#### NOTE

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AND AN ACURA NSX-T FOR SALE.

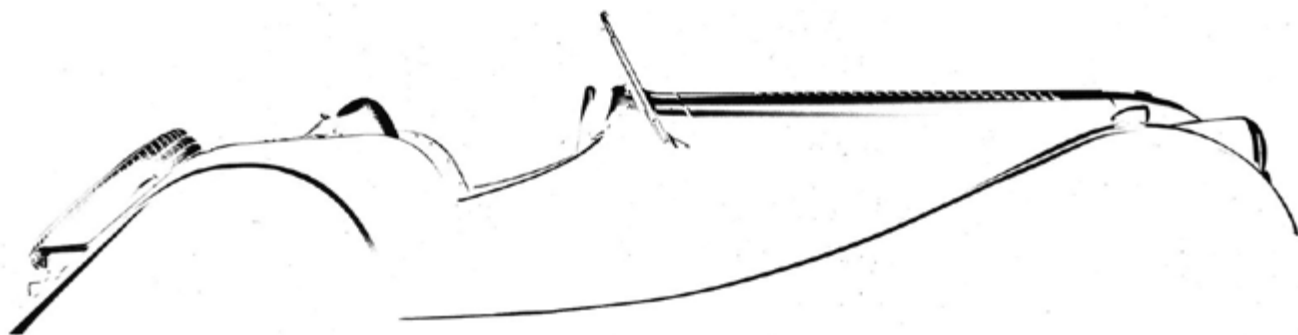
#### Wanted for 1963 Plus4 restoration project:

- windscreen
- TR4 distributor and pedestal drive gear and oil pump drive shaft
- front and rear bumpers and brackets"

Thanks,

Please contact

**Jim Hilton** • 707 279-2660 or • [kville4us@hughes.net](mailto:kville4us@hughes.net)



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