

Newsletter of the Morgan Sports Car Club of Northern California

The Morgazette

Special Mid-Somer Edition 2018



***Inside: SpringMog, Happy 50th to Bill Fink!
Happy 50th to the +8! 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.

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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:

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

January

Evert & Lola Dale
Redding, CA
+4 roadster

Karl & Susan Burger
Pacifica, CA
1959 yellow/gold 4/4

Robin & Jeff Gardiner
Sacramento, CA
1959 burgundy +4

March

Paul Thomasson
Garden Valley, CA
1963 black/yellow +4

Jim & Patty White
Palo Alto, CA
1968 green +8

John Tennyson
Pacifica, CA
1961 white +4

David Berelson
Tiburon, CA
1954 metallic medium blue
+4 roadster

May

Bill & Linda Hancock
Oklahoma City, OK
1959 BRG +4
1960 blue +4

June

Andrew Heath
Sausalito, CA
1977 white 4/4

Patrick Mannion
Capitola, CA
1959+4 red/polished aluminum



* 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)

JULY

* 13,14,15 Fri thru Sun • **Mog West** in Cambria. Still time to register and come hang out with fellow Morgan owners (*see flyer*)

15 Sun • Hillsborough Concours d'Elegance, Greg Powell's #33 +4 race car is featured

AUGUST

* 24 -Friday • Party, **Morgans on Meadows**, hosted by Loren Steck and Annette Yee. Part of Monterey Car Week festivities. (*see flyer*)

19-26 • Laguna Seca-Monterey Car Week (new dates)

SEPTEMBER

1-2 • Scottish Games – hosted by Paul Marchant

*18-22 Tues thru Sat • **Flog Mog Tour**, hosted by David & Donna White w/John & Barbara Burks. (*see flyer*)

22 Saturday • Concours d'Elegance @ Ironstone Winery. Contact Ironstone 209-269-6950
info@ironstoneconcours.org

23 Sunday • Antique Autos in the park, Phelan Park, San Jose.

OCTOBER

*20 Saturday • **October Fest**, Sturgeons Mill Run, hosted by Gordon Craig & Michael Rubin... details to follow

NOVEMBER

* TBD: Turkey Trot, Hosted by Gordon Craig and Martin Mieger they are working on a special day.

DECEMBER

*9 Sunday • Annual Christmas Party, hosted by Elaine Fisher ...Save the date

26 Wednesday • Annual Boxing Day, Gathering & Run, hosted by Wendell Bain...rain or shine – Save the date

JANUARY

date tbd -2019

A note from Angie, Activities Chair:

I know it's been said many times already but where did the time go? The year is half over. But, there are still plenty of activities planned for you and your Morgan. Here's some of what we've done so far.

The Spring Mog had a record number of Morgans and we had plenty of memories to take back with us. Sam had SEQUOIA NATIONAL PARK opened just for us! When we got there, crews were working on the trees and roads, Sam spoke to them, they got into their tractors and cleared the road so we could continue on. It was a spectacular ride and day. Also take a close look at the photos. A slight communication glitch occurred so we had to leave a bit earlier than expected. We were not allowed to leave on our own we had to have an escort. So...our lead car was not Sam in his Morgan but a blue porta-potty driven by the park ranger.

"Meet the Morgans" hosted in May by Ellen Jo Baron and Jim Taylor was conceived as a way to get Morgan Club members who live in our neighborhoods involved in club activities. It was a lovely day and we had a fine time, however only one new member participated. It still is a good idea and I hope that some of you reading this might be interested in hosting your neighborhood Morgan owners.

Rich Saylor, who so graciously offered to host the June Picnic and Run in Monterey, had some bad luck. He had to cancel because he broke his ankle. It was unfortunate, first of all because he really got hurt and second because he put a lot of effort into this event. He hopes next year to try again. We do too and we wish Rich a full recovery.

Thanks to Thorley and Wendell who have once again given us a mid-week event. It's so nice to be able to take some of those roads without heavy traffic, we are grateful to have this opportunity. It's the only mid-week event of the whole year. Keep it up!

Makers Faire at Del Rey School in Orinda, scored again! The Morgans were so popular, most likely a few future Morgan owners were recruited. The pictures say it all.

Even though I will send email reminders for all the remaining events, pencil the up-coming events into your calendar now. Once you come, you will be hooked, I guarantee it! See you next time....

...From the UK



At this time, Philip and I are in a cute Pub/Hotel, the Fox, at Chipping Norton UK, in preparation for two big Morgan Events. Friday and Saturday will be MOG 2018 at the Crowne Plaza, Heythorp Park, Chipping Norton, and Sunday, All Morgans Day at Blenheim Palace, nearby. It promises to be a full weekend, with over 600 Morgans expected Sunday. We were fortunate to get a place for our UK Morgan in the forecourt at the Palace. It is very enjoyable to see so many enthusiasts together from around the world.

After these events, the next week we head over to Le Mans, France, to attend the Le Mans Classic Races the following weekend. There are 10 Morgans racing there, so hopefully Morgans can win a race or two. After a quick trip back to UK to drop off the Morgan in Reading, we head back to California with one day to turn around and head to MOGWEST, where we hope to see many of you.

Speaking of MOGWEST, we still need a Northern California MOGWEST organizer for next year and possibly more years. If no one volunteers, there will be no MOGWEST 2019. I am unable to do the job of planning MOGWEST, as I am deeply involved in the planning and execution of Morgans Over America VII, Best of the West, a 7-week tour which occurs in May/June 2019. We have 20 cars participating, with participants bringing their Morgans from England, France, New Zealand, and the US. Unexpectedly we have an opening for one Morgan, so if you may be interested, please contact me for details at togetelaine@gmail.com

THANK YOU!



This "Mid-Somer" Morgazette is dedicated to Donna Dell'Ario, our layout and production editor. Donna has had an extremely difficult recovery from chemotherapy these last number of months and despite her exhaustion she is so forthcoming with advice and goodwill as we put this Issue together. Tcherek and I want to thank her for her guidance and wisdom, and quite truly her spirit is in every page of this issue. We dedicate this issue to you, Donna, and all of us in the Morgan Club miss you, we know you are coming back strong!

--Tcherek and Gordon



**Special Mid-Somer
edition of The Morgazette
with special focus on the
Morgan Plus 8, which
turns 50 this year.**



Malvern Morgan Signs

Helen and Cesare Cataldo were in Malvern for the Christmas into New Year Season, and she provides us with some hometown signs from a local pub and a mural on a building along Pickersleigh Road. The legend "Levavi Oculos Mea-in-Montes" has to do with hope, vision and spirit, sung in Levavi oculos meos in montes, Psalmus 120 for 4 voices, arranged and conducted by Juan Gines Perez.



The mountain seen as a place of hope, to aspire to, the hills of Malvern, the view from below, the view from above, the rivulets that slow down over rocks and boulders, fill the valley with trees and grasses that grow so lush and then sparse the higher we go, the closer to the summit, once attained, that place to see the world in all creation. In the mural Malvern is this one particular locus, liturgical chorale, birthplace and hometown to Elgar, a village of spas and academies of learning—and one hundred-plus year old Morgan, the little car that could.

(With thanks to Linda Ryan, educator for Ministry, Baroque and Renaissance music scholar author of "Jericho's Daughter" online blog, editor.)

SVRA Historics, Sonoma Raceway, May 31-June 2

Greg Powell and his #33 +4 racer stormed through the weekend SVRA (Sports Car Vintage Racing Association) sponsored gathering in practice, qualification rounds and the feature race on Sunday. His lap times just kept improving as the Group 3 (1955-65 Sportscars and Production GT cars) of 40 plus contenders. Saturday quals were a bit of a trial, we were all sweltering in the hot sun waiting for a longish oil slick from the previous race to be scrubbed, absorbed with many sacks of diatomaceous earth, then scrubbed again, then finally swept after 40 minutes—all in a good and necessary cause. Greg finished 10th behind fellow Mog Brian Howlett from SoCal, turning lap times of 2:03 and 2:04. The leaders were a fleet of several Minis, a Turner, and a Porsche, all very quick with sub-2 minute laps. Sunday morning in the feature race he finished 9th just behind Brian with times just above 2 minutes. Again the usual leaders were sub- 2 minutes. Unfortunately, the rest of the Morgans competing were way, way back in the back.

Greg also serves as driver for Dale Barry's 1935 Riley Ford Special, an open wheel track car competing in Pre-War Group 9. This car had some shakedown problems last year in its debut, and gremlins came around this time as well. Off season the car had all the hubs on the original wire wheels remachined for new center lock bolts. Unfortunately the front hubs were not threaded quite deep enough, short enough that some wobble would set up on the track, not good. Greg did his best with a huge socket and breaker bar to tighten up but to no avail. (See photo) Also, the radiator cap came loose on the last try and the engine overheated, so Red Lion was retired. This car is capable of 90-100 on the straights with the innovative Riley manifold Ford engine with twin Winfield downdrafts. Dale is readying the car for the Rolex ReUnion at Laguna Seca next month, so Greg will be driving both #33 and Red Lion. They're a great team these two.



SVRA Historics, Sonoma Raceway, May 31-June 2 Con't



What does the Trans Am AMX Javelin race car of the late '60s and #33 have in common? A front end, that's what. Longtime previous owner and driver Pat Starr of Minneapolis campaigned the car for over 3 decades on a modified front suspension system, allowed under SCCA rules at the time. He writes in his blog, <http://1958morgan.wordpress.com>: "One major modification involved the front suspension and brakes. To use wide tires on a Morgan and stay within the allowed track requires the spring/kingpin assembly to move inward on the front frame, otherwise the tire will contact the spring. And, either the use of wheels with a large negative offset, which would be hard on the already suspect Morgan spindles (one had failed magnaflux, and the factory option exceeded my grad student budget), or creation of a custom spindle with the axle portion farther out from the kingpin. I chose the latter approach. Examining the exploded views of various front suspensions in Chilton's repair manuals, I saw that AMC vehicles had a stub axle that bolted to a vertical surface on the front upright. And, the Javelin model had disc brakes with a disc diameter the same as those that became available for Morgan in 1959. I designed a Morgan style spindle with a stronger (larger diameter) tube to hold the kingpin bushings, a robust steering arm, and a flat machined surface for the AMC stub axle. Components from a 1968 Javelin were obtained from a scrap yard and the stub axles were magnafluxed. The spindle was constructed of mild steel materials, and while it was heavier than stock, it was bullet-proof." Still is, Pat, into the 21st century!

"Follow Me" rides again and What is it with those Rubber Chickens?

You may recall from the Nov-Dec Morgazette the Centerfold +4 SS of Paul Marchant sporting rubber chickens from its rear deck? Well, don't blame you, it was a while ago...so to refresh your memory Paul swore an oath that his cars would display rubber chickens with both my name and Wendell Bain's on them, in witness thereof that both of our Morgans had been off the road for long periods, and that he would let the rubber chickens "free to fly" once we had fixed them.

Thorley and Wendell co-host the always delightful annual "Follow Me" meander through the Marin hills from Thorley's house in Corte Madera to the close in coastal towns of Stinson Beach, Bolinas and Olema and back onto Sir Francis Drake Boulevard to a turn at the inland Bridge....well, wait a minute on that. We stopped at the traditional Pub just north of Stinson for a pint when Paul called for an impromptu decommissioning ceremony. His +4 DHC carries one Rubber Chicken with our two names on it. Deftly he crossed out my name (since I was driving my +4) and promised Wendell he would do the same for him once he got his on the road again. I think Wendell promised in return, what I can't recall. But my Rubber Chicken is flying free, um, is this the same as "free range"?



Continued to page 8...

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:

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Woodlands Green Metallic

2017 3 WHEELER Mint Green,
Honey Leather, 2.6k miles!

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

ROADSTERS:

2011 Morgan AERO SUPERSPORT
Porsche Medium Ivory,
Yarwood Kensington Vanilla

2005 Morgan AERO 8 Silver,
Blue leather, 10.5K miles

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

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

1955 Morgan PLUS 4 Four Seater
DHC Two tone Baby Blue over
Light Steel Blue, Grey leather

OTHER MARQUES:

Allard J2X, Mk III

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Black, chrome wire wheels, 351
Cleveland engine, ultra rare AT

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And it was a lovely drive until that left turn at the Bridge inland, some of us who were following the Rubber Chicken took it, and others who were ahead of it did not. Why? In the spirit of the Run they "followed" the sign "Petaluma" (the one with the Arrow) STRAIGHT AHEAD. Meantime, we followed north, then to a gradual sweep west the Rubber Chicken took us to Pt. Reyes, out on the coast again. In the end some of us got to Pub Republic in Petaluma sooner, the "restivus" later.

Many thanks to Thorley for her hospitality, it was wonderful to see you. Wendell, the Rubber Chicken clucks, well, clucks your inner Morgan, "Set Me Free".

Some Sad News

Sadly, we must note the passing of Joanne Tuttle, longtime Bride of Dick Tuttle, she died of an illness in early June. To her family and Dick, our deepest sympathy from all of us in the Morgan Club.

And from across the pond, a great figure in the Morgan 3 Wheeler world passed in mid-June, Brian Clutterbuck. Chris Towner writes, "A great friend for 28 years, Brian has passed on after 6 months of hospitalization in Hereford, England. Brian



lived for Morgan three wheelers from his earlier teens till his passing. He was the former chairman of the Morgan Three Wheeler Club Ltd and also served in various club capacities nearly all of his life. Generous, helpful, knowledgeable, and always available is the way I recall Brian. He introduced me to the many characters within the Morgan world and shared the same church with Peter Morgan. He is survived by his wife and supporter Liz and equally supportive daughter Elizabeth. These ladies paid him a visit each day while in hospital stroking, talking and gazing with love into his eyes. I don't cry often but I am now.."

"I want to reveal something about the photo. It was taken at Stoke Lacy and if you look in the background (there is) the rectory that HFS grew up in. Brian was painting the railings of Mr. Morgan's grave in preparation for the Leavens memorial window dedication we later attended." - Chris Towner

A Member of the Wedding

Fred Thompson caught me up on the news..... Hi Gordon, Thought you would enjoy this photo...

The beautiful bride is my daughter Amanda and Gareth is now my son in law. The marriage celebration was in Napa last month. Gareth is from South Africa and the couple has now made their home in Austin, Texas. Both work in software, Gareth is a Senior Sales Consultant and Amanda is a Software Engineer. They are looking to buy their first Morgan.

Both Gareth and Amanda said the Morgan was part of the family so she needed to be invited to the Wedding. Cheers, Fred



On to Cambria!

See You There! I'll be at the Funkhana, along with some other suspects.....



Cheers, Gordon

Our Aging Car Clubs, and the Cars We Leave Behind

An Opinion by Jon Rosner

(Jon is a MSCC/NC member and a free lance automotive writer who scribes with abiding passion on matters automotive, a long time Drivers POV covering racing, rallies, touring, test drives of marques old and new, and people of note past and present in our corner of the world. We welcome Jon to these pages, -Editor)

In the last fifteen years of attending activities put on by a wide range of car clubs there is one area of woe that is consistently expressed with fair concern. Part of the Holiday conversation heard at Land Rover, Lotus, Morgan, TVR and other dinners attended in late 2017 was repeated over and over.

The rising average age of the memberships, the dearth of new members, or more specifically, younger people showing an interest in our older cars and looking into joining our groups and receiving our support, the kind of support needed to keep our old friends on the road. From observation, there are car clubs that are doing better at creating new interest. What the ones doing better have in common is getting their vehicles on the road and stopping to answer questions when someone asks about them.

Myself and a few friends have taken out our rare and valuable cars out, made a pit stops, allowed small kids to clamber all over them while offering to take shots of the kids and parents in and around the vehicles. That's the sort of thing that small kids never forget, it's an imprint. Even taking our vehicles out to the food store makes a difference, it puts the vehicles back into view and consciousness, questions will be asked.

There was a 1964 Corvair Spider Convertible that peeked over the horizon a few months back. Really fun car (at least to me), very tempting. It was offered to me at that best of prices and a younger friend received a call. "But I can't afford it," was stated. My friend Tom and I grabbed Tom's truck and trailer and the younger friend had a new acquisition and an accompanying ear to ear grin.

The younger friend's price? Tom and I paid him a \$1 to take the car....the car is now slowly coming back to life. My TVR 280i found a new home a few weeks ago. It had sat, hidden for years. It needed restoration. Neither of my two kids showed any interest in it in spite of the fact that it been their grandmother's car, and it wasn't me who was going to do the work. The TVR needed to run again, it needed a new caretaker - one who had the drive to restore it. It was sold it to a thirty-something fellow for far less than market value. Why? Because he saw one when he was ten years old, always wanted one, and right now had a little money to spend, but more importantly, he breathed the passion.

Do we not want to seek people with the passion for our friends and nurture it?



Our Aging Car Clubs, and the Cars We Leave Behind (Cont'd)

An Opinion by Jon Rosner

My seventeen year old daughter and I are restoring our 1970 Lotus Europa S2. We have made plans to bring it to Concorso Italiano in Fall 2018. My son wants our 1972 Series III Land Rover (quite roadworthy), he also wants our 355,000 mile 1972 Lotus Europa TC (in boxes, parts being acquired in preparation for restoration.)

None of our cars are ever going to be pristine. They might look good at two feet, or in the case of the Land Rover, 50 feet if you are willing to ignore the splotched paint and the roof dents left by wayward branches. Classic car prices have been rising in the last four years and younger people are being priced out. But there is a bigger issue. There are always have been, and always will be, deals to be had at a price that allows the less wealthy to join in the fun.

Most frequently these deals are to be had through car club connections. I have been semi-actively looking for a Morgan for ten years and pretty active in the last two. My issue - and the Morgan Club is far from the only place I have observed this problem - is that long term members of the car clubs, those predominantly in their late 60s and 70s are sweeping up the deals before anyone else hears about them.

These are folks who, more often than not, already have three or four cars, maybe one of which is running, and they are squirreling away the others, and are rather unlikely to get around to doing the needed work to put the new acquisition back on the road anytime soon. The longer the cars sit, the harder it is to bring them back to life; we all know this to be true. But this also means that fewer of our cherished cars are on the road, fewer opportunities for them to be seen, touched and inspire. And when we are gone, will anyone remember what it takes to bring our friends back to life?



My seventeen year old daughter and I are restoring our 1970 Lotus Europa S2

Morgazette



Big White by Bill Button



I was invited to go Skiing at Big White (Interior BC) by NC MSCC members Pat and Ken Miles in 2001. For some odd reason I decided to drive My Morgan +4 four seater. I did a bit of preparation. First I sourced 2 studded tires and wire wheels to insure I had adequate traction. I had been to Big White before and remembered a rather steep climb from the Highway to the Ski Area. I also made a defroster out of plastic pipe that I hoped would keep the windscreen clear. Removed the Passenger Seat and rear seat for one of the tires, My ski's and luggage. Put on my woolies, down ski parka, gloves and mittens and wool hat. Off I went.

I chose a route that went up Eastern Washington over a low pass. I was toasty all the way, because this route was mostly a climb. As You can see Big White was Big Deep Freeze. Had a great couple of days skiing with the Miles. But on the way home it was mostly down hill. I froze. BRRRRR! But I made it. I will never take My Morgan skiing again and never have. I was a young 71 at the time of this trip. Now almost 88. I wonder how many Morgan Trips I have left?



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UBSCC All-British Motoring Show & Swap Meet

May 20, Dixon Fairgrounds

Report from Larry and Gordon, photos from Gordon

The weather was blessedly balmy this year for the Annual United British Sports Car Club of Sacramento now back and continuing at the Dixon Fairgrounds.

We had a good and varied showing of Morgans for a judging class, including +4s from Richard and Melanie Smith, Susan Morgan's "Emma" +4, Jonathan Manis, newcomer Thomas Teal, and yours truly.

There was Larry's Aero Ser. II, a 2016 M3W 5 speeder driven by Ken Cemo, and Paul Marchant's one-of-a-kind "+8", a nicely done +4 with a small block Buick alloy V8 shoehorned in.

The 2017 Morgan 4/4 winner owned and built by Jim Nickerson was on display with other 2017 Marque winners elsewhere in the show. Jim's Morgan is beautifully crafted, including a T-9 5 speed gearbox mated to the original Ford engine. He made his own shift knob out of a cue ball to complete the cream gauges and dash switches. He drilled and tapped a thread into the ball, tightened a bolt in, cut the head of the bolt off, and using a clamped down drill as a "lathe", he carefully cut a neck taper with very sharp chisels on the bottom half of the ball. Once he formed the taper, he used a succession of coarse to fine sand papers to refine the shape and finish. "Little" details like that make for a stunning 4/4, well done Jim.



The judging results for the Morgans were as follows:

- 1st Thomas Teal, '59 +4 DHC, race prepped by Mike Anthony
- 2nd Jonathan Manis, '66 +4 roadster
- 3rd Susan Morgan, '68 +4 "lowline" roadster, "Emma"

This All-Brit Show is always fun, and cheers to everyone who came.

Morgazette

Makers Fair Day at Del Rey Elementary School in Orinda

Seven of us (Carol Pitman, Bob Pinero, Paul Marchant, Martin Mieger, Michael Gertz, Fred Thompson and me, Grant Larson with Dean Jackson as honorary guest) stormed the Makers Fair again this year. And again, we were the most exciting moving activity.



We were ready with a few hands on activities related to the Morgans, but as last year, the drive took over – a lot of squealing, horn honking, picture taking and FUN!

We are invited back again next year. No doubt about it, we recruited new future Morgan Car owners! A worthwhile activity.



We marked off a large part of the playground and gave both the kids and staff rides, and answered questions such as
Wood??
Hand Made??
How Old??



Chinese New Year - Year of the Dog

San Jose, mid-February

From Marty Meiger, photos from Marty, Lexa, Gordon

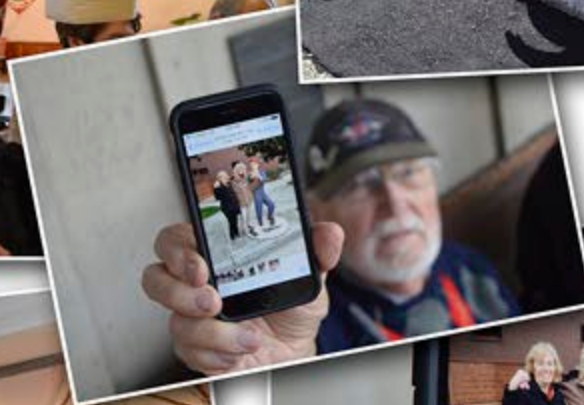
In the fullness of time the Northern California Moggies Gathered for the 2018 Chinese New Year lunch and assorted annoyances. The people who signed up all came and were served a bountiful and succulent meal by the kind and patient folks at Bo Town Restaurant in the heart of the city of hearts delight, San Jose. In attendance were Maggie and Gordon Craig, Lynne and Jerry Gurley, Joyce and Doug Hamilton, Larry Ayers (we all missed Donna), Dick and Toby Tuttle with Toby's friend Tabitha, Richard and Melanie Smith. New faces to me and three wheelers Jeffrey Ashton and Terry Leary. Long distance award goes to Lyn and John Willburn and bringing up the rear yours truly accompanying Lexa Most, the club scribe.

As is my want, mental exercise was offered in the form of a CNY cultural quiz. The winners were Maggie, John and I can't remember (more mental exercise required). Everyone received lucky money envelopes.

After the lunch those with nothing better to do tried to follow me to Kelly park south of the San Jose downtown. This is an interesting and fun place despite the best efforts of the city fathers. This is a largish park with a zoo, Japanese garden and a twelve inch to the foot village depicting San Jose back in the day, cleverly name "History San Jose." This is where most folks spent the afternoon looking at an assortment of machines with wheels and buildings which may or may not have existed in the city's historic past. Yours truly spent some time on the facilities committee and working on trolley restoration in a recreated trolley barn in or about the Pliocene era.

In conclusion I would like to thank old friends and new victims for attending another one of my random events. IF the creek don't rise there may be more. --Uncle Marty







Having learned online of Will Freeman's 48 state road trip, I noted his route would bring him directly past our place in Bodega. He agreed to attend a Father's Day BBQ in his honor, Morgan style! Unfortunately, his 3 wheeled steed, "The Spirit," arrived a day early...on a tow truck.

Considering he had already traversed 6000 miles, he was fortunate to have broken down in San Francisco! Will did arrive the next day for the BBQ, and a good showing of club members helped to greet him.



The Spirit of Grinnell shows up early..sans owner



The display of 3W solidarity was much appreciated. Theodore Miller among those who helped 'represent.'



Very respectable showing of 3 Wheelers start to assemble in front of Bill Fink's Prototype +8



Al Kolvites arrives in his 2012 M3W, and Estella the doe, who was literally eating out of guests' hands throughout the day, managed to find time to have fawns before the last guest departed.



With "the Spirit" now repaired, Will bid us farewell and set off for further adventures. He still has a lot of states to cover! Track his progress along the way on his blog at m3wroadtrip.com



---Tcherek Kamstra

HELLO DOLLY

LOOKING SWELL

Dolly on the streets of San Francisco

WORDS Tiberik Kamstra & Nigel Bradford
PHOTOGRAPHY Troy Ziel

The streets of San Francisco are notoriously hilly, the scenery beyond the streets spectacular. Certainly film makers' appreciation of the location gave us two famous film car chases, one of them the most celebrated in cinema history, both released in 1968.

In *Bullitt*, the eponymous hero cop played by Steve McQueen drives a Ford Mustang in pursuit of a pair of crooks in a Dodge Charger. During the chase, the extreme gradients of San Francisco's streets are used to great effect, demonstrating the performance of cars,

drivers and cinematographer. The crooks come to violent end in a huge petrol station fire and justice is seen to be done. In *The Love Bug*, there is even more tyre smoke and disregard for traffic laws on the city streets, but nobody dies and our hero's live happily ever after. Well until the sequels.

Whilst it's cool to remember McQueen in the Mustang, the exploits of Herbie the Volkswagen Beetle in Disney's *The Love Bug* will always be fondly remembered. Particularly by those who rather like the idea of a racing car with character and a mind of its own.

Whilst motoring mayhem was being artistically created in California, back across the ocean in sleepy Malvern a motoring revolution was underway. The Morgan Plus 8 was about to be launched upon an unsuspecting public. So how is it that after 50 years the very first V8 powered Morgan ended up on those famous streets of San Francisco?

Tiberik Kamstra of Morgan Cars USA takes up the story. '68 was an auspicious year for Morgan, and for the man who would become the longest standing Morgan dealer in the United States.

American Morgan dealer Bill Fink became enamored with Morgans during his years spent rowing at Oxford. Buying his first car in London in 1962. Soon after taking possession he drove it to the factory, for the first of his innumerable visits. From Malvern he drove to Fort William, asking "Which way is Scotland?" as he drove through the factory gates. After a non stop drive to Glasgow he overnights in a newly purchased sleeping bag under the car's tonneau cover before continuing on his journey. From this beginning Bill's enthusiasm grew so much that by 1968 he was regularly selling Morgan parts to grateful owners all across the United States. He named his business his Imports, after the river he often rowed on while at Keble College. (his Imports is now called Morgan Cars U.S.A. for obvious reasons.) When American laws made it seemingly impossible to meet

the stringent requirements for importation, he figured out how to legally bring Morgans into compliance by converting them to run on propane. This process took years to develop and implement single handedly, however Bill is a determined sort and has always had a talent for finding solutions when faced with a problem.

Having spent quite a bit of time figuring out how to make the propane idea work, Bill obtained parts in the USA and brought them over to England. He then converted a standard car in a borrowed workshop and drove the car straight to Malvern in hopes that Peter Morgan would be interested. Not long before reaching the Morgan factory, a red Morgan started coming up behind him. Suddenly the car pulled out and passed him. Sensing a bit of a challenge was being instigated, Bill sped up and passed the red car. Not to be outdone, this Morgan was soon in front of him again. The two cars continued this for about 3 miles, and when Bill pulled into the Morgan car park, the other Morgan zipped around the building out of view.

Peter Morgan came out to look over Bill's propane conversion. After some discussion, Peter said that he would like his Chief Engineer to have a look at the car. Bill agreed and was soon face to face with the driver of the Morgan with which he had just been having a bit of one-upmanship. And that is how Bill met Maurice Owen, the man who would end up being one of his



MOG

FOR THE MORGAN ENTHUSIAST AND OWNER

THE ENGINE

Dolly's original Buick engine blew up during a race at Laguna Seca in the early 1980s. Bill Fink was racing around a long left-handed bend and she shot a piston rod and he came to a halt amidst clouds of steam. The cornering G forces had taken the oil away from the pick-up in the sump.

The car is currently fitted with a later 3.9 litre Rover engine and an 8 quart sump, 2 quarts larger than the original, and a baffle box at the pick-up to ensure this doesn't happen again. This current racing engine also has a Holley Carburettor as had Dolly's first engine, before Maurice Owens fitted the bungs. Bill assures us that he has the original engine, complete with the twin SU's, and will refit them, one day.



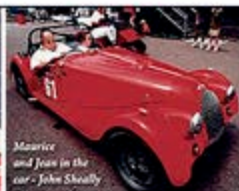
Maurice and Bill in the workshop



Images from Bill's personal collection



Maurice and Jane in the car - John Skelly



Racing images - Bob Danmore



Photo: Troy Ziel for **MOG** Magazine



Photo: Troy Ziel for **MOG** Magazine

BACK WHERE SHE BELONGS, BY BILL FINK

Racing started as soon as I got the cars. Vintage racing was just getting started back then - Sears Point, Laguna Seca, Willow Springs. When Chris Lawrence and Maurice were guests of honor at the Mid-Ohio meet I brought OUY and raced there as well.

Once we were at an event in Santa Barbara, being held at a polo club. We noticed a Lotus 19 with, and the extremely proud owner told us that his was originally Dan Gurney's car. Maurice asked "Are you sure?"

"What do you mean? It says Dan Gurney, Driver right on the car." Maurice looked under the car and shook his head. "Not Dan Gurney's Lotus 19."

"It IS Dan Gurney's! It says so right there." Maurice took another look and again stated that this was not so.

The owner looked at this portly smiling man who'd dared to question his car's provenance and asked, "How would YOU know?"

"Because when I built all the Lotus 19s, we made a special chassis for Dan to give him more legroom." The shocked owner had nothing more to say.

A fond memory of my friend from when we were driving OUY up the California coast on Highway 1. I was cruising along at about 80 mph, and Maurice smiled and said "Ah, she's in her element now."



Continued page 25 ➤

Celebrating the 50th Anniversary of the Morgan Plus 8

Short History of R7013 - one of the "First Fifty"

by Doug Hamilton, CF photo by James Hamilton

In the anno 50th year of the Plus 8, one of the "First Fifty", serial number R7013, owned by Doug and Joyce Hamilton and driven to many of our club events.

The numbering of the Plus 8 series began in 1966 at 7000 when Peter Morgan had Maurice Owen develop a prototype new model to utilize the former Buick all alloy 3.5 litre V-8 recently acquired by Rover. Following construction of a second prototype in early 1968, quite a spate of road tests of the soon-to-be-released Morgan Plus 8 were reported in the UK and US motor-ing press, where this new Morgan chariot was hailed as "the Sensational Plus 8, quite unique," "Vee8 Morgan," the "Roverized Morgan" and finally—"an elegant solution to stuffing a big V8 in a small sports car." It was also criticized for a "hard ride," only good on smooth roads," and "hard shifting," but in sum "Great Fun" to drive. Overall, it compared well to the MGC, Jag 4.2X, E-Type, Triumph TR 5, and Lotus Elan Coupe, in 0-60 acceleration 60-100 mph tests, beating all but the Lotus. Above the century mark, however, the E-type walked away from the Morgan and all the others.

Assembly line serial production of the "First Fifty" began in late 1968, when construction of R7013 was started. The "First Fifty" are distinct because they are slightly widened and reinforced +4 roadsters underneath in the forward framing, front valence reforming, radiator placement, the frame strengthening throughout and a widened scuttle. The exterior is still cosmetically a Plus4, the front and rear wings would become widened in a short time, the joints in body tub are glued and screwed together but the "First Fifty" dimensions such as the gap between the cowl and headlamp nacelle remained Plus 4.



Originally painted green with black interior, R7013 was dispatched March 3, 1969 to the Allon White Agency in Bedfordshire, north of London. Shortly afterward, the first owner shipped the car to Canada, then sold it in the early 70's to its 2nd owner, a plumber in Los Angeles. There the Mog acquired its present paint scheme of bronze body, black wings and plum tree trim.

The 3rd owner, a professor of linguistic anthropology at UC Santa Barbara, had Lawrence tune head work performed and interior upgrades during R7013's 25 years of Southern California residence. The upgrades included Connolly leather seat and door panels up up holstering, Wilton carpeting, a walnut dash, and a fold-down windscreen. During this ownership R7013 was routinely driven from Santa Barbara to Oregon and back during the professor's summer



vacations. The 4th owner brought the car to San Ramon, then it changed hand to the trial lawyer in Stockton. In 2005, Doug was fortunate to see R7013 listed in a classified ad by the lawyer and bought it showing 52,000 miles on the clock. However, after contacting the 3rd owner professor, Doug learned that the actual mileage was 152,000 rather than the indicated 52,000—a fact known to, but, concealed by the lawyer.

During Doug and Joyce's first year of ownership, they drove R7013 to Mogwest, where it mysteriously won the "Termite Motel" award. This despite good paint, interior, and engine compartment condition. Later, with the invaluable help of

Dick Tuttle, a failed rear end was replaced by one from an S-10 pickup truck and Toby Tuttle, with help again by Dick, installed a Rover 5 speed gear box acquired from Bill Fink.

"I have had the privilege and pleasure of driving R7013 and can report it is tight, quick on the uptick and handles like a dream as a "proppa" Morgan would, the RHD is quickly accustomed to and in sum, absolutely "Great Fun to Drive"—all these years later, why wouldn't it be? Cheers to Doug, Joyce and the grandkids for continuing enjoyment of a great and significant Morgan." ~ Gordon Craig

Morgazette



Simanaitis Says

On cars, old, new and future; science & technology; vintage airplanes, computer flight simulation of them; Sherlockiana; our English language; travel, and other stuff

HAPPY 50TH, ISIS IMPORTS! CONGRATULATIONS, BILL FINK!

THE ISIS, a river renowned for its rowing and punting, flows through the English town of Oxford. When American Bill Fink was a student at Keble College, University of Oxford, he took part in rowing competitions. Indeed, today at the age of 75, he is still active with Oxford Old Boy crewing.

*Reflected his rowing enthusiasm, when Bill established a U.S. agency for Morgan sports cars in 1968, he named it Isis Imports Ltd. Originally on Eddy Street in San Francisco, the company outgrew this location and resettled at the end of San Francisco's Pier 33, not far from Fisherman's Wharf. These days, Isis Imports also has a second location in Bodega, California (yes, of Alfred Hitchcock's *The Birds* fame!).*

The 1960s were great times for Morgan, with the U.S. its largest export market. Then came the 1969 advent of clean air and automotive emissions controls. Buying its engines from larger automakers, Morgan was hard-pressed to keep up with enhanced stringency of regulations. Its U.S. market all but died.

However, Bill was more than just an astute businessman (I suspect he's snickering at this moniker as he reads it). He was, and remains, a Morgan enthusiast. After extensive discussions with federal authorities and scads of paperwork, beginning in 1974 Bill was able to convert new Morgan Plus 8s to propane power and renew their legal importation.

In addition to Bill's propane expertise, the U.S. Plus 8 Morgan required other modifications to meet evolving federal standards: different bumpers, reinforced doors, padded sun visors, standard inertia seatbelts, and fitting of the Morgan four-passenger model's higher windshield with added reinforcement. Eventually, Morgans got airbags, another feature Bill helped develop.

Maurice Owen was responsible for developing the Morgan Plus 8, whose Rover engine began life as the U.S. Buick V-8. Brit Eoin Young drove an early Plus 8 for R&T in December 1968. As R&T engineering editor, I tested other Plus 8s in August 1980 and June 1999. Bill and his wife Judy became friends. Drives up and down the coast between Newport Beach and San Francisco's Pier 33 were more than just pleasurable work. In fact, on a trip to Malvern Links, Worcs., the home of Morgan, Wife Dottie and I enjoyed the hospitality of Maurice and his wife.



Maurice Owen, rest his soul, was the Morgan director of development and engineering. We joked at the time about his use of a state-of-the-art phone.



Dave Hill, Corvette chief engineer from 1992 to 2006 examines one of his company's LS2s in an unfamiliar home.

I experienced another bit of Bill's engineering of Morgans in my drive of Isis Imports' Chevrolet-engine Plus 8. And not just any Chevrolet engine, but a 6.0-liter LS2 Corvette V-8 producing 400 hp (versus the Rover V-8's nominal 190) and 400 lb.-ft. of tyre-churning torque. R&T reported on the LS2-powered cars in April 2006. This Plus 8 Plus did the quarter mile in 12.6 seconds at 112.1 mph. Its 0-60 time was a quick 4.2 seconds; the Brit magazine Autocar shaved this to 3.8.

The year 2018 is especially significant for Bill Fink and for Morgan. It's the 50th anniversary of the Morgan Plus 8 and also the 50th anniversary of Isis Imports. Double cheers, Bill!

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Rowing on the Isis at Oxford, England



The original home of Isis Imports, Eddy Street, San Francisco, 1968.





closest friends. The car Maurice had been driving that day was a Plus 4 which he had modified using a V8 engine. The license plate read OUY 200E. This was the first prototype for Morgan's newest model, the Plus 8, which was introduced in 1968.

With Bill's solution for bringing new Morgans back to America approved by Peter Morgan, the two men shook hands and Bill was now the official dealer for the United States. Visits to the factory were increasingly frequent, and the red Prototype +8 often caught his eye, sitting unused in a shed. Over the years Bill asked Peter about the possibility of buying OUY and bringing her back to the States. After a period during which a previously interested buyer did not finalise the purchase, Peter told Bill that the car was to be his. A member of the staff scoffed a bit at the American who was silly enough to want the car, however want it he did, and in 1977 the purchase was made.

It was not long afterwards when Bill happened to walk past the Morris Stapleton dealership. An advert for a Morgan SLR caught his eye, so he went in to take a look. After agreeing on the sum of £1750 for the first of the SLR racing coupes, Bill now had two Morgans of his own, which were placed on a ship and arrived simultaneously at their new home in San Francisco. Bill raced both cars often over the coming decades; usually bearing his racing number 61. And while the SLR has found a good home

back in its native England, in San Francisco, and indeed all over the world, we are celebrating the 50th birthday of the first Morgan Plus 8."

So why did Morgan go down the V8 path 50 years ago? Well the answer is quite simple. By the mid 1960s Morgan's relationship with Triumph was coming to an end, simply because the new straight 6 cylinder engines would not fit into the Plus 4. An alternative would have been a V6 from the other long term supplier to the company, Ford. But their engine was too tall to fit under the bonnet. Then came a phone call from Peter Wilkes, a director of Rover, asking for a meeting in Malvern.

During the meeting Peter Morgan was asked if there was any possibility that Rover might acquire Morgan Motors in a friendly take over. Peter was polite with his response, saying he was flattered but they'd like to soldier on for a while as they were, thank you. Then, turning the tables on the man from Rover, he asked if there was any possibility of the that Morgan could acquire some of the V8 engines that Rover had just started to build under licence from Buick. It was light and compact and would just about fit into a Morgan. Wilkes responded that he thought this might well be possible. Was this a bargaining ploy to sweeten the bitter pill of selling the company? We will never know as a few months after the meeting, Rover was itself taken over by Leyland, the owners of Triumph. After

some tortuous negotiation, the agreement to provide the Rover 3.5 litre V8 was confirmed and production started in 1968.

Of course obtaining the engine was just the start, it was just about the right size, but a special engineer was needed to squeeze it into the little Plus 4. Maurice Owen, an experienced racing engineer, was that man. He'd previously approached Peter Morgan, enquiring if he had any special projects in mind so when the really special V8 project arrived he was appointed. He worked, mainly on his own, in the development shed at the back of the factory. He was a practical man so often work was carried out first and drawings done afterwards. He was left very much alone squeezing that engine into OUY, principally by stretching her chassis by two inches. Indeed, the first time he drove her out of the factory gates was it just after midnight on a cold February night. No one was watching.

Initially the car had a big Holley carburetor. After a drive at a Prescott test day American driver Mike Virr, impressed by how quick she was by the standards of the day, said to Maurice "You can't sell this to little old ladies". Oh, "That's all right" said Maurice, rubbing his hands, "we'll just detune it a bit" and the car sprouted two SU's with their distinctive covers and became "Dolly".

All later cars, including the second prototype MMC1, did not have these appendages as the engine was eventually mounted a little bit lower.

As the years passed Maurice was often known to respond to a challenge on the road such as the one that had first drawn him and Bill together. He was proud of his work and was always striving to improve the Plus 8's performance. Indeed, on a couple of occasions towards the end of his life when riding as a passenger he would surreptitiously increase the car's speed by gently pushing the accelerator with his walking stick, much to the driver's consternation. Now that's a little stunt that not even Steve McQueen would try. But then again, was it Maurice? Perhaps his special creations have a mind of their own? **MOG**

Words by Tcherek Kamstra & Nigel Bradford
Photos on location in San Francisco by Troy Ziel
From MOG Magazine, February 2018 Issue #68

Classifieds



For sale:
1953 Morgan +4 "Flat Rad"



This car was built in October 1953, towards the end of production of the flat radiator version of the Morgan cars. Engine rebuilt about 1500 miles ago, and the rest of the car was completely gone through at the time and repaired as needed to bring it up to excellent running condition. This car has the original Triumph Vanguard engine, although the engine has been improved with the addition of cam bearings and a shaved head to increase compression to 7:1 (original is 6.7:1), so it is literally better than new. New tires, wheels sandblasted and powder coated, new muffler, new Brooklands steering wheel, good top and side curtains. Wood is in excellent condition. Nothing needed—ready to drive anywhere. \$32,500
Contact Jesse Bregman, jrbregman@mac.com, phone (831) 427-1644.



MAY 22, 2018

1934 MX4 Super Sport

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

The Oyster Run XXIV 28 Jan 2018

Report from Larry Ayers, photos from Phil, Larry and Gordon

How did we luck out with such a nice sunny day for this event while several previous weeks were rainy? Divine Morgan blessings perhaps? The traditional banana and cranberry bread (concocted by co-hosts Donna and Larry), was distributed to participants. Apologies were offered for Donna who couldn't participate due to her pending surgery the next day for a cancer excise at the base of her tongue. She is still in the recovery stage for that, and misses everyone.



Leaving our meeting place at Starbuck's in Novato, we journeyed out Lucas Valley Road toward Olema with a record number of Morgans including a record eight (8) three wheelers. A triking, two Liberty Aces, and the remainder 5 speed models. What a sight!



The hills glistened in glorious green as our jaunt continued toward Olema and a tire-kicking session in the Olema Farm House Restaurant parking lot before forty-five (45) of us were summoned for lunch. Another record number of participants for this event.



The theme for the event was a cross-word puzzle, Morgan related, but a challenge for those wishing to wrangle words toward a solution. Not everyone chose the challenge, but several who did received an award.

We enjoyed a succulent lunch, great conversation, a few libations, and several tasty oysters among other delights.



The Oyster Run XXIV 28 Jan 2018 continued...



Then it was time to head north on scenic Hwy 1, passing through the country town of Pt. Reyes Station on the way to Marshall. This was our normal lunch rendezvous, but now closed until spring for remodeling by new owners.

Judging the cross-word game commenced, and awards were presented. The two winners, actually completing the major portions of the game (no one got everything correct) were our club's President, Elaine Fisher, who was first, and Carol Pitman, second.



Congratulations winners, and enjoy the Oyster Wine, etc. The Silver Anniversary for this event, hopefully, will be next year.

Morgazette



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the very best
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can be.**

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Greg Solow's

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Spring Mog 2018

Story by Sam Logan, photos from Angie, Elaine, Phil, Gordon, Dave White and Marty Meiger

As John Muir said, "Everybody needs beauty...places to play in and pray in where nature may heal and cheer and give strength to the body and soul alike"

This year's "Spring Mog" gave our members the chance to visit three of our nation's grandest National Parks. Yosemite NP, Kings Canyon NP and Sequoia. These three majestic parks cover a total of approximately 1,614,000 acres and include the tallest water fall, (Yosemite Falls), the deepest canyon, (Kings Canyon which drops 8200 feet from Spanish Peak to the confluence of the Middle and South Forks of the King River) and the largest living thing, (the General Sherman Tree).

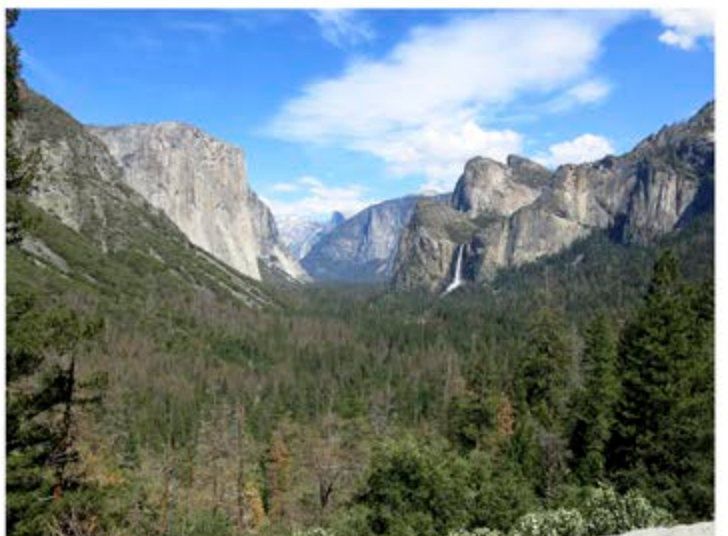
Our journey started in the gold rush town of Groveland with a dinner at the home of our Club President Elaine Fisher and her husband Phil. We had just over 40 guests and 15 Morgans ready to share some wine and BBQ. The Fishers shared their lovely home and double deck garages filled with many tables of hungry folks.

Groveland had experienced one of their worst floods in their history 4 weeks prior when 6 inches of rain fell in 3 hours. Many roads leading to Groveland were still closed as Caltrans was replacing culverts and sections of roads. (Groveland is a California Historical landmark town founded in 1858).

The next morning we were off to visit the glory of Yosemite Valley. Lunch at the Ahwahnee Hotel, a walk in the woods, inspirational views of Half Dome, Yosemite Falls, Bridal Vail Falls, and El Capitan while motoring in an open top Morgan, does it get any better than that.

Our day ended with folks staying at the Wawona Hotel or the Tenaya lodge. The Wawona hotel built between 1876 and 1916 offered a great fire place, piano entertainment, and a period restaurant giving one the feel of dining at the turn of the last century.

Many of us met at the Tenaya Lodge & Spa for breakfast the next morning as we gathered for the trip to Kings Canyon, NP. We were lucky to have Caltrans meet us at the locked gate where highway 180 descends several thousand feet into one of America's truly spectacular canyons.



Spring Mog 2018 Continued...



Kings Canyon NP is closed every winter until the 4th Friday of April. We arrived on the 4th Wednesday and were thus allowed a trip into the park with only Caltrans and National Park employees in the park.

This presented a problem with the "Head Ranger" who did not know that we were going to help water the 1307 trees that Sam Logan and his Rotary group planted the weekend prior. We were however able to enjoy a lunch at Zumwalt Meadow prior to being asked to depart the park with an official escort by several NP Rangers including Melanie Baer-Keeley, Ecological restoration and Ash Mountain Native Plant Nursery for SEKI.

This trip back up to Grants Grove was quite interesting. The NP vehicle was the lead vehicle at this point and had an accessory that is not included on either John & Barbara Burks, or Larry Ayres Aero 8 vehicles, (a "porta potty" on wheels). As the lead Morgan in my Plus 4, I can truly say following a porta potty for 30 plus miles up a 4,000 foot hill and hoping that it did not fall off the trailer, (after being used for at least three days), was a view I had not expected to see. At least all of the group that made it to the bottom of the canyon made it back to the top without overheating. Many of us visited the General Grant tree, the nation's Christmas tree, and the second largest tree in the world.

The day ended with dinner in Visalia, followed by wine, beer, etc. at Sam & Marie's home.

Day three started with a breakfast and the Logan's followed by the trip up highway 198 into Sequoia NP via the small town of Three Rivers. This town has several attractions but probably the most enjoyable was visiting Riemer's Candies and Gifts. This is a world famous German Chocolate and ice cream store located on the bank of the Kaweah River's middle fork. My wife, Marie, wishes to publicly thank Carol Pitman for the bag of handmade chocolates! Ascending another 2000 feet several folks stopped at "Hospital Rock" to see the Native Indian petroglyphs and grinding rocks.

Climbing another 4000 feet we entered the "Giant Forest". This forest contains over 8,000 Sequoia trees and the world's largest tree, named the General Sherman. The General Sherman tree is approximately 2,100 years old, weighs about 2,700,000 pounds, is 275 feet tall, is 36 feet in diameter and contains by one person's estimate 600,100 board feet of lumber.

How many board feet of lumber does my Plus 4 contain?



Spring Mag 2018 Continued...



This visit was followed by lunch at the Wuksachi Lodge which at 7,000 feet is the newest restaurant in Sequoia NP.

The dining room looks out at a series of 12,000 foot snowcapped peaks. The trip back to Visalia was a bit difficult for Marty and Lexa Most who had issues with the steering gear on their 35th anniversary Plus 8. As of today it rests in Visalia at MW Restorations fully repaired and ready to be picked up.

The trip ended with a catered dinner by Pablo and Maria Martinez, owners of two "El Rosal" restaurants in Visalia, at the Blain Automotive Museum. Brian and Sandy Blain were excited to see Greg and Tangie Solow Larry Ayres, the Powell family and many other Morgan folks that he had raced against at Historic venues all over the United States over the last 40 years.

The trip started out with about 40 members and ended with 36 at the Blain Museum. I have to add that this was my first opportunity to organize a trip for the Morgan club and being asked to plan another trip was quite a compliment.

I would like to thank Bob Frisbey, John and Barbra Burks Elaine Fisher and my wife Marie for their help in creating a memory that John Muir would truly endorse. I would also like to thank Pablo Martinez and Brian Blain and their wives Maria and Sandy for their help as hosts for our group. I would especially like to thank Larry Ayres for the ride in his Aero 8 up to Sequoia NP.

Also, "kudos" and thanks to whoever arranged the fine spring weather. It snowed two weeks prior to our event and again last night, but we enjoyed only sunshine on our shoulders and truly great weather for all three days in our mountains.

Thanks again to all who visited our lovely parks!

---Sam Logan



Late-May Run

Photos and story from Ellen Jo Barron



Dick Tuttle

A small but committed group of MSCNC members from up and down the Peninsula gathered at Jim Taylor and Ellen Jo Baron's condo around 10-ish (MST) on May 26 before setting out for a very winding 1.5 hour drive up Alpine, Portola, La Honda, Alpine Road again, and ending up at Patriot's Corner in Shoup Park, Los Altos, for a BYO picnic.



Al Kolvites

Dick Tuttle brought his trusty trike SuperSports to greet the drivers and see them off. There were Morgan drivers Grant and Angie Larson, Fred and Ann Thompson, Jim and Ellen leading off in Too Blue, and newer member Al Kolvites in his beautiful trike 5-speeder; Doug and Joyce Hamilton (tintop Porsche), Jerry and Lynn Gurley (in tintop Fiat Abarth) and newer member John Tennyson (tintop Mustang).

John showed us all pictures of his newly acquired +4, wearing its racing colors of white, red, and blue. He promises to drive it to Morgan events soon. Except for a scary fishtail moment by Doug and Joyce, the drive was flawless and the cars managed to stay together for the entire journey.



Grant and Angie at the park



View from the lead car

The road was narrow at times, wet with fog and drizzle at times, sunny at other times, but always beautiful with overhanging trees, redwoods, and views of the bay.

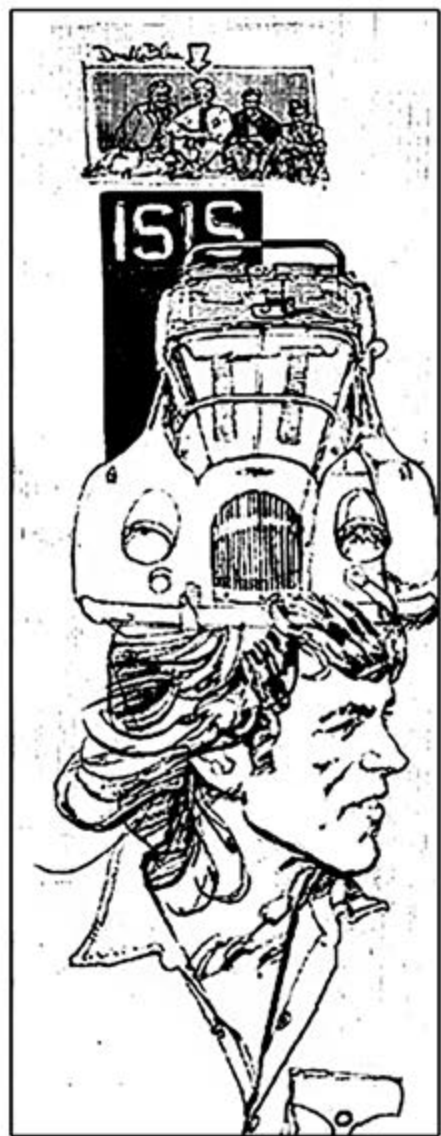
Everyone agreed that it was a splendid run and with such a small group, gave everyone a chance to talk and get to know each other better, which was the intention.

It is hoped that more "local group" events will be forthcoming.

1968



**CONGRATULATIONS
TO BILL FINK FOR MAKING IT**



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**YEARS IN THE
Morgan
BIZ**