



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

Autumn 2018

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. . . and more





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 • Wendell Bain
wbain@sonic.net

Secretary • Lexa Most
408-248-6492 *lexamost2@gmail.com*

Treasurer • George Tollworthy
925-462-6378 • *trikenut@comcast.net*

Board of Directors • Pres/VP/Secty/Treas plus
Gordon Craig, Paul Marchant, Greg Powell

•
Activity Chairperson • Angie Larsen
650-593-6335 *2angiogrant@comcast.net*

New Membership • Audrey Haines
916-652-5679, *audrey.haines@ncbb.net*

**Registrar, Membership Renewals &
Contact Information Changes** •
Bob Koupal (address in club roster)

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Morgazette

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Club website
www.NorcalMog.com
Tcherek Kamstra

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:

2018 is unusual. Contact Gordon about deadlines.

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

Jim and Susan Callahan
Morro Bay, CA
1965 red +4

Lawrence Anderson
Kensington, CA
1965 green narrow brake bustle back +4

Skip and Sandi Snyder
San Pablo, CA
(No Morgan, not yet)

Cover Photo:

Crater Lake - A Morgan Aero on the hunt for Sasquatch?? Is he hiding in the depths?? Check out FlogMog; Bigfoot Ramble", Photo by Elaine Fisher

Welcome back to Morgazette to Donna Dell'Ario. She still has a way to go to completely recover, but the tests show no new cancer!



MSCCNC HOLIDAY PARTY

December 9, 2018



* 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)

NOVEMBER

* 7 Wednesday • Turkey Trot, Hosted by Gordon Craig and Martin Mieger

DECEMBER

*9 Sunday • Annual Christmas Party, hosted by Elaine Fisher ...**Send in your RSVP - required, not just a courtesy - See brochure**

26 Wednesday or **TBD** • Annual Boxing Day, Gathering & Run, hosted by Wendell Bain...rain or shine – The date may change - Stay tuned.

JANUARY

Calendar Meeting date & place tbd -2019

Get out your party clothes!
It's Morgan Club Holiday Party time.
Celebrate another year of Morgan fun.
Reveal 2019 Officers.
Award Hard-Earned Trophies.
Visit with Old Friends and New Members.
Enjoy Other Surprises.

This year the Holiday Party will be held at
 ZIO FRAEDO'S Restaurant
 on the Vallejo Marina.

The room is large, friendly and we trust the food will be hot and delicious. The bar, immediately adjacent to our room, is open before 5 PM (please visit in the BAR ONLY until 5 PM-we need set up time) and will remain open for us until 10 PM as long as we are patronizing it.

Look for the complete brochure-flyer mailed with this issue. Use the form to RSVP and buy your tickets.

Get Your Twinkle On!

Zio Fraedo's • Location for the 2018 Holiday Party, December 9
Vallejo Waterfront • 23 Harbor Way, Vallejo, CA 94590
<http://www.ziofraedos.com/zio-s-vallejo.html>





**Club Officers &
Board of Directors 2018 •**
**Lexa Most, Paul
Marchant, Gordon Craig,
Elaine Fisher, George
Tollworthy, Wendell
Bain, Greg Powell**

MSCCNC Board Meeting Minutes Sept 9, 2018

The MSCCNC Board of Directors met Sunday, September 9, 2018 at the home of Phil and Elaine Fisher. The meeting was called to order at 3:25p.m. by President Elaine Fisher. Also present were Vice-President Wendell Bain; Treasurer George Tollworthy; Secretary Lexa Most; Board members Gordon Craig, Paul Marchant, and Greg Powell. Additional attendees were Larry Ayers, Donna Dell'Ario, Maggie Craig, Phil Fisher, Angie and Grant Larson, Martin Mieger, and Kathy Tollworthy.

Nominations for officers for 2019 will occur at the Octoberfest run scheduled for October 20, 2018. Elaine will be away, Wendell will preside. Elaine polled those present for interest in having their names placed in nomination at that time. Elaine not able to serve another term as president due to workload preparing for Morgans Across America. The following consented to be nominated: Greg Powell for president; Grant Larson for VP; George for treasurer; Lexa for secretary. Members suggested to serve on the Board of Directors: Elaine and Maggie, both consented. Others suggested were Richard or Melanie Smith, Hillary Smith-Mahon, Tcherek Kamstra, Paul Lukes; each of whom will be contacted to seek their consent to be nominated. Any member may be placed in nomination on October 20, but they must consent to serve if elected.

Discussion of Morgazette instituted by Gordon. He is willing to continue as editor. Donna wants to help as able, Tcherek will serve as back-up. Gordon states next issue of Morgazette to be mailed after Octoberfest. It has been published every 2 months (6 issues/year), Gordon proposes quarterly (4 issues/year) due to work required. Those present support continuing every 2 months if possible. Members need to submit articles or story ideas if they want the Morgazette to continue. Anyone interested in helping Gordon please contact him.

Treasurer's Report given by George who reports

approximately \$15,000.00 in account. MogWest costs are not yet finalized with southern club.

Elaine discussed plans for holiday/awards party to be held at Zio Fraedo's Restaurant in Vallejo December 9, 2018. Elaine discussed proposed menu; prices have increased \$1.00 per item. Last year's event cost \$60.00 per person. Consensus reached that club will subsidize approximately \$400.00 to cover overages and keep attendee cost at \$60.00 each. Menu will be the same as last year; salad and dessert included; 2 bottles of wine on each table. Elaine will send email announcement to members; restaurant needs final count by December 1.

Bylaws discussed by Lexa who is to send suggested corrections/changes to BOD for review. Any substantive changes will be presented to membership for vote.

Discussion of future events: Wendell will consider moving Boxing Day run to Saturday, December 29 instead of Wednesday, December 26. Larry Ayers plans Oyster Run in January, date TBD. January Planning Meeting date and place TBA.

New Business: 1)Gordon suggested a thank-you letter be sent to Loren and Annette Steck for hosting Morgans on the Lawn under difficult circumstances. Elaine will do so. 2) MogWest 2019 will be held 2nd weekend in July. Cambria Pines Lodge has increased room rates and costs. Coordinators are Dan Redman from southern club, Sam Logan from northern club. 3)Paul Marchant proposes that at any driving event, Morgans go first, non-Morgans follow, at least at the beginning of the event.

Meeting adjourned at 4:55p.m. Next club meeting will be Octoberfest. Next board meeting TBA by incoming president following elections.

ADDENDUM: Discussion of dues for 2019 was left off the agenda for September 9. Elaine sent email to BOD on September 14 proposing continuation of current dues of \$35.00. Final vote pending at the time of this writing.

Recorded by Lexa Most, Secretary



The Prez Says...

By Elaine Fisher, President

Fall is upon us and the weather makes for gorgeous trips in our Morgans. Come on out to the remaining activities this year. We'd love to see you there!

We recently completed a dry, beautiful FLOG MOG for 6 days through Oregon and Northern California. A huge thank you to Donna and Dave White, John and Barbara Burks, and Barclay and Ginny Schaw for their organizing and hospitality for a wonderful time for all the group. I didn't count the actual number of participants, but there was a good-sized group. In Ashland, we met up with a group of 15 Morganeers who had driven all the way from South Dakota and beyond.

If you don't participate in these multi day Morgan runs, you are really missing out on wonderful Morgan adventures. I don't know what is planned for SPRING MOG and FLOGMOG for next year, but whatever, put them on your calendar and join everyone. We also still have one opening for Morgans Over America VII, Best of the West in May and June of 2019 (contact Elaine) starting in Newport Beach.

At the Octoberfest, nominations for next year's Club Officers were identified. Thank you, Wendell, for leading the meeting while Philip and I (as well as Jim Taylor and Ellen Jo Baron) were in Australia for the 60th Anniversary Muster of the Sydney Morgan Club at Bathurst. Look for an article in the next Morgazette. We have several Aussies in our Club, so it is wonderful that we can support their activities too.

You will soon be receiving your Ballots and Annual Dues Renewals from our wonderful Registrar Bob Koupal. PLEASE VOTE before the deadline, and PAY your very reasonable, not increased dues, at the end of this year or first thing in January. Also VOTE November 6th!

Our Holiday Party is again at Zio Fraedo's in Vallejo, so please send in your Reservation soon so you won't miss this great time. Drive your Morgan as well.

As my time as President comes to a close, I sincerely thank the two Boards for their support and work; Angie Larson for her job as Activities Chair; Gordon Craig, Donna Dell'Ario and Tcherek Kamstra for their informative and well done Morgazettes; Tcherek as our Webmaster; Bob Koupal as our Registrar; Audrey Haines as Membership; and all the members who organized activities for us all to enjoy.



Business Meeting

Recorded by Lexa Most, Secretary

Capping a delightful and beautiful Octoberfest run over back roads of Sonoma County to Sturgeon's Mill, the members met for lunch and a brief business meeting at Dempsey's Pub in Petaluma to nominate members for club officers for the coming year. Present were: Wendell Bain; Karl Burger; Gordon and Maggie Craig; Grant and Angie Larson; Paul and Lisa Marchant; Martin Mieger and Lexa Most; Peter Mahon and Hillary Smith-Mahon; Linda and Michael Rubin; Larry Ayers; and R.B. Ward.

The meeting was called to order at 2:25p.m. by Vice President Wendell Bain.

Members nominated were:

For President: Greg Powell

For Vice President: Wendell Bain, Grant Larson

For Secretary: Lexa Most

For Treasurer: George Tollworthy

For 3 Directors-at-Large: Maggie Craig, Elaine Fisher, Tcherek Kamstra, Michael Rubin, Hillary Smith-Mahon.

All persons nominated have agreed to serve if elected. Ballots will be mailed to club members by Registrar Bob Koupal who will announce results at the holiday party December 9, 2018.

NB: Those present were reminded to send their party reservations to Elaine Fisher before November 26.

Meeting adjourned by Wendell at 2:35p.m.



The Morgan Motor Company has agreed to supply us with new Plus 4 and new 3.7 V6 Roadsters as rolling chassis, to be fitted with new Ford 2.0 Duratec 4 cylinder engines and new 3.7 liter Ford V6 engines, no variations from these engines or transmissions allowed.

The program begins immediately so get your order and deposit (5,000 GBP, about \$6,700 at today's exchange rate) in as we expect a huge number of US orders! The standard equipment and options will be priced identically and are available on the Morgan Factory website and on our's shortly, all prices quoted in Pounds Sterling and include the price of purchasing the engine and transmission and of having the engine and transmission installed.

The final price in US Dollars will be determined by the \$/GBP exchange rate the day that you pay for the car less your deposit) Base price should be equate to \$69,995 (subject to changes



in the exchange rate) + any and all options, applicable taxes, component car licensing fees in California if registered here, fob Santa Monica for a Plus 4; \$79,995 (subject to changes in the exchange rate) + any and all options, applicable taxes, component car licensing fees if California registered for a 3.7 liter V6.

(Just about every state now has SEMA SB100 or component car licensing....please check with your state to become familiar with what is required)

Call Dennis at 310 998 3311 office/408 813 2480 cell/or email: dennis@morganwest.net



3 WHEELERS:

2018 Morgan 3 Wheeler Heritage Edition Aston Martin Glacial Blue Pearl

New 2018 Morgan 3 Wheeler Polished Alloy Body/nose cowl, Black Wheels, Mulberry Yarwood Leather interior // MORGANWEST EXCLUSIVE, BATTLE OF BRITAIN LIMITED EDITION #1

New 2018 Morgan 3 Wheeler Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

2013 3 Wheeler Grabber Blue, Red racing stripe, getting all 2018 upgrades!!

ROADSTERS:

2010 Morgan Aero SuperSport Black on Black, 3k miles from new; Aero Racing dual side Sport exhaust

2005 Morgan Aero 8 Silver Shark Metallic, Navy Blue leather, 34K miles

2005 Morgan 3.0 V6 Roadster Dark Silver Metallic, Yarwood Pale Grey



2005 Morgan 3.0 V6 Roadster Rolls Royce Garnet Metallic, Yarwood Chocolate leather interior, piped in red

2005 Morgan 3.0 V6 Roadster British Racing Green Metallic, Butterscotch leather

2003 Morgan Plus 8 35th Anniversary Edition, Jaguar Platinum Silver/ Muirhead Mulberry Leather Sport Seats

2003 Morgan Plus 8 35th Anniversary Bugatti Blue/Black leather with blue piping

2002 Morgan Plus 8 LeMans '62 BRG body-white hard top/Black leather // RIGHT HAND DRIVE - #01 OF 40

1967 Morgan Plus 4, DHC, Ivory/

Green Wings, Ivory leather // New greatly reduced pricing makes this is the bargain of the decade! Dropheads of this quality were selling for about double what this one can now be purchased for at MorganWest!!

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

1964 Morgan Plus 4 DropHead Coupe LHD, BRG/Camel Tan leather

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

OTHER MARQUES:
Allard J2X, Mk III

Morgan

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WWW.ALLARDWEST.COM

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DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405

MogWest 35 at Cambria • The True Story!

Story by Dennis Glavis • Photos from Dennis, Elaine, Gordon

A few changes were planned for this year's MogWest as the Concours was to be held in the parking lot in front of the Lodge building, placement of the car allowed beginning Friday, grouped by Class and each Class color coordinated! The number of Classes had been lowered, the points awarded or deducted now changed to try to help those who drove their Morgans to Cambria or who were competing with high mileage cars vs. fresh restorations. No fog or drippy trees this year as a field of 49 cars converged amongst the 10 appointed Judges who carefully examined, observed and then rolled the dice in determining the placement within each Class..."Ben Franklins" were seen blowing across the parking lot as part of the "correct answer" discourse between owners and judicial sovereigns.....well, not really. Two unusual cars were cognoscenti favorites, the Balzars freshly restored and driven to the event '67 Plus 4 Competition and a historical '57 Plus 4, Morgan Factory prepared for the 1957 12 Hours of Sebring, John Weitz driver, brought by yours truly.

Next, Gordie, Paul Marchant and Company assembled their diabolical games of driving, dancing and shooting skills amongst us in the renewed FunKhana for All. Hearts all stopped at once as rubber chickens came oh so close to passing thru toilet seats, balls were catapulted over blind shoulders, tunnel heights extrapolated, the true meaning of "two left feet" or "no, your other left foot" explored in that dance craze that's sweeping the nation, "The Hokey Pokey!" Well done and ever onward to the BBQ.....

We dined al fresco just hedge side to the Concours field. Celtic singers/musicians and a wee lass of a bagpipe player put us in the mood for Congratulating Bill Fink for his 50 Years as a Morgan Dealer and the consumption of the Beastmeat, accompanying vittles and a wee wetting of the lipsgrand discourse followed, then many proceeded to the lounge for more chatter, a bit of practicing the aforementioned Hokee Pokey to Led Zeppelin andtime for bed!

Came the dawn...The Rally....first car out at 9am....our route led us to Paso Robles via back roads, then back to the Coast during the morning's cooler temps. I navigated for Loren Steck and most of the time was spent laughing so hard that our oh so important timing using fingers and toes as our

onboard calculator became meaningless compared to comraderie and storytelling....The rally included a 53 minute (?) compulsory lunchbreak and Loren took me to a fish taco place that was fabulous and included unlimited salsas and chip...also unlimited size of the plate of food they served you...gadzooks!!! We kind of lost track of time, thought the lunch break was longer as I'd misplaced the instruction cover sheet well in the depths of the bottomless pit of below the front seat of a four seater....realizing our error, the long lost parchment of treasure's end now found, we proceeded at flankspeed to our Rally's conclusion Lodgeside and, time for a kool brew...thank you Tim and Alice for again, a job well done....

Beggar's Banquet....early post time this year....well Morgan Staines did his always funny stand up shtick, a bit of Beatles' Parody, a bit of Carol King, bit of James Taylor...who needs the Grammys when we have Morgan...so the Awards were presented, trophies and their proud recipients photographed and immortalized in the hallowed grounds of Morgan Clubs North and South history. Newcomers who drove down from Seattle in their new 3 Wheeler, Adam Dahl, Troy Woodworth and their black Standard Poodle, Beau, won the Overall, Tombstone, Award to tote, presumably on their luggage rack, looking like a ziggurat of luggage and awards but now highly infected with the Morgan Club incurable malady of new friendships and adventure...evermore!!

Thank you to the Organizers, the Event workers one and all and to the participants whose lives were made, again, a bit better for their love of Morgans.



An abundance of creative awards.

MogWest 35 at Cambria • The True Story!

Photos from Dennis, Elaine, Gordon, Larry

First of all, thanks to:

Event Coordinators:	Elaine Fisher Dennis Glavis Michael Hattem	Rallye:	Alice Gentry Tim Waller
Trophies:	Dennis Glavis	BBQ Entertainment:	Martin Mieger Lexa Most
Registration:	Linda Cannon Patti Cannon Lexa Most	Concours Regalia:	Sandi & Ted Robinson
Concours Staging:	Michael Hattem Sarah Hattem	Door Prize Donors:	Cambria Pines Lodge Elaine & Phil Fisher Isis Imports Morgan West
Concours Judging	Dennis Glavis	FunKhana:	Gordon Craig Paul Marchant
Master of Ceremonies:	Morgan Staines	Logo Design:	Tcherek Kamstra
Darts Tournament:	Larry Ayres DEANNA BALZAR	Awards Banquet Program:	Janine Hattem
MogWest Regalia:	Michael Hattem		



Masters of Ceremonies:
Morgan Staines



Rallye Masters:
Alice Gentry and Tim Waller

Darts

Juve Reyes 186
First Place Men

John Willburn 169
Second Place Men

Adam Wolin 158

Third Place Men

Zoe Skinner 177
First Place Women

Lillina Ceantea 141
Second Place Women

Deanna Balzar 126
Third Place Women



Darts Master:
Larry Ayers & Women's First Place



Men's
first place
Darts:
Juve
Reyes &
son, JJ



Concours Winners 2018

Best of Show Peter Morgan Award

Deanna & Gary Balzer - Comp + 4
Winner



Class A - Premier Class

Sue & Brian Howlett 'V6
First Place

Al Gebhard '53 + 4.4 Pass
Second Place

Alex Gutin '16 360/5 Speed
Third Place

Dan Redmon '59 + 4.4 Pass

Class D - 4/4

Evelyn Willburn '78
First Place

Jack Fuller '66
Second Place

Karl Burger '61
Third Place

Class G - V6/AERO

Marleen & Lee Debrish '05
First Place

Jim Foley '05 Aero
Second Place

Third Place

Hard Luck

Chris Dutra
Winner '64 DHC

Class B - + 8

Janine & Michael Hatten '87
First Place

Michael Murphy '98
Second Place

Martin Mieger '03
Third Place

Jim Taylor & Elenjo Baron '02

Class E - Drophead

Al Gebhard '63
First Place

Second Place

Third Place

Class H - Trike

Adam Dahl '18 SS
First Place

Larry Ayers '27
Second Place

Third Place

Class C - +4 Roadster

Jim Callahan '65
First Place

Derek Willburn '56
Second Place

Richard Smith '81
Third Place

Sandi & Ted Robinson '56

Class F - 4-Pass. Roadster

Sarah Hatten '62 + 4 4pass
First Place

Linda Cannon '60 + 4
Second Place

Lois & Dick Love '72 4/4
Third Place

Grant Larson '67 + 4

Class I - Limited Edition

Pamela & Dennis Glavis '57 Sebring
First Place

Jim Liberty '53 Skimp
Second Place

Paul Merchant '59
Third Place



Termite Motel

Patrick Mannion '61 + 4
Winner



Patrick's Car was
"well-dressed"
even if not
"concours d'elegance"
style!

MogWest, cont'd

Funkhana

Fred Klein + Al Gebhard
First Place

Angie + Grant Larson
Second Place

Ann and Morgan Staines
Third Place

Adam Dahl and Troy Woodworth
Fourth Place

Annette and Loren Steck
Fifth Place

Badges

Ted Robinson
Oldest

Loren Steck
Rarest

Lee Debrish
Best Presentation



Funkhana: Loren and Annette do the Hokey Pokey



Funkhana: Chris savages a rubber chicken



Funkhana: Adam & Sarah rock on



Funkhana: Phil conducts the Limbo

Rallye

3-Wheel Morgans

Adam Dahl and Troy Woodworth
First Place

Alex Gutin and Jenny Smirnawa
Second Place

4-Wheel Morgans

Adam Dahl and Joe Cibit
First Place

Ray Pallent and Ann Kirkpatrick
Second Place

Lynn and John Willburn
Third Place

Marie and Sam Logan
Fourth Place

Non-Morgan

Maggie and Gordon Craig
Winner

Captain Wrong Way Peach Fuzz Award

Dale Barry and Mollie Miller
Winner



Perpetual Trophy

Adam Dahl and Troy Woodworth and Beau
Winner



Michael Hattem presents the Perpetual Trophy to:
Adam Dahl and Troy Woodworth and mascot, Beau

Furthest in a Morgan

Adam Dahl and Troy Woodworth and Beau
1300 Miles in 2018 3W 5 Speed
Winner



Track Racing Report (And 3W Wonderings)

from J. Dale Barry • Excepts from October 2018 Format, Morgan Plus 4 Club, Southern California

Monterey Reunion Races, 23-26 August 2018. The Monterey Laguna Seca weekend is now over and we are home from the track. The weekend was something special this year as we had a lot of good competition and really good Morgan club racers. See the positions and standing below as well as the following discussions.

Entrant	Racecar	Number	Group	Place	lap time
-John Willburn	1963 Peerless Ambro	239	2B	22 of 33	2:01.5
-Jeff Tamkin	1959 Morgan plus 4	53	1B	DNF	DNF
-Stewart Smith	1957 Lotus Eleven	85	2B	15 of 33	1:58.9
-Jim Smith	1962 Cooper T59	21	4B	12 of 20	2:00.0
-Doug Sallen	1952 Morgan plus 4	111	2A	6 of 472:	01.4
-Julien Pearl	1932 Morgan 3 wheeler	77	1A	DNF	DNF
-Greg Powell	1958 Morgan plus 4	33	1B	4 of 42	1:53.2
-John Miller	1957 Ford Thunderbird	189	1B	25 of 42	2:07.4
-Ron Carrico	1964 Morgan plus 4	9	3B	24 of 50	1:54.2
-J. Dale Barry*	1935 Riley-Ford Champ Car	116	1A	20 of 42	2:25.2
-Jeff Abramson	1950 MG John von Neumann Spcl.	11	2A	DNF	DNF
-Jeff Abramson	1965 Shelby GT350	5	6B	5 of 33	1:43

Greg Powell drove one of the most exciting races of the weekend with his 1958 Morgan coming in 4th out of 42 cars during his Saturday final event in group 1B.. Many were astounded when his 1958 Morgan beat Porsches, Corvettes, Ferraris, Triumphs and Alfa Romeros. He lost to a Corvette and two Turners. Folks, what we have here is one hot Morgan with a hot driver. *Greg Powell also drove the 1935 Riley-Ford champ car with J. Dale Barry as the entrant.

Jeff Abramson had bad luck for one event but shined brightly for the second event with his 1965 Shelby GT350. He drove to the 5th position of 33 entrants in group 6B and did so with style. This was another event for which we moved from track start to the driver's lunch area where we had a better view of the south half of the track. Jeff did very well.

Morgan 3 wheeler at Monterey. **Julien Pearl** was the only Morgan 3 wheeler entrant to enjoy the Monterey Reunion racing scene this year although there were other racers that had a Morgan 3 wheeler but chose to race another car, possibly a non Morgan. Julien found this Monterey to be a difficult weekend once again. He had engine problems, tire problems, inner tube problems and electrical problems but he continued to work over the weekend. He participated in some of the practice events but was unable to finish the final race event. We believe Julien will be back as he is enthusiastic about racing the Morgan 3 wheeler.

Monterey images on line. Images of many of the cars at the races may be found on-line at www.sportscardigest.com. Only one photos of the race car from the above list was included in the article and that was the 1962 Cooper of Jim Smith who also has a Morgan plus 4. The track results noted in the table above can be found on the internet at

<http://www.weathertechraceway.com/race-results/2018-rolex-monterey-motorsports-reunion-race-results>



Monterey Laguna Seca race track. The Monterey Laguna Seca race track is a 2.238 mile convoluted oval with 11 turns and includes the famous corkscrew drop from the top at turn 7 to the base of the race track some 10 stories below at turn 11. In order to properly navigate the top left hand turn, one cannot see the track below as the car drops over the edge, so the recommendation is to aim for the tree across the track with the white ribbon and immediately turn right to navigate the right hand 90 degree change at turn 8. Turn 7 is all true trust folks as the alternative is to run off the track on the left side – as has been done several time with the Morgan 3 wheeler. The Monterey Reunion is now called WeatherTech Raceway Laguna Seca circuit.

George Tollworthy of the northern California Morgan club raced his 1934 Morgan JAP SS 3 wheeler, UK license OG 3281, during the period April 1997 to May 2004 when he retired. The car was previously owned by J. Roth, Bud Yieder, John Boyd and Ray Olsen. Ray Olsen restored the car from a pile of bits and boxes in the early 1970s, raced it for about 20 years and then sold it to George Tollworthy in 1992. The car now resides with Larry Ayers of NoCal who bought it from George in August this year. Larry is also the owner of the famous 1930 Morgan 3 wheeler race car named Red.

Morgan Northwest Tour. This is from Gordon "Lismore" Craig of the NoCal club. He writes on line - Gary Kneisley of Mid-Ohio and others have begun a big Northwest Tour of the U.S. traveling across North Dakota, Wyoming, Montana, Idaho, Washington, Oregon and California. Our annual fall FlogMog will rendezvous with them in Diamond, OR and we will tour together through to Ashland, OR and eventually Quincy, CA, a high Sierra Mountain town. Gary is writing a daily blog, worth a look, see <https://2018morgannorthwestpassage.blogspot.com/>

Vintage Racing Schedule for 2018

Nov SVRA	01-04	National Championship	COTA Raceway, TX
CSRG	02-04	Season Finale	Thunderhill Raceway, CA
VARA	10-11	Big Bore Bash	Willow Springs Raceway, CA

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your
pride and joy
the very best
that it
can be.***

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Greg Solow's

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Morgans On the Lawn, 2018

Report from Dale Barry and Gordon • Photos from Gordon, Ed Stump, and Larry Ayers



A large number of SoCal and NorCal Morgan club members attended the evening BBQ and discussions at the home of Loren and Annette Steck on Friday night. Attendees included the following; Larry Ayers, Katherine Bard, Dale and Karen Barry, Bill Fink, Elaine and Phil Fisher, Dennis and Pamela Glavis, Mike and Janine Hattem, Fred and Carolyn Klein, John Miller, Greg and father Lynn Powell, Ted and Sandi Robinson, Greg and Tangie Solow, Loren Steck, Derek Willburn, Gerry and Barbara Willburn, John and Lyn Willburn, Bob and Peter Schmidt, Tim Waller and Alice Gentry, Maggi and Gordon, Marty and Lexa, Ed Stump, Paul Marchant, Pat Mannion and many, many more.

The Furthest in a Morgan proved to be Dwight Smith and his riding/driving mechanic Chad Cansler in Dwight's 1953 +4 "Green Lantern" FlatRad, all the way from Portland, Oregon. These Long Riders avoided the I-5 as much as they could, driving the coast roads in long slogs

as much as possible with no mishaps whatsoever. We trust their return was just as trouble free. The Flatrad is well sorted, includes a unique bit of bonnet alteration to create an air scoop for SU air cleaners. Apparently the previous owner took a set of shears and cut a rectangle section out of the right side bonnet half leaving the rear still intact to the bonnet. Then skillful bending, forming and shaping of the cut out perimeters were reattached, molded to form a raised scoop, finished with a piece of colander holed alloy to form the scoop mouth. Quite a piece of finished work, very impressive with finish paint looks like it came from the factory.

Annette was away in Hawaii looking after her mum and we missed her, Loren and his wonderful neighbors and all our Morgan friends all pitched in as usual for a wonderful time.

Thanks to All.



Scots Games & Gathering

Pleasanton Fairgrounds, Labor Day Weekend



Headmaster, Paul Marchant



"Little Brother" SS pedal car

Although we were moved this year to the outer beyond (with the Clan tents) we had a good turnout of Morgans Saturday and Sunday. Also the MG club was with us and the brother owners of two wonderful Aston Martin DB 2 Mk's IV and VI, early and mid-50s Astons respectively.

An especially big hit was the "Little Brother" SS pedal car of Headmaster Paul Marchant (besides a Morgan Club "wheel", he is also a Caledonian "wheel"), lots of youngsters had a ride in a Morgan just for them.

The weather was mercifully balmy (unlike last year) and the drifting sounds of the Piping Bands, folk singers and Celtic Rock groups kept us in the spirits of ancestors. I even met a young Dad from my birth town, Paisley, we were christened in the same church though decades apart.

I heard the GIANT (Protector of the Eternal Princess) of "Game of Thrones" was tossing stones and the caber but I missed him. Among those who didn't were Marty and Lexa +8, Laura +8, Chris Hall +4, and other Morgan Club GIANT watchers, cheers!

Hey Ho, Schlange Va! Gordon

All British Car Meet at Blackhawk

Report and photos by Larry Ayers

Six Morgans were present at the Blackhawk All British car meet on Sunday. Kevin Rivette, 62 +4 four pass; Patrick Mannion, 59 +4; Jim Henry, 2016 5 Speed trike; Larry Ayers, 34 JAP Super Sports; Paul Marchant, 65 +4 SS; and Dennis Musante, 62 +4. In Participant's Choice Awards: Dennis Musante garnered 2nd place, Larry took 1st place..

It was a nice show and the Morgan class drew a lot of attention with the two trikes parked adjacent to each other and displaying an 86 year difference in technology. A bright yellow Morgan was seen briefly in the parking lot but didn't enter the show. Perhaps a greater attendance of Morgans will be present in 2019.



Thrill on the Hill from a Yank's Perspective

by Tcherek Kamstra. August, 2018



Firstly, let it be known that I am from San Francisco. So on my recent trip to England, the concept of 'hills' did not worry me in the least. I even promised that I would make the trek to the famous beacon above the Malvern Hills to satisfy Keith Baldwin (brother of the MMC's Mark Baldwin) without hesitation. Keith's directions sounded easy enough (turn right at the Unicorn Pub and just keep walking up the hill). My first stop upon arriving in Malvern, however, was at the Morgan Motor Company. I wanted to check in on Bill Fink's Morgan which had just arrived in the UK. Many of you know that this is a very special car, the very first prototype Plus 8, OUY 200E, also known to some as "Dolly" due to her unique characteristics.

I was relieved to see that our Morgan was in fact there and was being lovingly tended to by the MMC. At that very moment, Mark Baldwin received a phone call from Bill Fink, who was calling to make sure that "she arrived safely." Nigel Bradford of MOG Magazine overheard this exchange, and was amused when it turned out that Bill was referring to OUY, and not me. I chose not to dwell on this, as Nigel had agreed to assist me in fulfilling my pledge to make the trek to the Worcester Beacon.

Okay, I am from SF as I stated. I've climbed many a hill. However, it's been a few years. The climb to the Beacon is a substantial one. I mean, I seriously considered turning back 3 times. Every time Nigel stopped to point out a view of interest, I was grateful. At



one point he stopped and gazed at a site of relevance and asked me "So you know why I am stopping here?" and I responded "Self preservation?"



Exhaustion?" however it was actually to see the train make its way through town. Still, when we reached the apex of this what I now can only describe as a mountain, the view was worth the effort. School aged kids were crawling around with no signs of fatigue whatsoever, and brave souls were paragliding from this peak. The many colorful kites being flown were fantastic additions to the breathtaking view.

That weekend I attended Morgan's actual "Thrill on the Hill" event with Bill Fink. We arrived to find our Morgan OUY in the #1 spot in the line up of 50 Plus 8s - one car for each year of production. The moment we showed up we were told that journalists were waiting to interview Bill (see Andrew English's piece in The Daily Telegraph). I spent much of the day assisting Hermen Pol in the Morgan Car Badges booth while Bill was able to catch up with old friends, such as Mick Hand and Derek Day from the MMC. Seeing Knut Hallan was a treat as well, and he invited us to add our signatures to the collection of autographs of "Morgan luminaries" on his Plus 8.

The next day was to be spent at Prescott Speed Hill Climb. Bill and I went to pick up OUY at Morgan, and



Bill is reunited with old friend Derek Day





Mark and Sarah Baldwin enjoying their Prescott Hill Climb run



The stakes that marked Plus 8 positions in order of year.

found ourselves behind the Cavalcade of 3 Wheelers. This turned out to be a very good thing, as I was navigator and cannot read a map. There were a few moments of tension when soon after departing the factory, we seemed to be without a first gear. I tried not to panic as Bill managed to start the car from 2nd gear. Somehow he managed to do so, and I believe the spirit of Maurice Owen, who was the first person to drive our car through Malvern, came to our rescue. The car seemed to miraculously heal itself and we in fact went on to complete all 3 of our hill runs at Prescott without any trouble.

For the Celebratory 50th Anniversary of the Plus 8 run, the cars were lined up in order of year...and so Bill and I were in the very first car, followed by our good friend Mark Baldwin in MMC II (the second Plus 8 prototype). Behind him were the other 48 cars chosen for this event.



Myself, Bill Fink, Mark & Sarah Baldwin)

In all, the weekend was a wonderful tribute to the 50th Anniversary of the Plus 8, and it was such an honor to be there with our own Morgan, the mother of all Plus 8s, and OUY is now on temporary display at the MMC in pole position!

London Daily Telegraph - BILL FINK - the San Franciscan classic car dealer who helped save Morgan



Bill Fink might seem like an unlikely Morgan fan, but his input helped build the tiny Maivern firm's worldwide reputation

Follow

By Andrew English, MOTORING CORRESPONDENT

15 AUGUST 2018 - 12:22PM

"No, no, no," says Bill Fink when asked if he is the man who saved Morgan. "Morgan saved Morgan, but I might have helped a little bit in America."

Fink, Morgan's legendary San Franciscan dealer, former Yale student and Oxford rowing blue, was over here last weekend to celebrate a half centenary of the Morgan Plus 8, an improbable supercar launched in 1968. The festivities, called Thrill On The Hill and part sponsored by Morgan, took place at the factory and Prescott hill climb.

Fink bought over his original prototype Plus 8 'OUY 200E', which was proudly parked right next to 'MMC II', the production prototype which is owned by Morgan. It was all very jolly, yet it was also something of a wake, because this occasion not only waved goodbye to the BMW naturally aspirated V8 engine, but also the Plus 8 model and the Aero 8 which share it.



The celebrations have funeral overtones. Is this the death of the Plus 8?

Fink's role in the success of the original 1968 Plus 8 model is largely unsung. He initially set up a lucrative if slightly hand-to-mouth business buying second-hand cars in the UK, converting them to left-hand drive and shipping them to the States for sale to a growing band of enthusiasts. But his partners cheated him and he was forced to return home and set up in San Francisco as a *bona fide* used-car business dealing principally in Morgans from premises in the heart of the city's red light district. He named it Isis Imports after the stretch of the River Thames which runs near Oxford, where he trained for the victorious 1965 Boat Race crew.

Morgan had managed to get the original '68 Plus 8 through stiff US emissions and safety legislation, but by 1971 the car's exemptions were running out. This is where Fink's heroic campaign to get the Plus 8 re-accepted began. He besieged the Environmental Protection Agency (EPA), the National Highway Traffic Safety Administration (NHTSA) and the Department of Transport (DoT) and, with his chief mechanic Steve Miller, converted the big Rover/Buick V8 to run on propane. Careful study of the safety regulations involved fitting the Plus 8 with a tow bar (rear impact protection) and Morris Marina rubber bumper inserts, and the public still beat a path to his doors for this idiosyncratic sports car.



Bill Fink in Oxford

"I had started selling bits and importing used cars," says Fink, "but it [the Plus 8] seemed to be an opportunity and it wasn't that daunting initially. But the standards kept growing until we had air bags of course. But we sold cars, quite a lot in fact. In 1978 we sold 28 cars and thought we'd probably never do it again."

That situation lasted until 1992 when the exemptions timed out. Land Rover had been working on EPA compliance for the Discovery and Range Rover, which used the same engine, meaning that the Plus 8 got a new US lease, but in 2004 emissions legislation put paid to the old Rover/Buick V8 (by then displacing 4.6-litres) and in its place came two cars: a traditional V6 Roadster powered by a cast-iron, three-litre, 24-valve Ford V6, which gave similar performance if at higher revolutions, and the Aero 8.

"We've had nothing since the Aeros ran out," says Fink, "except the Three Wheeler."



Fink, right, is an unsung hero in Morgan's history

He's quite emotional about the end of the Plus 8 name (along with the Aero 8) and calls it a "huge wasted opportunity".

In fact Fink has done quite a bit to find an alternative. He and his engineers have fitted a Chevrolet Corvette V8, which has made a phenomenal performer; when tested that car did 0-60mph in 3.5 seconds.

"I have a certain bias," he says, "but I like the smaller body of the Roadster, it's much narrower than the current cars. We built a Corvette-engined version of the current Roadster for the Morgan agent in Stuttgart about 10 years ago. There was a bit of work to do around the firewall, but it went in fine. The GM engine has the same basic dimensions as the Buick engine.

"Steve [Morris, Morgan's managing director] came over back in 2005 when we did the first Corvette-engined car. He drove the car in San Francisco and seemed very enthusiastic. Charles [Morgan] decided at the time that he didn't want another engine supplier because of BMW and the fact it would just complicate things, but they no longer have a V8 engine supplier and the Corvette engine is still there and it complies with all American standards, it fits and on a production basis there is no work to do.

● **Morgan Plus 8 50th Anniversary Edition review: farewell to Britain's giant-killing, V8-powered siege engine**

*Bill Fink
Awarded at
the annual
MogWest
gathering in
July 2018*



Could this be the end of the Plus 8? Possibly.

Fink remains philosophical. Would he go into battle against the legislators once more to see Morgan four wheelers in the States?

"Well that depends on our friends in Morgan, because there are solutions. America makes life complicated for Morgan. They can sell what they can make so why bother with us? America's always been a pain in the ass, whether it's cars or whatever," he laughs.

But doesn't he get the feeling he's been fighting the same battle all his life?

"I suppose," he sighs. "When I came out of business school at Stamford, I thought I'd do a few years selling Morgans and make \$100,000 then go and have a real life. That never happened, so here I am... It's a tremendous life of imagination and I enjoy the cars, but I'm still trying for that \$100,000..."

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The Family Journey that's Never Ended, The Beasley 1970 Plus 8

With notes from Carolyn & Geoffrey Beasley, period photos
This is a story of an early Plus 8 that starts with a family about to bloom, a Morgan Club with great friends from the beginning to the present and many road and camping adventures in between. In fact this story starts with a map of touring Europe back in the day.

Carolyn and Raymond Beasley were young teachers in 1971 and in that summer they began their first road adventure together. Awaiting them was a LHD BRG Plus 8 at a Morgan Dealer near MMC in Malvern. The car had been built a year or so earlier special order for a customer in Canada who had second thoughts and declined to buy it. Carolyn and Ray were in the right place at the right time and they bought the car outright, love and wanderlust at first sight. The car was UK licensed RON406G and off they went. They obtained a London Daily Telegraph roadmap of Europe and Carolyn traced the daily roads and ferries they took, Dover to Calais, on to Brussels, Luxembourg to Frankfurt, then southeast to Prague, usually camping every night along the way. Upon entering Czechoslovakia (then a Communist Bloc country) they were allowed a 3 day "camping visa", that is camping only, no hotels, no hostels. Carolyn says, "On the first night we did camp, on the second day we were in a village when we were approached by a local Czech soldier, he and his family lived in the village. There were Big Statues in the village square. He invited us to stay over, the car was parked in his garage, hidden from view, and he brought his extended family and friends to come and see the car. We had a great dinner, lots of fun, but we had to leave the next day to go to the third camp. The soldier sent us to the camp and we altered our papers to make it look like we had "camped" the 2nd night. If we had declared we had stayed with a Czech family instead of camping, they would have been in trouble."

Leaving Czechoslovakia, on to Budapest, through Hungary to Bucharest, " We drove along the Black Sea coast of Romania to Istanbul, visited the European and Asian sides of the city, turned west again, south...in a detour through Macedonia, to Greece and Athens. We wanted to go through Albania but U.S. citizens were not allowed, instead drove through then Yugoslavia, and up the Adriatic coast to Montenegro, then into Austria, stayed in Vienna. Then to Munich - Zurich and Berne, Switzerland - to Paris, to Le Harve and the ferry back to Southampton, UK. We shipped the car back home from there. The car drew amazing attention everywhere, especially in Communist Bloc countries. The men always wanted to know the "V?", the size of the engine, surprised to learn it was a V-8. We made lots of friends, used sign language and a little German." But that wonderful Summer of '71 was ending, and their teaching jobs were starting up again.

Ray took possession of the car upon arrival at the Port of



Oakland and almost immediately registered it here in California. He drove it daily to Clayton Valley High School and later Concord High School where he taught high school math and economics, and also night classes in Econ at Diablo Valley College. Carolyn drove an MG TC to her work as an elementary school teacher that is still in the family, but the Plus 8 was the Mostly Strictly Daily Driver, and the weekend jaunts with the Morgan +4 Club of Northern California. They made fast friends with many in the Club, and right from the start with Paul Marchant and Bill Fink, who continue to figure large in the resurrection of this Plus 8.

Continued page 20



Beasley +8, continued

The original BRG color began to look tired and Ray decided to repaint it the two tone oranges of body and wings it is today. About this time Geoffrey Beasley and sister Elisa joined the family, and as soon as they were "travel worthy" Mom and Dad would pack them into the rear baggage compartment with seatbelts and blankets. Geoff's earliest memories include traveling lightly with a tent and groundcloth bundled above the rear bumper, the luggage rack had backpacks with changes of clothes, foodstuffs, sleeping bags and camping gear. This hardy family of Mogs drove to numerous campgrounds in the Sierras and along the California coast, adding up thousands of miles until neither he or his sister could no longer physically fit in the rear compartment, this would be about age 7.

Sadly, Raymond passed on in his mid-50s and the car was garaged for a couple of decades along with the TC. As Carolyn and the kids grew, they still went camping but in a more practical Land Cruiser. Geoff developed an abiding interest in many things mechanical, particularly Off-Road 4WDs, and to this day he and his wife Colleen are avid Off Roaders and Campers. In the past couple of years though, that Morgan Plus 8 has



beckoned, and thanks to Bill Fink and Paul Marchant, the car is getting exercised and used. Bill replaced the tired original Rover engine (clocked over 135k miles) with another low miles Rover, the original steel floors rusted out, replaced with new high strength plywood, the seats replaced with newer buckets, the gas tank replaced, race style safety belts, steering tie rod ends, KPs, bushes and fresh brakes all installed. Eventually, Geoff will repaint the car in the same colors his Dad had, for now the car is rolling again in good order, and the Spirit of this Plus 8 is alive and well with many more miles on the Family Journey that has never stopped.

Happy Trails to the Beasley Family, gordon

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The 2018 Ironstone Concours d'Elegance

Story and Photo by Larry Ayers

Murphys, CA

A wooden slab-sided box with a rope handle contained two wine glasses, some almond snacks, a bottle of superior Ironstone wine, the official event program, two buffet lunch tickets, and two event passes greeted you at registration on the grounds of the Ironstone Winery for the 22nd edition of the Ironstone Concours d'Elegance on September 22, 2018.

Dale Barry, from the Southern Plus 4 Club, and Michael Anthony, hopped aboard my Dodge tow vehicle for the trip from Vallejo to Murphys. We towed my 1927 Morgan J.A.P. Aero Super Sports that had been entered in the Vintage Motorcycle class. Their assistance was most welcomed.

The plan for Dale and I was to be the house guests of Roy and Davina Lane in Columbia while Michael chose sleeping out under the stars on the Ironstone premises in Murphy's. The Lanes own several collector vehicles including two Morgans. Everyone became happy campers. And the Lane's gracious hospitality was most enjoyed and appreciated.

Sadly missing at the show was the absence of Morgans. Aside from mine, only Rod Miller was exhibiting his '58 Plus 4 DHC. The Lanes showed a '59 Bugeye Sprite parked adjacent to Rod's Morgan, and Morgan owners, Bob and Bernice LaMar, from Half Moon Bay, were in their very nice Rolls Royce. Richard and Melanie Smith (sans Morgan) stopped by for a chat.

If you can't believe 42 car classes for a total of 420 exhibits, you should have been there to see



1927 Morgan J.A.P. Aero Super Sports that had been entered in the Vintage Motorcycle class

them. We saw numerous vintage vehicles, tractors and stationary engines, vintage trailers, housecars, commercial vehicles, and Amphicars, plus a few boats, and of course those 16 motorcycles. In the motorcycle class, the judges hadn't a clue how to judge a Morgan trike. In fact, there was a rumor floating that the judges met the night before the actual show, enjoyed several beverages, and picked the class winner, and simply did a walk-through on show day. You didn't hear this rumor from me, although if the truth be known, that wouldn't come as a shock!

An added feature this year was a Friday bidding to get a ride in one of the antique race cars for a \$60 dollar donation, allowing 5 laps on the oval dirt track located behind the show field. So many participants wanted a ride, it became overwhelming so the laps were cut to 3 in order to accommodate everyone. No one

counted on the over-watered track that became close to a quagmire for participants and drivers alike. When the vehicles (about 8 in number) came off the track every imaginable spot on both vehicle and occupants was splattered with mud. What a clean-up lie ahead! However, the huge smiles on the faces of those passengers told it all while they wore their mud-splattered clothes like badges of courage. One of the male passengers confessed to me that he had a dinner appointment later, and was wearing his muddy outfit without a change so he could brag how he earned it.

The Ironstone Concours was a big success as always, a real crowd pleaser, and although the temps hovered around 85-90 degrees, everyone had a good time while enjoying the vehicles on display. Perhaps there will be more of a Morgan presence in the future if there isn't a conflict with Flog Mog.

FlogMog 2018 • “THE BIGFOOT RAMBLE”

Story by Gordon, with excerpted segments of The Morgan Northwest Passage Blog, Gary Kneisley

• Photos by Dave While, Elaine Fisher, Gary Kneisley, and Gordon

September 18-22



In a Quarter Century of annual FlogMogs, we have traversed the Land of the Sasquatch many, many times—the Redwood groves of the northern California and Oregon coastlines going inland to the Trinity Alps, the Siskiyou and the Sierras are familiar roads and byways to us. But we never have had a Quest named as such, nor a sighting of the mysterious, elusive biped of legend, and well, this trip was not going to be any different seeking the Phantom of the Tall Tale.



We just drove the roads as planned and laid out by Dave and Donna White, our ride along Tour Maestros of this years edition. They did a wonderful job of routing us, keeping us away from the Great Pall of Smokey Air that has beset our almost entire Left Coast the past summer and early Fall, so many Great Fires, millions of acres of conflagrations throughout Washington, Oregon and California, all going at once, forming a stalled, huge regional bubble of harsh atmosphere plaguing us all. We started in Eureka and our first night of greeting brought us to the Historic Somoa Cookhouse. We had a good mix of “regulars” and veteran “newcomers”, that is, some we met at The SpringMog earlier this year like Evert Dale of Redding, who drives a beautiful TR3. All in all,



there were 18 Morgans more or less, as some joined enroute, and one tintop (yours truly) driven as a shield from the Great Smokey Air.

We made our way to Gold Beach and the mouth of the Rogue River the second night. Jenny and Barclay Schaw were our hosts at their chalet of small cabins and a yurt on the banks upriver, a fabulous BBQ featuring sides of salmon slow cooked on inch thick planks of cedar and Barc's secret sauce and spices, yum Heaven! Maggi and I were treated to our first overnight in a yurt, rough wood walls, carpeted floors and a open dome to the celestials, a rare starry night.



The next day we lit out on US 101 (Oregon Coast Highway) going north. The sky was clear and vistas of coastal inlets and offshore rocks and arches abounded. We stopped at an ice cream shop in Bandon, and it wasn't just John, we all did.:) Then, east on the road to Roseburg through the inland pasture lands of the Oregon coast...they were as

brown and dry as I have ever seen them. Usually, there is green this late in summer and fall just because it rains and fogs constantly and penetrates sometimes as far as I-5, not so this time.

We parted ways at I-5 and went south to Ashland for a planned for visit with a family friend, the rest of the troupe kept going east on State Route 138 to Diamond Lake, near Chemult, OR.

The Northwest Passage Morgan Group left Florence further north on the coast that Thursday morning Sept 20th. "We woke to a clear and very chilly morning. Five Morgan's, one MGB, one Jaguar, one Porsche and our follow car a Ford Edge. make up our troop," writes Gary Kneisley, scribe of their Daily Blog.

He continues: Off we go on an early morning start, across the bridge leading south out of Florence.



And through the little town of Garnier, Oregon, just before Reedsport.



Seems most roads are under construction these days.

Bridges mostly in Oregon. Here's a crew tending to traffic flow on a foggy morning.



We have also encountered many logging trucks the past few days. Some of the logs are huge in diameter. On this truck they are telephone pole size.

We started out this morning just about sea level, but in just a couple of hours we were at 5000 feet as we moved inland toward Crater Lake.



In parade like fashion, here is Bob, Reg, Lee and me rolling along.

While we rushed by this babbling stream, only Lydie stopped long enough to take some marvelous photos.



Lydie Foster picture

She also saw this snow gauge along the road. Snow gets really deep in inland Oregon.

Lydie Foster picture



Arrival at Crater Lake National Park.

Evidence of recent wild fires in the park.



And after a long trip into the park we came upon Crater Lake. Some 1600 feet deep, the deepest lake in the United States. Deep blue water taking on the color of the sky. Stunningly beautiful.



After touring around a bit we settled into the Lodge at Crater Lake. An old and beautiful building based on the heritage of the National Park System.

We sat and enjoyed the view on the veranda while our rooms were being prepared. Very relaxing.



FlogMog cont'd



And this little bird joined us to take in the view. He was less than 10 feet away when Lydie took this snap.

We'll be looking at the dark skies tonight and sleeping in."

(Meantime, the FlogMog group was 25 miles away in Diamond Lake, a lot of miles covered by both groups, and they just missed each other! Oh well, one FlogMog maverick, Robert Horsley, made it to Crater Lake that evening meeting up with all of NW Passage Mogs. He later commented about "the dark nothingness driving along the ridge" of the lake to get there.)

Gary K. continues: "Friday, Sept 21, 2018. The Morgan Northwest Passage tour is winding down but today it was all downhill. We drove from 7900 feet elevation to less than 2000 feet in less than 2 hours.

It began with a late start, heading out about 11am. The seven miles from the lodge to the gate, then only a hundred or so miles to Ashland.

A quick stop at the Village Store to buy some supplies, but they were about sold out.... seems they were



closing in 2 days, for the winter.

Oregon is a land of mixed topography. From mountains to grasslands. This flat plain is nestled between mountain's all around.

At one point I lost the way when my GPS system ceased to work and I missed a turn. To get back on track the refreshed GPS pointed us down a Forest Road called Big Elk. Our first close encounter with wildlife was with three meandering free ranging cows giving us the eye when we drove by. I was so stunned I almost forgot to snap a picture with the car cam so missed getting a pic of the first two.



The Dead Indian Memorial Highway zooms down a mountain side with many twists, turns, rapid stops and exhilarating accelerations. We dropped over 3-thousand feet in about 20 minutes of twisties. What fun in a Morgan. Sadly this photo does not show the excitement of this road.



Queuing up for the BBQ gathering at John Burks home in Ashland. We meet there with another Morgan Group called FlogMog. (Finally!:))

The guys kibitzing in the driveway. Joe, Don, Peter, Bob and Bruce.



A FlogMogger, sailor, all around nice guy and new friend, Robert Horsley



Some of our cars surrounding Robert Horsley's all blue Roadster.

The BBQ (bring and cook your own dinner) was fabulous.

We called all of the Morgan North-



west Passage gang together for a group photo.... here's all 15 of us.



Mog Northwest Group

One more day tomorrow before starting home Sunday. Gary Kneisley.

Our last day together for both FlogMog and Morgan Northwest Passage began in Ashland, south to Dunsmuir along Old Hwy 99 until we had to go on I-5 for about 20 miles to Dunsmuir, to Hwy 89 east. This was all small groupings of Morgans all the way to Quincy—along the way some of us stopped in McCloud, some at Old Station before Lassen National Park. But Evert, native to this region, brought us to the loop for **McArthur-Burney Falls**, and we were so glad he did....lovely place with overlooks at several points along Clark Creek of stepped and steep falls, still pouring after a dry, dry spring and summer. As Huell might say, "a nugget of California's Gold."



After lunch for us in Burney, we went on Mt. Lassen Volcanic National Park.



As FlogMogs, we have been here numerous times, it has always impressed us and still does. The NorthWest Passage Mogs visited the Park for the first time and here it is through their fresh eyes:

"Saturday, Sept 22, 2018. The Morgan Northwest Passage concludes today with an exciting discovery day and wonderful get together with more Morgan enthusiasts from the west coast.

First, the travels today.

An early 7:30am start out of Ashland headed for Quincy, CA via Lassen Volcanic National Forest. Frankly, I'd never heard of it before we started planning this trip but it turned out to be a real highlight. More on that below.



Once across the border to California we began to encounter evidence of significant wildfire damage. Sure there have been fires in Oregon and Washington and we saw some of that damage, but nothing like this so close to the interstate highway.

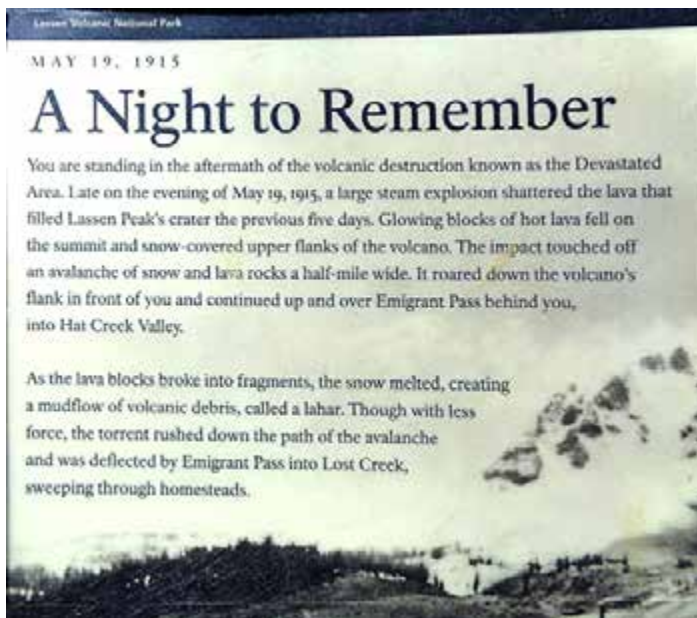
The trees are stripped of their foliage and trunks charred. Most still standing but many downed.



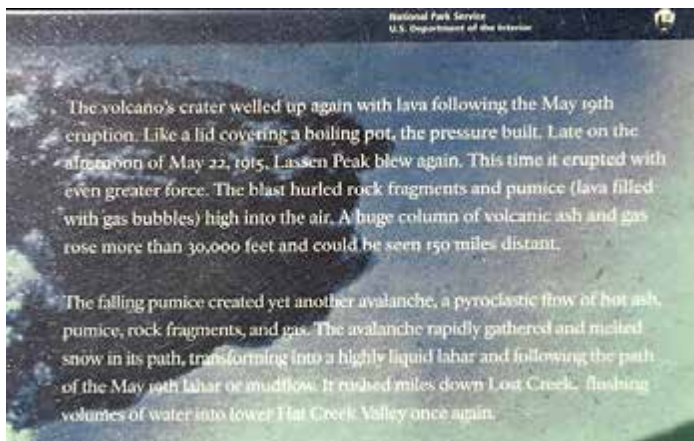
Lassen Forest is significantly different from other forests and landscapes we've seen on this trip... Volcanic ash and sand. Not so much the black stuff you see in Hawaii, this is more gravelly and light.



This wall shows a lava flow down a steep embankment.



May 19, 1915 the lid blew off the mountain as described in the graph above.



And two days later it blew again. The whole scene remains haunting to today. But the park road is a delight to drive and every turn brings another amazing view. Best of our tour.



The mountain today--

Another few miles to Quincy, CA, a small town in the rural mountains. Nice town but rather beaten down by



the times. Reg's car proves we are in the "sticks".

The party began, as the group from FlogMog, the California

and west coast Morgan group and the Northwest Passage group opened the beer cooler and conversations and new friendships began.



So many names I will not remember so I won't even try for the purposes of this document. It was a very nice time, capped with a good dinner at a downtown restaurant where they got us all seated and served in good order." Gary Kineisley, NW Passage Blog.

Yes, we did all arrive in Quincy, most of us at the FlogMog





Innkeeper of choice, The Ranchito Motel.

There was a, er, slight detour for some of us who did not get the memo—along that stretch of Hwy 89 on the west side of Lake Almanor the bridge had been closed for repairs, surprise! We had to backtrack to Chester around the north end of the lake to Hwy 147 that flanks the east side and continue on 89 into Quincy, just a 2 hour delay.



But we arrived to find a full house of mingling Mogs, including others from the Sacramento area and Dave Sneary and Paul Marchant who had come up from the East Bay just for the night. And let's not



forget our FlogMog Australian Shepard mascot, Conner, riding with the Powells.

It was a mini-national meet up of Mogs from all over the USA. Quite a few of us went to Moon's restaurant and filled the place at various long tables, and told many a long story, to be sure. But to my knowledge, no one talked of sighting Sasquatch, the Bigfoot on the Ramble,



yet here is this mysterious photo of a Morgan and a Hairy Biped by the side of the road.

Was that Him? Did the sight of a Morgan bring Him out of the bush? Could it Be? Guess we'll have to go on another FlogMog to know. Cheers & Many thanks to Dave and Donna White for organizing "The BigFoot Ramble", the mapping, arrangements and excellent, detailed driving directions. Our NW Passage Morgan friends left Quincy for U.S. 50 and the Long Ride East, many thanks to them for our rendezvous, we all had a great time.

(For a complete day by day account of the NW Passage Morgan Tour go to:

<https://2018morgannorthwestpassage.blogspot.com/2018>)



Morgan goes Steampunk! Oktoberfest Run

Story and Photos by Gordon Craig

Oct. 20, 2018

We had a beautiful road day ahead of us as we gathered at the Vintage Way Starbucks in Novato, lots of Mogs appeared, including a host of 3Ws.



We had a short run up Hwy 101 to Petaluma, through town and out west on the Bodega road. As we approached the coast road, it was as if we pushed back the morning overcast as we came into Valley Ford in the mid-morning sun. Just beyond VF, a turn to the right into what looks like someone's driveway, instead it begins a short jog to the Bodega highway and the Bohemian road to Occidental. Through town to the Graton road. We've been driving through Redwood Groves, spotting shade and filtering, warming sunlight.

A couple of right turns to Green Hill road, and the parking lot to Sturgeon's Mill abruptly appears after a sharp turn. There are no reservations to the Mill events, it is first come, first served. The place was packed, you could smell the steam and sawdust from the parking lot. Admission is "free", sign in (a waiver), and donation jars are at the table. It is an all volunteers operation, some are descendants of the founding families and workers dating back to 1914. Working felled lumber from a tract on the property, the Mill operated until 1964 when it could no longer compete with newer bandsaw mills and conveyer systems, it lay dormant for 30 years and was revived in the 1990s by the family and a core group enthusiastic, dedicated steam history vols into a non-profit corporation. The 2000 acre tract of lumber is managed as a sustainable supply, new growth in stages.

Amid the piercing steam whistles and demonstration steam engines belt driving planers, a large steam driven yard winch, or Logging Donkey, used to drag single large logs, a Federal flatbed for the finished lumber and a four team horse drawn drag hauler wagon for multiple large logs. Large logs were stacked at the landing of the mill. A burly handler wrapped a drag and hook chain (called a Becket) from the steam driven





RB and Susan absorb the history.

finished lumber, continuing until that batch of logs runs out, all done safely, too. (Go to www.sturgeonsmill.org for some fascinating videos and detailed

winch (called a bull-wheel) at the head of the mill, and working with the sawyer positions log after log into the feed chute for the huge circle saws to do their work. Very hard work with no margin for error. The large circle saws are in what is called the Head-rig, 3 crew members work this rig, one is the sawyer, another is the block-setter, who must memorize different calculations of thicknesses of the logs to be cut and maneuver the logs quickly and squared up, eliminating imperfections like knots, rotted wood, cracks to thin cuts, gradually shaping thicker planks of heart wood without flaws. This has to be decided in a matter of seconds, the block-setter has to know his lumber and what to do with it. Then another hand, the Off-bearer, takes the cut planks and either sends them down the line or hands them to another separate sawyer, the Edger. This sawyer is deciding how many smaller planks can be ripped from the larger cut and sections them on a separate table of blades. After him, a trimmer back on the main line. Everything is moving continuously with separate steam engines receiving hot steam through a network of piping from a single Boiler underneath the mill. The Engineer is below the mill floor constantly oiling and operating stationary engines that power the saws and the conveyer tables moving the logs along. Meantime, he is keeping the steam pressure up at the Boiler to 150 lbs for the entire operation and its separate functions. A lot of hard work by key workers coordinating together to bring out

explanations)

There were other car clubs visiting that day, a lot of Euro classics, a row of mid-50's Bowties,



and a classic deuce coupe with a Flathead V8, 3 2bbl carburetors and large drum shoe brakes all

Continued on page 37

Remembering Denise McCluggage

By Jon Rosner. (Period photos from the author and internet sources)

Foreward from Jon Rosner -

I have written the following story out of admiration for someone I knew, not that well really, but well enough to understand who she was and what was important to her. We all have our warts, Denise never made any effort to hide hers, no effort to sugar coat anything. Enzo Ferrari admired her, EF did not admire many people. Denise was a strong woman with strong attitudes. The XK140? She didn't have the money for that, but she did have some fun flings with wealthy men. She didn't ask for the XK140, it was given to her. I can't remember exactly, but essentially, one of her women friends saw the car, expressed "Where did you get THAT!" Denise's wise ass answer was something to the effect that "It came from where little Jaguars come from....."

Denise was entirely human and that was why I liked her so much. I met her in the early 1990's as she was a good friend of Genny Obert who penned "Prince Borghese's Trail: 10,000 Miles Over Two Continents, Four Deserts, and the Roof of the World in the Peking to Paris Motor Challenge." Like Denise, Genny was quite open the idea of packing a small bag, kissing her children on the forehead and heading off to lord knows where to



Motor press guild photo, posing in her Ferrari 250 GT after winning Grand Touring race at Sebring in 1961

drive with utter skill at a mad pace at twice the speed of an ordinary human and come home to write about it.

Well, aside from the fact that Genny got married and had kids and Denise didn't they were definitely kindred spirits. In spite of the warm rapport I had with Genny it took a few meetings and a fair bit of booze to get Denise to open up. But once she did the stories were quite something.

Denise was local to the Bay Area. She graduated Phi Beta Kappa from Mills College in Oakland. If I remember correctly she was already writing while she was in college before getting her gig with the San Francisco Chronicle. Covering anything from yacht racing to skiing and, of course car racing (with a little bit of Zen Buddhism tossed in here or there).

I am pretty sure that she knew both Briggs Cunningham and Kjell Qvale. Briggs racing yachts and Kjell selling British cars and always on the lookout for ways to get his beloved little British cars in the press.

Denise obliged with her MG for which I am pretty sure Kjell gave her a deal. Denise made sure that everyone knew it was her out there with the big boys, pink pokadots on her white helmet could be seen from way off. What you won't see or hear much about was that Denise had one heck of a figure, knew it, played it demurely, but VERY successfully. With the fact that she was every bit as good as Stirling Moss, and hung around with his sister Pat (who arguably was actually a better driver than he was - when given a decent set of wheels) Denise was making quite the name for herself. Nassau, Watkins Glen and winning the Grand Prix of Venezuela in a (probably borrowed) Porsche 550. Denise parlayed her MG into a Jaguar XK140, driving the wheels off the car while not breaking it and that got the attention of one Enzo Ferrari at the end the 1950's. By 1961 she was driving a Ferrari 250 GT for Enzo, making no bones about the fact that she could crush her competitors winning her GT class at Sebring. Enzo was so pleased with her driving that he gave her the 250 GT at the end of the season. Denise being Denise kept it as long as it was competitive and then sold it on to pay for her next ride.

In the 1960's the chances of her dying in a race at Monte Carlo the Nurburgring or any of the other tracks was way too good and she knew it. This was where the story got interesting and libations helped. Denise admitted that she felt slighted. I remember her telling me one late night that "Stirling can command \$10,000 for an appearance and I can't even get them to cover my air fare and room and a rental car." And it was true. She had had her gig with the New York Herald Tribune, that paid the bills. She told me that she had dated Steve McQueen and had



Likely Spring 1955, upstate NY, with boyfriend Allen Eager. Denise was working for the NY Herald Tribune covering ski races in winter, car races in spring and anything else that might appeal to sports page readers. The first car Denise raced in those years was an MG TC Midget with 55 hp from the 1250 CC engine... the car was slightly "anemic". Denise's expression is her "what the hell do you want?" often directed at Allen Eager who was much safer playing his sax than earning his way back from the doghouse, something he was quite adept at.



Denise with Fangio-Moss-Pedro Rodriguez-Innes Ireland-Ronnie Blacknum • Nassau 1957, Pedro's first race for Ferrari, Pedro lied about his age to race, he was only 17. He wouldn't be 18 until Jan 18 1957. He had not yet graduated from the military academy in Illinois and his father let him race... Denise took him under her wing which pleased Enzo Ferrari (and eventually Enzo gave her the 250 GT for 1961).

known James Dean, which I did not find at all surprising. What did surprise me was her honesty about the fact that, like the men who raced in the early days when racing was shifting from amateur to professional, she did as much bed-hopping as the guys did. As she was stunning in those days I am not surprised that the guys found her appealing. I can remember when she looked at me in the eye and said "we didn't know if we were going to be dead tomorrow."

After she quit racing at the end of the 1960's Denise focused on Competition Press which eventually evolved into AutoWeek. Her first issue was in July 1958, (if I remember correctly) laid out on her dining room table in Lafayette. And then in a building that became a pool hall, later Irv Dickson laid it out and printed it in Folsom, always on the cheap, just getting by.

I am not sure when she moved to Santa Fe. But she knew every car nut in town including the more than slightly eccentric character who repaired parts unobtainable Mercedes Gelandewagens and pre-war Leica's that she and I both used before digitals and bags of Nikons became the norm. Denise was always on the prowl for an angle to bring in a few extra sheckels. She was one of the first to go on the web and got a bunch of her friends to submit their old articles and photographs and she would sell advertising and we would all make

This was one of Denise's favorite coats, she had at least three like it, all black and white. Denise was always working to



put Santa Fe on the map with a Concours event. This was "Meet the Legends" as part of "Art of the Car Concours" in June 2013, with Stirling Moss She had asked Sterling to come and he did. Denise had no money to pay him to attend. Sterling paid his own air fare and slept on the couch at Denise's abode. But she did cook him dinner.



Flip Shulke photo • After the Maserati Bros sold out they created OSCA (OSCA was honored at Pebble Beach in 2018). This was the NART OSCA that she was racing with her then boyfriend Allen Eager at the Sebring 12 hr. Endurance Race in 1962. Allen was better on the tenor sax than as a race car driver. In a driver exchange, Denise gave him the OSCA with a healthy lead. Allen promptly spun it, and poor Ken Miles was in the wrong spot at the wrong time and was t-boned in the Sunbeam Alpine he was driving. Denise was so pissed at Allen abandoning the OSCA on the track she ran out and pushed it to the pits, but it was a total loss and Allen Eager was sleeping on the couch for quite a while.



Jaguar Reception at Pebble Beach August 2011, discussing whether it might be possible to do something with the unfinished book of the late Genevieve Obert.

money. It didn't work. Was she too early with the idea? For all the years she had her home in Santa Fe she never got the mortgage paid off. She borrowed against it to buy a car, help a friend in need, it was her bank account. She was still writing to the day she died. She was on a press trip somewhere around 2010 and was driving with two of my journalist friends in the back seat, exited a highway to go on the next leg and spaced out, blowing a stop sign at somewhere around 65 MPH. No accident, no damage, one sheepish apology. She was more careful after that, but she knew that her driving event days were numbered.

Denise didn't promote the idea of equality for women, she just went out and did it. She was a top notch driver, award winning writer and hugely fun to talk to. She could also be a pain in the ass and had a heart of gold. For years she poured time, sweat, and personal phone calls on behalf of the Santa Fe Concours, to draw in friends and cars and sponsors. When she passed in May of 2015 at age 88 there were promises that the Concours would be named after her, never happened. There wasn't one driver or journalist I knew or spent time with around her who didn't love her and smirk as many knew about her many adventures. One gutsy lady.



1948 MORGATTI Aerline Coupe

Revised Jan 11,2018 • Kermit

Intro and color photos by Paul Helman, Wilmete, Illinois
Sunday, September 9

Today at this year's Chicago British Car Union show Kermit presented the 1948 Morgatti Aerline Coupe. It is a beauty and reflects multiple levels of careful design and superb execution. Kermit points out in the brochure "that the origins of the Morgatti Aerline Coupe are shrouded in mystery. That it exists, however, is not open to question." The car's origins are connected to Argentina, Germany, Britain , and France. Appropriate flag emblems are, therefore, affixed to the side of the lovely wooden bulkhead. The color is that of the car driven by Helle' Nice. (The legendary Bugatti Queen) A lovely cream green.

Ford Flathead V8 modified to racing standards and reported to produce 100 HP and 250 ft. lbs. torque somewhere between the rear wheels and the flywheel.

Bob Wilson of Lisle Illinois (aka "Kermit") noted a small car advert in a midwestern newspaper then alerted him and the machine was quickly acquired.

**A Very Intriguing Morgan One-Off was introduced to the World recently,
Read On, editor**

To use that most clichéd of disclaimers, the origins of the Morgatti Aerline Coupe are shrouded in mystery. That it exists, however, is not open to question. Nor is its relationship to Argentina, though the details require careful analysis. For example, Ford exported countless parts and cars to Argentina during the first half of the last century, including its V-8 60 engine.

It is no coincidence that the Morgatti Aerline coupe is powered by the Ford V-8 60, an engine, known to generations of enthusiasts as the "Flathead". Given the popularity of the lightweight V-8 among Buenos Aires hot rodders and street racers in the 1930s and 1940s, this would be an obvious choice of an Argentine car lover.

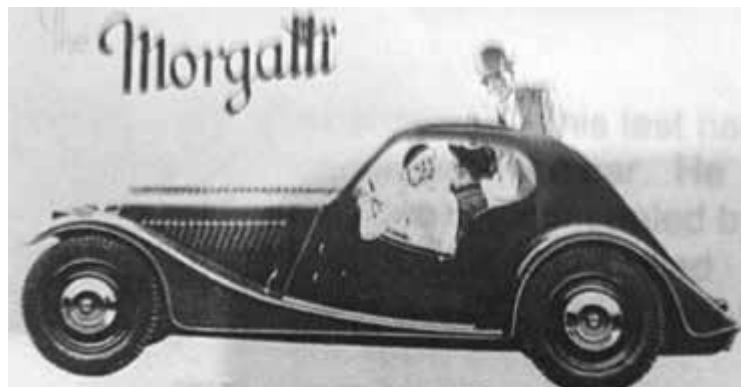
The large German expatriate community in Buenos Aires also figures in the rumors surrounding the Morgatti. At least a dozen German-Argentine motorists imported Morgans of various kinds, and many more are thought to have repowered Morgans and other marques with the V-8 60, examples of which were readily available in

the country.

The most persistent claim of provenance for the Morgatti says that it was owned by the sister of an unidentified German field

marshal. The sister fled Germany in 1944, as the Nazi empire teetered on the brink of collapse, and set up shop as a seamstress in , a Buenos Aires suburb. Her shop was called Solomente Dos Manos, and her name was Helga von Hauser. The Buenos Aires smart set never accepted Helga, despite the "von" in her name, and many in polite society said privately that the surname was likely a pseudonym. Later events would prove this suspicion to be well founded.

According to correspondence rumored to have been recovered from Helga von Hauser's trash by a needlepoint enthusiast in 1989, letters reveal that her brother, Hanz, was not a field marshal but a cook



in a Nazi division that served on the eastern front. He was, in fact, a collaborator and sent his sister what must have been a disturbing photograph of him wearing a Russian military cap and carrying what appear to be two eggplants. A military report later recorded that these were in fact small grenades that exploded soon after the photo was taken, distributing Hanz's body shards over a large portion of the exercise area.

The sordid revelations about Alois Hauser (we can defensibly drop the "von" at this point in our narrative) naturally call into question any possible relationship with the Morgatti.

If we can believe a former



member of
**Argentina's
Royal Old
Car Club**, the
Morgatti came
into Helga's life
along with Hector
Rudolfo "Rudi"

Tarantello, an itinerant Italian artist, who went to Helga for emergency smock repairs in perhaps 1953. He drove up to the stuccoed façade of Solomente Dos Manos on a spring Tuesday in the car. If we are to believe the account of "an unidentified member of the ROCC," the Morgatti was then painted a black and powered by "some sort of agricultural engine."

The budding romance between Rudi and Helga was doomed from the outset by Helga's intolerable sense of humor, rooted in her life as a seamstress. She would say things such as, "Finding parts for that object is like looking for a needle in a parts department." She was forever telling Rudi that he "looked sharp" at the wheel of the Morgatti and repeatedly referred to herself as "an old sew and sew" in her letters to him.

"The final straw," Rudi supposedly told an acquaintance, "was when she told me that there was no pattern to our romance and that she intended to cut me off."

The relationship between Helga and Rudi dissolved in early 1960, and Rudi moved first to London and later to Grand Island, Nebraska, in

the United States. He enjoyed only moderate success as an artist and when he died in Grand Island on Columbus Day in 1990, he left a modest estate. The Morgatti was not a part of it.

From 1960 until only recently, no one reported seeing the Morgatti, although drawings and photographs of the car with its unique bodywork circulated among the collectors' underground for years. There is even on piece of sales literature, but it shows only an illustration of the car, making no mention of who or what offered it for sale. As with many cars imported from Argentina, discovery of rare and unusual vehicles is often surrounded by mystery and intrigue. So the story goes, the Morgatti was discovered by employees of S.C. Johnson Wax Co, while searching for virgin stands of the wax palm tree Copernicia Cerifera, the palm that yields high quality of Carnuba Wax. Thanks to the Argentine diplomatic license plate it might be assumed that the car was brought into the US by someone in or friendly toward the Argentine Consul.

The Morgatti was, however, offered for sale in 1999. Bob Wilson of Lisle, Illinois, saw a small ad in a Midwestern paper and moved quickly to acquire the machine, thinking he was buying a Morgan parts car in which he hoped to find a few wheels and valuable electrical equipment.

A humorous sidelight: the ad

that Wilson saw incorporated a typographical error and began with the words "For Sake" instead of "For Sale." A Japanese collector, Hideki Misikawi, in an effort to acquire the Morgatti, sent three cases of premium sake to the post office box listed in the ad. U.S. Postal Service inspectors impounded the sake, which sold at auction later that year for a bargain \$23.88.

The origin of the Morgatti "Aerline Coupe" are, as we have seen, unclear, but the most recent theory posits that it was a one-off effort produced by disgruntled ex-employees of H.F.S. Morgan and Ettore Bugatti. The Ford V-8 60 engine was reportedly chosen because it was free. .

Reborn in 2006 by friends of, and playmates in, the Queens Toybox, the restored car weighs just under 1500 pounds, and its engine produces 100-plus hp. In honor of Helle Nice, The Bugatti Queen, the car is painted a special oxidized green/blue color that some observers have called "frankly, a little strange."



Protruding from the tastefully worn saddle leather, handsomely Protruding from the old fashioned, left door pocket -- **THE screwdriver.** Made

from the discarded steel used as supports for the workers' toilets in the back of the Krupp sub-factory in Czwrtznitce, a now-destroyed

Morgatti, cont'd

Balkan village, its handle is carefully crafted from the fragments of the Lusitania's lifeboats that washed up on the Old Head of Kinsale..." it was several times this long and I'm sure that he was of it; it was packed away in stuff stored when they thought that they had sold the house some fifty years ago ...he always said that he would open up all those boxes on his 80th birthday. We wonder...



One fellow, a strange German likely dead by now, named Helmut...(his last name is conserved in the name of discretion) occasionally wrenched on the car. He had a prominent dent in the center of his forehead, conspicuously concealed by a long lock of lock of hair. He claimed that he had been hit by a "schpent allied bullet" which passed through a tree and hit him just hard enough to collapse his sinuses, but not hard enough to kill him or leave him obviously brain-damaged. Lucky fellow.

Helmut claimed to be organizing



a Fangio museum in Balcearce, but it seems that no one has ever been able to locate the shrine.

Although Helmut lived in Buenos Aries, He still carried a valid German passport. He loved American cars, but hated Americans. No one could say that they blamed him given his background.



hopefully this was after her ultimate demise, but before she was buried. It seemed such a waste to let that beautiful piece of metal rest in



eternity. It would do Aunt Flora no good there.

According to "Those who knew her best" the original prosthesis was fabricated of ebony and an adequately sized piece of petrified shittim wood recovered by Lord Mond while on an expedition to locate the remains of the Ark. (He never made it clear which ark.) Common sense and modern science have rendered this part of the story apocryphal.

The truth be known, Aunt Flora truly enjoyed spirited motoring on meandering back roads. At least some part of her should be allowed to go along too!

More from MogWest



Oktoberfest, cont'd

around. RB Ward decided to enter the lottery for a 4 inch thick 20 ft long plank of milled Redwood Heartwood, to be milled into flooring, doors, cabinet sections, whatever the winner wants. RB is building a house in Richmond, keeping his fingers crossed.

We moved on, back to the Graton road, onto Sebastopol, where the Saturday traffic was surprisingly easy, south on the Gravenstein Highway to Stoney Point road and south again to Petaluma. We wrapped up the day with brews and lunch at Dempsey's Pub, where we held a short meeting for Club Officers, but Lexa will tell you about that elsewhere in these pages.

All in all, a lovely day out, open top weather, great roads leading to a place of fascinating, living history.

Many thanks to Sturgeon's Miill, may you keep Steamin' On, keep that history going.



RB and Larry find the engine "interesting."

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Chrome parts



Instrument restoration (before)



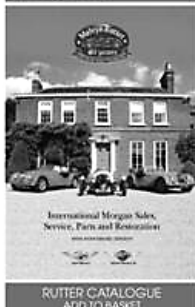
Instrument restoration (after)



Moto-Uta steering wheels



Brooklands steering wheels



International Morgan Sales,
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www.mogparts.net

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4 Star Gold rated b&b - come stay with
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www.the-pitstop.net



Fuel Injection for a Carbed +8

By: Bill Button

(In which Mr.B meets Mr. EFI and the Itsa is transformed, editor)

I had nothing to do. I was bored. I was tired of trying to get My +8 Bitsa to run properly. I was tired of Carbs. I was tired of Ignition. Then I read that MSD was marketing a bolt on EFI for under \$1,000. WOW! I was excited. So I bought it. Nice box arrived at My home with shiny parts in it. I was ecstatic. This EFI was advertised as very simple to install, I did not need a Lap Top and it Self Learned. No tuning by Me. How could I loose. Only twice the cost of a Carb. Then I read the

instructions. I also would need a fuel regulator \$350 and Dizzy \$350 and submersible fuel pump \$350 and modify fuel tank to install Fuel Pump and a 150 amp Alternator and, and, and and, and.

Well I don't discourage easily. After all this unit would bolt onto My manifold just like a carb. It would self adjust at high altitude. I drive in the Rocky's a lot. And provide drive-ability that is bar none. I bought the stuff and installed the TBI. There are two modes I could use. One was keep the ignition as it was and the other was to use the TBI to provide ignition timing. I elected to keep My ignition as I was broke by now and could not afford a new Dizzy.

I won't go into every detail of this installation other than it would have been nice to have some idea what Fuel Injection is all about. One thing is this MSD TBI is a power hog. Maybe a 100 amp alternator is big enough (if You don't honk the horn) but, really, it looks like a 150 amp alternator and a wire as big as your thumb to the battery takes the guess work out of it.

It works as advertised. Easy to install, starts immediately every time, idle is great and when pulling a steep hill it pulls like a race horse. Very smooth. Have not had it in the Rocky's at 10,000' yet.

Before You spend the money I did read: Chapter 5 EFI Conversions by Tony Condolo.

Actually the first several Chapters give a good understanding about EFI. The product specific chapters 4, 5 and on are just that. Product specific.



More from MogWest





FOR SALE: 1953 Morgan Flat Rad

Balanced and blueprinted TR4 engine by Greg Solow, frame off restoration, new alloy wings, new haartz cloth top and side curtains, reskinned doors. This car is very reliable and fast. \$35,000.00.

Contact Bob Frisbey, 831 588 7280

For Sale: 1934 MX4 Super Sport

Extensive restoration completed in 2009. Runs strong, looks good. Titled and registered in Hull, MA, USA. To see full details visit: <http://www.madaboutmorgans.com/1934-super-sport-hg-2549/>
\$50,000 USD

Ron Garner • Ron@madaboutmorgans.com



FOR SALE :1934 Morgan 3 wheeler, S/N D695,

BRG, UK plate WN6572,
Dunlop wheels, Avon SM Mk II 4.0 x 18 tires,
DTZ 1300cc V-twin, 60 degree engine, removable heads,
Venolia pistons, Carrillo rods, steel fly-wheel, Amal carb,
approx. 25-30 hp, top speed ~ 80 mph,
3 forward gears, 1 reverse, hydraulic brakes, weight 850 lb,
Fuel Safe cell, steel roll bar, halon fire system, street legal,
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