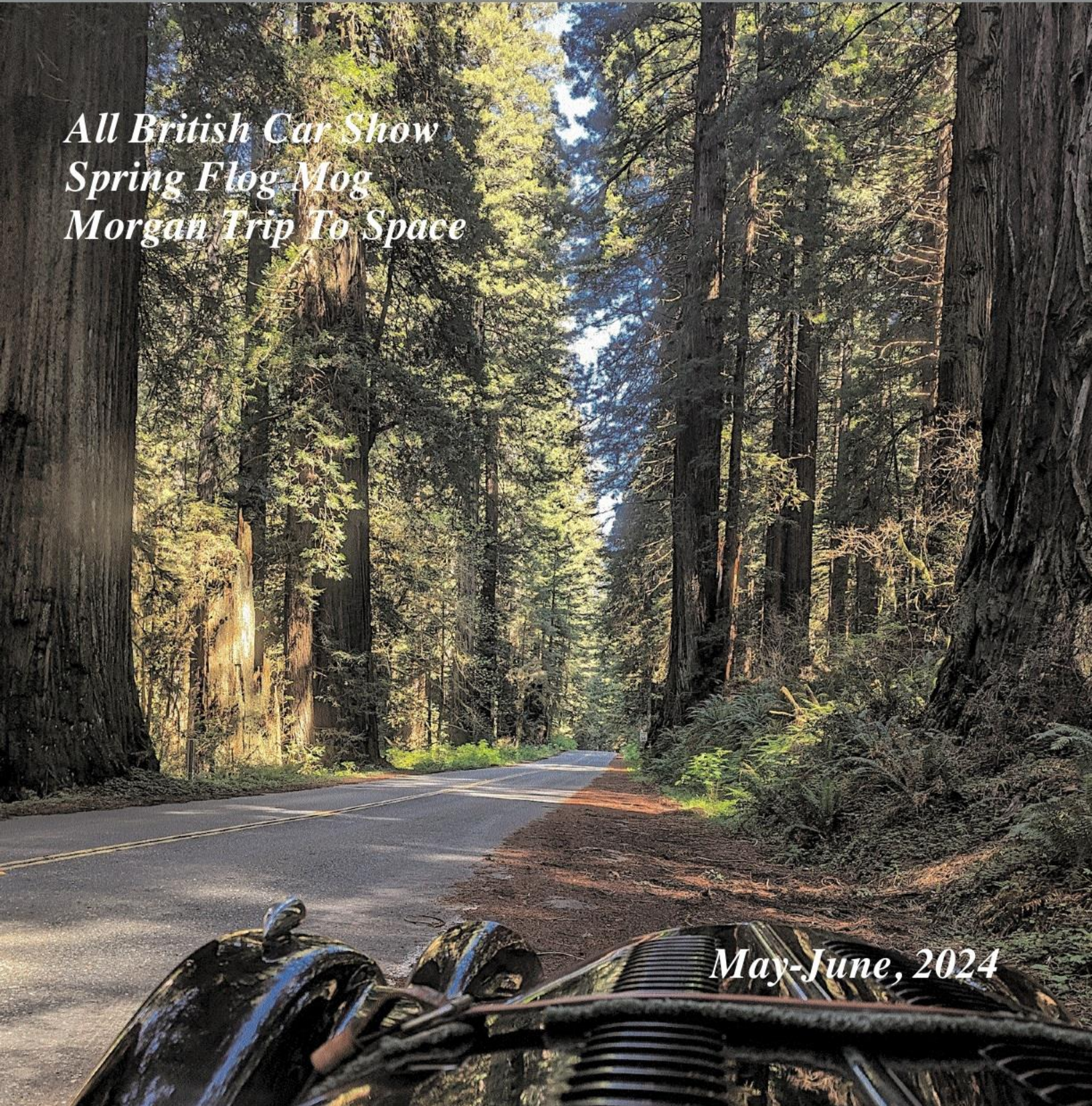


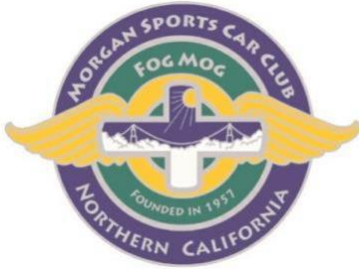
The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

*All British Car Show
Spring Flog-Mog
Morgan Trip To Space*

May-June, 2024





The Morgazette

The 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 supporting our club and driving our Morgans. Our common interest extends to the friendships and camaraderie gained through participation in club events.

The Morgazette is the newsletter of the MSCCNC. It is published 6 times per year and is sent by email to members in good standing. The Morgazette is also available to members on the Club's website: <https://www.NorCalMog.com>.

We welcome original and reprint articles and photos. Articles must be labeled with the following: 1.) Name and date of event, 2.) Names of all persons appearing in photos, 3.) Names of authors and photographers responsible for new articles. 4.) In the case of a reprint, names of publication and permission of the author and/or photographer.

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Cover Story

Cover Photo and Story by: David White

The long bonnet on the cover of this issue belongs to a Morgan owned by Dave and Donna White. The car is a 2003 Plus 8, 35th Anniversary Edition in Rolls Royce Garnet Red. The scenic photograph on the cover was taken on *The Newton B. Drury Parkway* in Redwood National Park, Orick, California. Dave and Donna were enjoying the spectacular Redwood forest while participating in Spring Mog 2024.

Deadline for the next Morgazette

A notice with the deadline for submitting material for the next issue will be emailed to all club members within 2 weeks of August 30th. Sending us your articles and photos earlier is greatly appreciated.



Udderly Delightful Morgan



President's Message

By: Tim Waller

Greetings all. I hope this finds you and your Morgans in fine fettle. Busy time. We have just returned from 2 weeks in England which, of course, included a visit to the Morgan factory, the tour, a ride in a new +4, and lunch. During our time over there we had unseasonable weather. It only rained one day, and that was very light. Great time.

Now summer is here and this is prime time for Morgan adventures over the next few months. One of our favorites is MogWest. As I type, we are packed and ready to go. It's a time of hanging out with fellow Morgan people and renewing old friendships. Unfortunately, we will be in the Mercedes as Alice and I are in charge of the "Time and Distance Rally." We have much stuff to bring, but fun will be had. If you can't make to MogWest, check the club website for other events like the gathering on the lawn at the Stecks as part of the Monterey Car Week. Also look for other events in your neighborhood like Cars and Coffee. It's amazing how our cars draw attention.

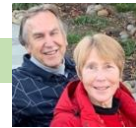


Now get out there and drive your Morgan.

Information on Monterey Car Week – August 9th - 18th

By: Ann Thompson

Photos from: <https://www.seemonterey.com>



Below are a few website links about Monterey Car Week. As our President, Tim Waller mentioned, there is a club sponsored BBQ during Monterey Car Week. The party takes place on Friday the 16th at the Steck's home in Monterey. Please see the informational flyer in this issue for details.

Additionally, you may want to investigate the links listed below. The links provide information on car shows, races, places to eat, and so much more. There are plenty of activities during Monterey Car Week so do not miss out!



<https://www.seemonterey.com/events/sporting/concours/>

<https://www.seemonterey.com/events/sporting/concours/concours-on-a-shoestring/>

<https://whatsupmonterey.com/article/activities/monterey-car-week-overview>



Notes from Activities Department

By: Angie Larson



It's the end of the 6th month of the New Year, how did that happen? ...

We need to take advantage of good things that are happening, especially within this club.

May has brought Spring Flowers and new beginnings, and on come the summer flowers and summer special events.

July 13 – Rescheduled-October Date to be Determined

Paul Marchant is planning a **Memorial Run for Bob Koupal** with his wife Faye and daughter Olivia as honored guests. The leaders of the event are rescheduling so that more members who knew and loved Bob can attend. In addition, Faye and Olivia Koupal are swamped and appreciate the change in schedule. The Memorial Run will be held in October with a Run and Reception in the Oakland-Berkeley Hills. This event will end in Orinda. Date will be announced soon.

July 20

Michele Pollack of Monterey County has planned a special scenic drive and tour of the Sausage Factory near Monterey with free lunch. **Check out the July 20th Sausage Factory Tour and Free Lunch flyer, and remember to RSVP for this event.** It sounds wonderful!

August 16

Annual Stecks BBQ in on their property in Carmel. The Stecks would like to see as many members as possible at their party. (Please see their flyer in this issue.)

Ironstone Murphy' Car Show and more...

Join Phil Fisher as he organizes on of our most popular events of the year. Have a great time in Murphy's at the peak of the summer season. More details to come.

So, now you have more reason to be glad you own a Morgan and are a member of an amazing, active, fascinating group of people.

Stay tuned, I will send out email notices as the events develop.

*Please note that Paul Cowley's Run is rescheduled for next year possibly in October.

JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6		1	2	3	4	5	6	7	1	2	3	4	5	6	7
7	8	9	10	11	12	13	8	9	10	11	12	13	14	8	9	10	11	12	13	14
14	15	16	17	18	19	20	15	16	17	18	19	20	21	15	16	17	18	19	20	21
21	22	23	24	25	26	27	22	23	24	25	26	27	28	22	23	24	25	26	27	28
28	29	30	31				29	30	31					29	30					

MSCCNC 2024 Events

Activities Director: Angie Larson

DATE	EVENT	CONTACT	NOTES
JULY 2024			
July 13 Rescheduled	Bob Koupal Memorial Run		See October
July 20 Sat	Monterey***	Michele Pollock- 831-521-8525	Tour & Sausage factory stop w/lunch
AUGUST 2024			
Aug16	Stecks Monterey Car BBQ ***	Loren Steck & Annette Yee 831-915-4515 (Friday)	BBQ, BYOB & MEAT gather and party
Aug 9-18 th Fri - Sun	Monterey Car Weekend	Monterey Car Week site More information on President's Message page.	
Aug 31-Sept 1 Sat-Sun	Scottish Games Pleasanton ***	Paul Marchant 925-413-8595	Gather at fairgrounds special Morgan parking
SEPTEMBER 2024			
Sept 27 & 28 Fri & Sat	Ironstone Concours Events ***	Philip Fisher- 925-323-1900 Ironstone Events site	Fri.-Drive & Dinner Sat- Concours, lunch, speakers
OCTOBER 2024			
TBD	FLOG MOG***	John Burks - 541-613-1345	TBD
TBD	Bob Koupal Memorial Run***	Paul Marchant 925-413-8595 Jon Rosner 925-288-1750 Fred Thompson 650-759-2478	TBD
NOVEMBER 2024			
TBD	Turkey Trot***	Fred Thompson - 650-759-2478	TBD
DECEMBER 2024			
Dec 7/8 Sat or Sun	Holiday Party ***	Paul Marchant 925-413-8595	Basque Cultural Center
Dec. 26 Thursday	Boxing Day ***	Wendell Bain 707-795-0260	TBD
*** Club sponsored event			

Editor's Letter

By: Fred Thompson



Thanks so much for your suggestions regarding our adventure of placing the Morgazette online. One suggestion that we can implement immediately is to send you a warning a few days before the Morgazette is sent out so you can look for it in your inbox. We will also send out reminders of when all the articles and photos are due, so the publication can completely cover the previous 2 months and we can get it to your in-box on time. Also, if you have any events planned, or changes to events, please alert Angie Larson so she can update our Calander.

Speaking of Angie Larson, just a few days ago she sent an article from the May addition of the New Yorker Magazine which she thought would be of interest to all our readers. It is titled "The Precarious Future of Big Sur's Highway 1" and is written by Emily Witt. It focuses on how climate change is threatening one of the country's most famous roadways.



Ann and I have ventured down this wonderful highway on many occasions. Out first was back on the late 1970's, not in a Morgan but in our 1966 Volvo P1800. The scenery and views were magnificent. The lodging at that time was a bit rustic, as we were camping most nights. The curves of the road, the cliffs, the redwoods and the smell of the salt air all to be enjoyed, especially for those in little sportscars. Now, due to heavier rain than in the past, forest fires and the occasional earthquakes, much of Highway 1 is closed. Many sections of the roadway have washed away. Magnus Torén, the director of the Henry Miller Memorial Library, in Big Sur, California aptly described some sections of the road as: "It looked like a big shark had taken a bite out of it". The cost to repair the road keeps increasing. Sam Farr notes "This old two-lane craggy road along the coast is probably becoming one of the most expensive roads on the coast of California," he admitted. "On the other hand, it is classic California. It's the Yosemite of the coast."



Please take time to indulge in reading this well written article by Emily Witt. Not only does it cover the roadway now, but provides the reader with a historical perspective. It is well worth the read. Click on link below.

[Precarious Future of Big Sur Highway](#)

By Emily Witt

**FOR
SALE**

1963 Morgan +4, 4-Seater

- 5 speed Gearbox
- Roll Bar
- Dual Brake Master Cylinder
- Folding Wind Screen
- Rear Tube Shocks
- Rebuilt speedometer
- Bimini Sun Top
- New interior
- Dual Aero Screen Windscreens
- Electronic Ignition
- New Vredestein Tires
- Electric Fuel Pump
- Reduced Ratio Starter Motor
- Coated Ceramic Exhaust
- 65,902 miles
- New Hood Strap

Asking \$33,500 or closet offer

This beautify Morgan has been on Morgan Club events and driven just for fun for the past 15 years. It is a great little car and is in wonderful shape. It underwent an off body rebuild in 2007 by Andy Leo.

The car has been garaged under our ownership and further protected with a dust cover.

It has also been serviced on a regular basis and is in good working order.

Please call Fred Thompson at 650-759-2478.



Spring Flog Mog - May, 2024 Laybys and Lighthouses

Article by: Barbara Burks

Photographs by Barbara Burks and David White

The Morgans were all polished and ran like clockwork (no AAA). The weather could not have been nicer- not too hot, not too cold - no sunburns - a little windy bordering on gale Tuesday night. The food was much better than passable and twice outstanding. Only one group got lost and that was because they chose to try to avoid a highway, and no one knew of this until they returned. We had three new members join us with cars. The fourth new member provided a lovely tortilla soup and tour of their gardens and their Smith River home. Donna White brought baked cookies that were absolutely perfect. Some came in their Italian finest, two matching collectable Lancia's and one Alfa. Although not Italian, a gorgeous new convertible Jaguar joined as well. Together we covered about 200 miles a day of leisurely, off highway Morgan challenging roads. Few had ever been on these roads, bringing Ohs and Ahs. In other words, this had to be the best Spring Flog Mogs ever.



Our first day began in Eureka, California with a driver's meeting and handouts from Dave and Donna White. They had instructions for the drive to Gold Beach. Outstanding Lighthouses were highlighted. The Whites and Burks had arranged a lovely lunch at the home of Larry and Donna Vale who live on the South Bank of the Smith River to the north of Crescent City. This eye-popping lovely spot had such wonderful gardens, and Vale stories were so interesting no one wanted to leave. Slowly we trekked out and journeyed up the absolutely spectacular Oregon coast to the Umpqua Lighthouse, the Samuel Boardman Laybys and on to Gold Beach. This is where plans of a beach party and dinner flew away with the wind. All scattered, as is MOG custom, and found good food in a number of places.

The second day dawned bright and cool. John Burks gave out the rest of the directions and folders for the next two days and passed the traditional, honorary Laybys and Lighthouses badges for all participants. Word had gotten out about the Face Rock cheese and Ice Cream at Bandon and bathrooms. Many stopped while the Taylors stopped at the local museum. Lunch was at your choosing as there was much to choose from on the way to Reedsport. There we turned up the gorgeous Umpqua River inland toward Roseburg. Hwy 38 is one of the most spectacular roads on the west coast between costal 101 and I-5. The observant could have seen an Osprey nest, Elk grazing, a fisherperson or two, wildflowers, highway work and an Oregonian out working in the fields. That night new members, Wynn Oesterling and Jeanne Kawamoto, arranged for a sit-down Mexican dinner within walking distance of our motel for all 29 of us together!! The service and



Spring Flog Mog - May, 2024, *continued*

dinner were superb and just right. All were happy and had friend building conversations about their day and who got lost, and how lost?

Day three began at nine with the last driver's meeting. (The Crater Lake route had been canceled as the Park is still closed due to heavy snow. Just two days before we started the Lake had received 6 new feet of snow). We turned south on I-5 for 20 miles (our only - interstate with unlimited truck traffic that we could not go around). We left at Canyonville, then turned east onto little visited Trail and Tiller toward Butte Falls. These were well maintained roads with nonexistent traffic. We turned east toward Mt. McLaughlin and Brown Mt., then south toward the Hyatt Prairie for choices of a lunch stop leaving us breathless and overwhelmed with visual stimulation. Next thrill took us down the roller coaster, cliff hugging Hwy 66 into Ashland, OR, for a group dinner at John and Barbara Burks home in comfort and communication. Luckily Gary Marquis made a fantastic pot of chili beans and Francine spent hours creating a fresh, outstanding coleslaw salad. As the night crept upon us word of the heavens sharing a spectacular **Corona Borealis** that could be seen in Ashland spread. Most returned to their Ashland Hills Motel rooms unable to take advantage of the sight- BUT- Ellen Jo Baron and Barbara Burks were able to take pictures at 1:39 am to share with you.



There is some possibility that this will be the last of the three to four-day FLOG MOGs as have been historically presented. We are hoping that these traditional Flog Mog events, that started in the 90's with Dave Sneary and John Burks, will continue in the Spring and/or Fall for many years to come. The idea of a FLOG MOG is to drive - "flog your Morgan" - or any car of interest or not. Just come and enjoy the interesting and outstanding people that choose to drive and experience the fun that Morgans embody.

Words can explain, but pictures tell the joy and fun. Hopefully, next time let us all be part of a FLOGMOG, at the minimum, in our hearts.

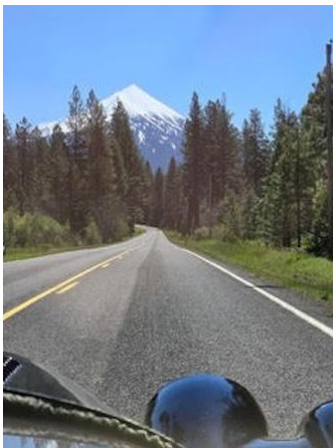


Pictures continue on the next two pages.

Spring Flog Mog - May, 2024, continued



Spring Flog Mog - May, 2024, *continued*



A memorable and glorious event.

Morgans Trip to Space (Center) June 4, 2024

By: Ellen Jo Baron

Photos by: Ellen Jo Baron and Fred Thompson



An intrepid group of mainly Morgans met up at the Black Bear Diner in Emeryville to embark on the perilous journey into the Berkeley Hills, hoping to arrive at the Chabot Space and Science Center. Hosts were Grant and Angie Larson and Ellen Jo Baron and Jim Taylor. It was a beautiful cloudless day, but a bit hot for some Morgans and everyone in an open car.

Many folks arrived somewhat late due to terrible traffic on the various freeways into Emeryville. The trip to “space” was slightly more perilous because the elapsed miles that had been exhaustively researched by Ellen Jo Baron after an exploratory first pass in Grant’s Tesla were slightly wrong all the way. (mea culpa). Nevertheless, everyone who started out did manage to arrive at about the right time for the tour. The windy roads and occasional beautiful views of the entire San Francisco Bay were the reward for the space travelers who undertook the voyage. Several construction sites/flagmen along our short route allowed time to rest and sometimes enjoy the view.



Present were: Fred Thompson, Richard and Melanie Smith, Ed Abramson and Robin Nagel, Paul Marchant, Dick Tuttle, Angie and Grant Larson, Ellen Jo Baron and Jim Taylor, Elaine and Phil Fisher (tintop due to the high heat index forecast for the day), Paul Lukes and Mary Gottschalk (tintop), and Brian Lewis (tintop). Our guide was Brian Linke, Director of Operations for Chabot Space and Science Center.

Morgans Trip to Space (Center) June 4, 2024 (Continued)

Chabot Visitors Center



Brian allowed us to park the Morgans in front of the impressive domes of the telescopes. We learned that the Chabot was the Visitor Center for NASA Ames, representing NASA Moffett Field. The cars displayed in front of the observatory domes are: Land Rover owned by Sam, friend of Brian Linke's, Brian's Lotus 7, and Morgans: Larson's, Marchant's, Thompson's, Abramson's, Taylor's, Smith's, and Tuttle's.



Another view of the same cars: too good of a picture to pass up!

Morgans Trip to Space (Center) June 4, 2024 (continued)



Oldest telescope used at Cabot

The three telescopes came from different eras. The first one was built in the 1800's, the second one was delivered to San Francisco in 1915, and the short fat recent one, a reflecting telescope, is modern and totally computer controlled.



Fred standing in front of newest telescope built in the Chabot Observatory.

Morgans Trip to Space (Center) June 4, 2024 *(continued)*

We were shown space suits worn by actual moon walking astronauts (complete with moon dust on the boots), a huge half of a propeller used to test airworthiness of spacecraft in the wind tunnel, and of course, three telescopes (photos x3). Sadly, we did not get a planetarium show as the guy who runs it could not be cajoled to come in on his day off for just a 20-minute gig.

Moon walking astronaut suit



Astronaut Suit



Below is a photo of Dick Tuttle who won the prize for coming the furthest to attend the Morgans to Space Tour.



Rocket housed at Cabot Observatory



Morgans Trip to Space (Center) June 4, 2024 *(continued)*

Our group's usual favorite meeting of every event...meal time At the restaurant: Angie Larson, Dick Tuttle, Phil and Elaine Fisher, Fred Thompson, Jim Taylor, and Grant Larson.

After the tour, several of the group followed the rest of the route (correctly listed this time) to the Piedmont area of Oakland for a nice lunch at an Italian restaurant. Afterward the trip home was slightly before peak traffic so all went well. We vowed not to organize another trip on a weekday in the Bay Area. But for those space explorers who braved the traffic and the heat, it was a fun and educational day.

Morgan Astronauts at Lunch





Dateline Dixon California – 19 May 2024

Article and Photographs by: Larry Ayers

The Annual All-British Car Show saw a record 313 vehicles on display under sunny skies. The weather was average warm, and a pleasant day with a light breeze flowing in and around the participants and spectators. A first was noted, when showing in the British Racing Car Class for Paul Marchant, his sleek Silver 1965 +4 Morgan SS and my 1934 Morgan JAP SS. This 1934 Morgan was George Tollworthy racer that I chose to exhibit as a tribute to George.



The Morgan Class exhibitors, and their results in the judging were:

Richard and Melanie Smith in their 1963 +4
Bob and Karen Hampton with their 1967 4/4 Series 5 Competition model
Hael Schwarz with a 1965 +4
Greg and Linda Pearl 1961 +4
Steve Wax in his 1962 +4
Susan Morgan (**2nd place**) with her 1968 +4
Tony Ta (**1st place**) and his 1958 +4 DHC
Mike Prevolos (2nd place) and his 1959 4/4 Series 3 two-seater

The ex-Tollworthy JAP Morgan took a second in the British Racing Car Class. Mike Prevolos was especially proud of his award, a first showing after years of work since the 4/4 hadn't been on the road since 1981. Can you believe it?

Morgan non-participating owners (or non-owners at present) with their Morgans were Pat Manion, Jon Rosner, and Michael Anthony, and anyone I may have missed.

Paul Cowley was showing his lovely Rolls Royce and suffered a rock chip directly in front of him on the wind screen as he was driving to the event. Bad luck! Otherwise, it seems everyone enjoyed another chapter of the All-British Car Meet in Dixon. Several familiar faces and Morgan owners were missed, so perhaps we'll see them at one of our club's future events.



Other Memorable Car Shows in June

Article and Photos by: Larry Ayers



The AMCA (Antique Motorcycle Club of America) was held in Dixon, CA at the Mayfair Fair Grounds on 15 June. I took the 1927 Anzani Aero for display and judging and it advanced from a First Junior (91 pts) to a Senior (95 pts) and was an interest to be seen in a field of motorcycles.

On 23 June, the Hillsborough Concours d'Elegance (est.1956) held its meet and my 1930 Morgan JAP Super Aero (Red) made an appearance in the Vintage Race Car class joining 11 other racers for the day. But Red was not finished and went to Cambria, CA on 28 June for the Annual Mog West gathering for the Northern and Southern California Morgan Clubs.



Morgans in Space Restaurant Stop

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ENGINE ROOM
Morgan Specialists
Complete Service, Maintenance & Restoration



Large Morgan Parts Inventory Always in Stock
Full Restoration Services
Vintage Race Preparation | Regular Maintenance
All work to the **HIGHEST** standards

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

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125 Front Street | Santa Cruz, California 95060

Nostalgia Straight-Up” – The Morgan +8 Turbo

Article By: Dennis Simanaitis

Photos Courtesy of Road and Track Magazine

The following article was sent to us several months ago by Michael Rubin. In Michael's words, "It was written by Morgan lover Dennis Simanaitis, a retired engineering editor of Road & Track Magazine. This segment is from his blog *Simanaitis Says*." As in the past, Dennis has given the Morgazette permission to print any of his Morgan-related articles. We are privileged to include this article about the Morgan +8 conversion in this issue. Many thanks to Michael Rubin for sharing this blog with us. As a way of thanking Dennis Simanaitis, you may want to click on the subscribe button for free daily blogs from Dennis. These blogs cover items of Dennis' multiple interests from old cars, airplanes, opera, to science and, not surprisingly automotive engineering.

One last word before you engage in this fact filled story. Our dear friend, Bill Fink, and his efforts to convert the Morgan +8 to a more environmentally friendly automobile are highlighted by Dennis.



Simanaitis Says

Nostalgia Straight-Up” – The Morgan +8 Turbo

April 20, 2024

IN R&T'S 1978 "10 BEST CARS FOR A CHANGING WORLD," the Morgan +8 Turbo garnered the coveted Henry N. Manney III Intransigence Can Be a Virtue Award. The magazine noted, "if the basic design was good enough in the Thirties, it's surely adequate today."



Nostalgia Straight-Up” – The Morgan +8 Turbo, *Continued*

The magazine featured this Mark Stehrenberger montage in the same August 1980 issue. But, as R&T noted, this was a changing world. Indeed, in the early 1970s Morgan decided its U.S. market, though profitable, was becoming more trouble than it was worth.

Then Bill Fink and his Isis Imports set out to import and legalize the marque. No mean feat this, as the era was an evolving one with multiple changes in both safety and emissions. Bill was more than a business colleague; he was a good friend. (Alas, he perished four years ago in a home fire.)

Here are tidbits from R&T’s August 1980 road test of Bill’s Morgan +8 Turbo. Indeed, though published back in the days when R&T road tests were without byline, I can appropriately replace “R&T,” “the magazine,” and other identifiers with the personal pronoun “I.”



Clever and Artful Engineering. “Bill handles the fed’s dodgem bumper regs cleverly,” R&T/I wrote, “with hydraulic pistons taken from the Volkswagen Rabbit and attached to steel tubes backing up the stock Morgan bumpers. These and the relocated taillights look considerably less out of place than several factory botch-ups that come to mind.”

Under the Bonnet. R&T observed, “The Isis/Jaguar Rover Triumph/nee Buick V-8 is now propane-fueled and turbocharged. The first is a standard feature of Bill’s 25-per-year output; the turbo installation is a \$2500 option for those desiring added kick to their nostalgia.”

Nostalgia Straight-Up" – The Morgan +8 Turbo, *Continued*

The conversion to propane made good sense: "First," the magazine explained, "it allows a complete lack of emission controls and the attendant problems with certification, durability testing and the like, what with its running as clean as Joan Claybrook escaping a Detroit steam bath."

Yes, I'm fond of that line.

"As an added benefit," R&T noted, "propane's 105 octane means the 9.4:1 compression ratio is perfectly compatible with the Rajay turbo's 6-psi boost."

Operational Ceremony. Finding propane was straightforward, albeit non-trivial: "By the way," R&T said, "our experience indicates that all propane or butane suppliers aren't necessarily able to refuel a car; this, because of motor-fuel licensing requirements. And there was one guy probably fresh from viewing a Great War dirigible movie who refused to refuel our test Moggie because thunderstorms were forecast."

Glorious Performance. But enough of these details," I wrote. "A twist of the key, and the V-8 throbs to life. Snick the stubby lever into 1st, ease out the clutch, and you're burbling away, looking down that long louvered bonnet at one of the classic views in motoring."

I continued, "Stomp on the throttle (one of those little roller types many of us learned to heel-and-toe with), and gobs of torque at the bottom end turn into raspy turbo power as the revs build past 3000. Redundant though they may seem with all this power, the gear ratios are nicely spaced and it's a gearbox you enjoy shifting for the sheer pleasure of it all. And if you get downright serious, you can go from 0 to 60 mph in 6.8 seconds and turn the standing quarter mile in 15.1 sec at 93.5 mph."

Yahoo Egad!

ROAD TEST

MORGAN +8 TURBO

PRICE

Est. price, FOB San Francisco	\$21,500
Price as tested	\$27,625
Price as tested includes standard equipment (propane conversion), turbo sys (\$2500), aluminum alloy body (\$350), adj. seats (\$350), brown top, tonneau cover & side curtains (\$350), hard steering wheel (\$185), badge bar & badges (\$115), decambered front suspension (\$75)	

IMPORTER

Wix Imports, Ltd., Inc., PO Box 2290, U.S. Custom House, San Francisco, Calif. 94126

GENERAL

Curb weight, lb/kg	2285 1037
Est. weight	2475 1124
Weight dist. (with driver), f./r. %	44/56
Wheelbase, in./mm	99.0 2515
Track, front/rear	52.0/53.0 1321/1346
Length	157.0 3988
Width	62.0 1575
Height	52.0 1321
Ground clearance	6.0 152
Overhang, f./r.	23.5/34.5 597/876
Trunk space, cu ft./liters	4.4 125
Fuel capacity, U.S. gal./liters	15.4 58

INSTRUMENTATION

Instruments: 170-mph speedo, 7000-rpm tach, 99,999-odo, 999.9 trip-odo, oil press., coolant temp, turbo boost, voltmeter, fuel level
Warning lights: oil press., brake sys, hazard, seatbelts, high beam, directional

ENGINE

Type	ohv V-8
Bore x stroke, in./mm	3.50 x 2.80 88.9 x 71.1
Displacement, cu in./cc	215 3528
Compression ratio	9.4:1
Bhp @ rpm, SAE net/kW	est 225/168 @ 5000
Equivalent mph / km/h	128/207
Torque @ rpm, lb-ft/Nm	est 240/325 @ 3000
Equivalent mph / km/h	77/124
Carburetion	Impco propane (IV)
Fuel requirement	propane/butane, 105-oct
Exhaust-emission control equipment	none

DRIVETRAIN

Transmission	5-sp manual
Gear ratios: 5th (0.83)	2.76:1
4th (1.00)	3.31:1
3rd (1.40)	4.62:1
2nd (2.08)	6.90:1
1st (3.32)	10.99:1
Final drive ratio	3.31:1

ACCOMMODATION

Seating capacity, persons	2
Head room, in./mm	37.5 953
Seat width	2 x 19.5 2 x 495
Seat back adjustment, deg	40

CHASSIS & BODY

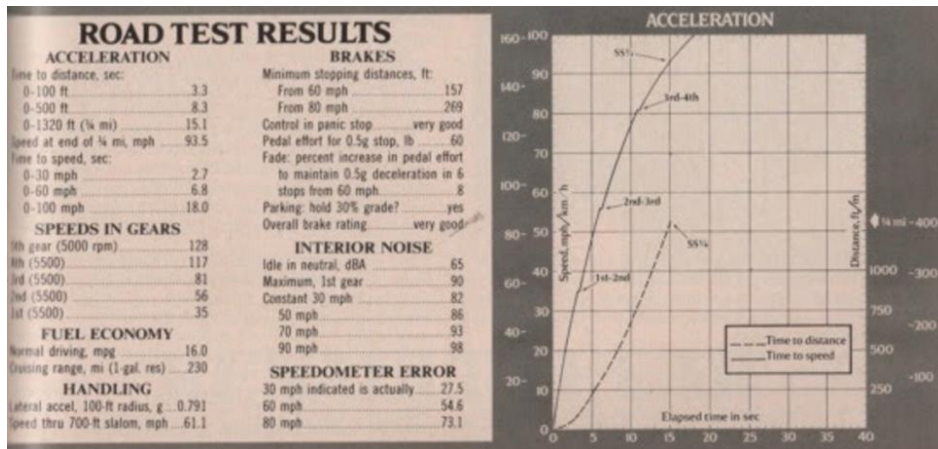
Layout	front engine/rear drive
Body/frame	separate, aluminum & steel
on ash/steel	
Brake system	11.0-in. (279 mm) discs front, 9.0 in. x 1.8-in. (229 x 46 mm) drums rear
Swept area, sq in./sq cm	226 1458
Wheels	cast alloy, 14 x 6
Tires	Michelin XXIX, 195VR-14
Steering type	cam & peg
Overall ratio	na
Lock to lock	na
Turning circle, ft./m	38.0 11.6
Front suspension	vertical sliding pillars, coil springs, tube shocks
Rear suspension	live axle on leaf springs, lever-action shocks

MAINTENANCE

Service intervals, mi:	
Oil/filter change	5000/5000
Chassis lube	2000
Tune-up	2000
Warranty, mo./mi	12/12,000

CALCULATED DATA

Lb./bhp (test weight)	11.0
Mph/1000 rpm (5th gear)	25.5
Engine revs./mi (50 mph)	2350
Piston travel, ft./mi	1095
R&T steering index	0.84
Brake swept area, sq in./ton	183



Superlative (Smooth-Road) Handling. “It enjoyed a tight line through our slalom, for instance,” I said, “with absolutely no lean and little squirts of power between pylons as it posted a commendable quick 61.1 mpg. It bobbed its bonnet around our skid pad with a lateral acceleration of 0.791g. Not bad for a Thirties suspension, eh?”

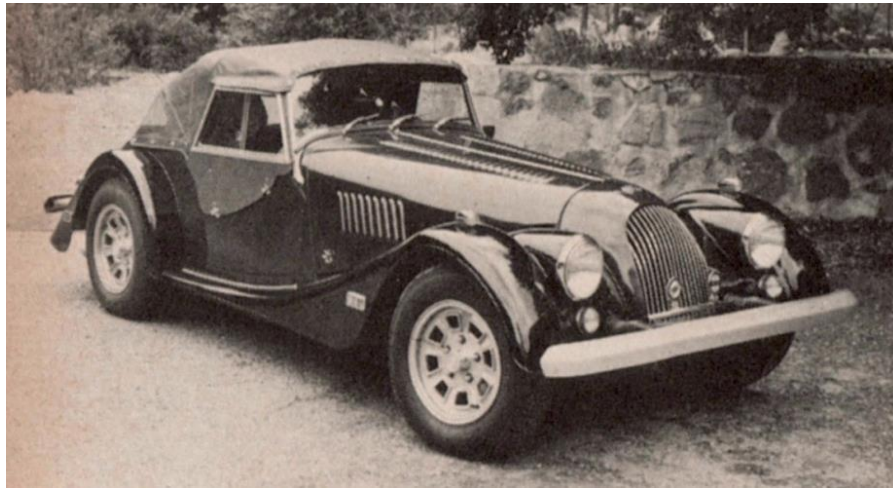


Actually, earlier in the report, I noted that the Morgan’s real suspension was “a steel ladder frame of perhaps less than state-of-the-art rigidity. The tires are the other half of the suspension; think of the springs as merely something to grease occasionally.”

And I grudgingly admitted,” No staff member felt it would be anything but a handful down a less than smooth twisty road at speed, and sure enough it was, exhibiting behavior that one staff member termed ‘S/ Malvern’s Dance’.”

Ha.

Nostalgia Straight-Up” – The Morgan +8 Turbo, *Continued*



Cozy weather protection. “What are side curtains, Grandpa?”

“And after spending some time with this latest Morgan,” we concluded, “we definitely understand its attraction. Modern machinery is easier to drive, but what’s often traded away is the enjoyment of challenge and accomplishment...For a while there, with the louvered bonnet leading the way, the transmission tunnel warming your right leg, and the cold wind tousling your hair, you and the Morgan are very good friends indeed.”

Today I sure respect the benefits of my Miata. But, gee, I also miss my Morgan Plus Four Family Tourer. ds

Many thanks for allowing us to reprint this article about one of our club’s gifted members and his accomplishments in making sure that Morgans continued to have a home in the United States.



Image of Bill Fink from [Hagerty Magazine](#)

1st Annual Sausage Run, Monterey Peninsula
July 20TH, 2024 - 11:30 a.m.
RSVP for this new and fun event!

Meet:

Please meet at **11:30 a.m.** at **Castle Rock Coffee, 667 Monterey Salinas Highway, Salinas 93908** (which is before Los Laureles Grade if you come off of Highway 101).

Rally:

We will drive the wine trail along River **Road** to and through **Greenfield** to arrive at **Roy's Swiss Sausage Factory**. The factory is hidden, nestled among the broccoli and leeks fields. Roy and Sons are the 3rd and 4th generation sausage and meat kings of South County, *Roy's Swiss Sausage Factory, 40821 Cherry Avenue, Greenfield, CA 93927*.

Factory will provide comp to the club – a picnic of the best grilled sausage in natural casings, rolls, mustard, iced cold water and pasta salad. Please bring your own drink if more than water is desired. Cups are provided. See why car clubs and sausage fans make Roy's an absolute pitstop when traveling up and down Highway 101. The sausages come in several varieties...all insanely juicy, lively and balanced. Oh, and you might want to bring an insulated container for anything you find you just must purchase!

The drive should take 45 minutes to one hour max. Wine tasting post lunch if desired at **Odonata Winery**.

Prizes:

Five in total will be awarded by Roy's: For the *oldest Morgan*, for the *most original Morgan*, for the *Morgan who traveled the furthest* to the event, for the *relaxed Morgan* of the lot, and for the *slickest Morgan* present. Angie and Grant Larson will serve as consultants if needed.

RSVP – Michele/Ambrose Pollock (831) 521-8525 text or call, or michele.pollock@mac.com



Morgans on the Floodplain

AKA the Best Party in Town!



Be there to see who gets to park in the back yard.

Be there to impress everyone with your barbecuing skills.

Be there because you only go around once in life.

You
Bring:

Meat to barbecue
Favorite beverage

We
Provide:

Other
Dishes like salads,
chips, dips....

When: Friday, August 16th
Where: Loren & Annette Yee Steck's house
27205 Meadows Road Carmel, California
(831) 626-3620

**THE MORGAN PARTY –
TOO MUCH FUN FOR JUST ONE CLUB!**

MORGANS AT THE SCOTTISH GAMES

158th Scottish Highland Gathering and Games
Labor Day Weekend - August 31-September 1, 2024
Held at the Alameda County Fairgrounds in Pleasanton, CA



Come join the Morgan Club at the 158th Annual Scottish Highland Games at the Alameda County Fairgrounds on Labor Day weekend. Morgans have been a part of this cultural celebration since the games moved to Pleasanton. Our cars are displayed on the fairgrounds on both days of the event. This is a wonderful opportunity to show off your car and acquaint fair goers with the joys of owning a Morgan. Established in 1866, this event is California's longest running Scottish Games and features the very best of Scottish competition.

Call Paul Marchant for information: 925-413-8595

Tickets are free to those who park their Morgans.
Please contact Paul for details.

[Scottish Games Website](#)

Activities for all:

Traditional Scottish competitions include heavy athletics, highland dancing, piping and drumming, and sheepdog trials. Live entertainment includes Scottish folk musicians and Celtic rock bands, as well as Scottish country dancing, living history, birds of prey and Celtic animal exhibitions. This year's Grandstand Show will feature performances from the Vancouver Irish Pipes and Drums Society from British Columbia and a guest military band, as well as the spectacular 'massed bands' comprised of hundreds of pipers and drummers.

IRONSTONE Concours d'Elegance

September 27-28, 2024

Save The Date



The Ironstone Concours is an antique and classic car show
that takes place each year at:
Ironstone Vineyards, 1894 Six Mile Road, Murphys, Ca 95247.

Besides cars, the show also features vintage trailers,
motorcycles and wooden boats.

Call Phil Fisher for information: 925-232-1900

[Ironstone Website](#)
[Ironstone Events and More](#)

More detailed information to come.

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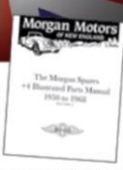
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ALUMINUM RADIATOR

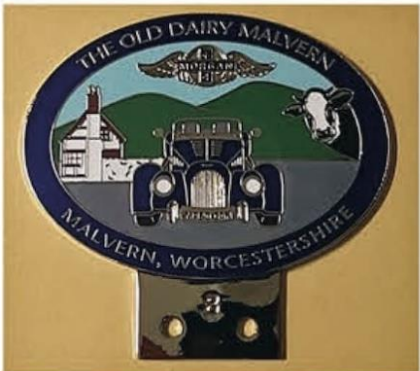


5 VANE HD WATERPUMP



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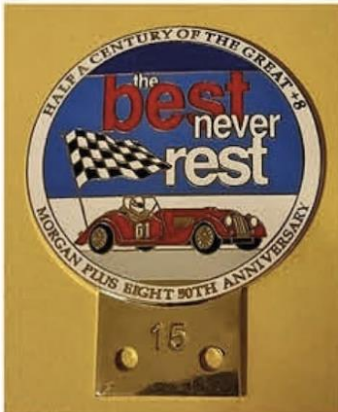


THE OLD DAIRY MALVERN
MALVERN, WORCESTERSHIRE

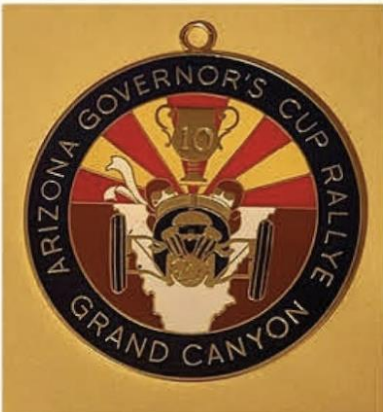
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ARIZONA GOVERNOR'S CUP RALLYE
GRAND CANYON



2014
LE MANS CLASSIC



THREE WHEELERS

2023 Morgan SUPER3 LIMITED EDITION MALLE RALLY THREE WHEELER – Yellow/Black // **IN STOCK!**

2023 Morgan SUPER3 THREE WHEELER – Matt Black, Black leather // **DeHAVILLAND VAMPIRE COMMEMORATIVE EDITION!** 1 of 2

2023 Morgan SUPER3 THREE WHEELER – Matt Black, Black leather // **DeHAVILLAND VAMPIRE COMMEMORATIVE EDITION!** 2 of 2

2023 Morgan SUPER3 THREE WHEELER – Red Soul Crystal Pearl/Tan leather // **IN STOCK!**

2023 Morgan SUPER3 THREE WHEELER – Jet Green/Typhoon Green leather

2023 Morgan SUPER3 THREE WHEELER – Jet Green/Typhoon Green leather

2023 Morgan SUPER3 THREE WHEELER – Desert Glow Silver gloss/Tech Sand interior

2023 Morgan SUPER3 THREE WHEELER – Marina Blue/Typhoon Black leather

2012 Morgan THREE WHEELER – Silver, Tan Leather // **SUPERDRY EDITION**

1933 Morgan MX4 SUPER SPORT – Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

1930 Morgan AERO VAN – MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // **FULLY RESTORED**

ROADSTERS

2024 Morgan PLUS FOUR ROADSTER – 8 speed Auto Trans/Paddle Shifter w/ Sport mode // **PLACE YOUR ORDER NOW AND AVOID A LONG WAIT LIST!**

2020 Morgan PLUS 4 – Corsa Red, Black Leather, stainless steel wire wheels // **611 ORIGINAL MILES!**



2018 Morgan PLUS 4 – Ivory, Dark Brown Leather // **RWD BEAUTIFULLY MAINTAINED!**

2005 Morgan 3.0V6 ROADSTER – Royalty Purple Metallic, Gray Leather // **3,800 MILES!!**

2005 Morgan 3.0V6 ROADSTER – BRG, Mulberry Leather // **28,700 MILES!!**

2003 Morgan PLUS 8 – Spectacular black with tan leather // **35TH ANNIVERSARY EDITION**

2002 Morgan PLUS 8 – BRG, LeMans '62, No. 1140. Only one in North America // **FOR SALE IN CANADA ONLY**

1972 Morgan PLUS 8 – Black, Black Leather // **HUGE PRICE REDUCTION!!**

1967 Morgan PLUS 4 FOUR PASSENGER SUPERSPORT CLONE – Blue, Dark Red Leather // **DENNIS GLAVIS' PERSONAL CAR FOR 38 YEARS!**

1967 Morgan PLUS 4 DROPHEAD COUPE – Ivory body/Irish Green wings, Ivory leather // **RECENT GROUND UP RESTORATION!**

1963 Morgan PLUS 4 DROPHEAD COUPE SUPERSPORT – Green Velvet // **CONCOURS WINNING STANDARDS!**

1963 Morgan PLUS 4 ROADSTER – BRG, Black leather, 2-seater, well maintained // **GROUND UP RESTORATION!**

1962 Morgan PLUS 4 SUPERSPORT – BRG, Black leather, one owner from new just out of complete restoration // **RIGHT-HAND DRIVE**

1960 Morgan PLUS 4 DROPHEAD COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // **CONCOURS QUALITY!**

1958 Morgan PLUS 4 DROPHEAD

COUPE – Royal Ivory, Red leather interior // **ENGINE WAS REBUILT IN 2016**

1957 Morgan PLUS 4 FOUR SEATER FAMILY TOURER – Red, Black interior // **PRICED TO SELL**

1955 Morgan PLUS 4 DROPHEAD COUPE – Black, Red Leather inter. // **1,991 CC INLINE-FOUR**

1954 Morgan PLUS 4 FOUR PASSENGER ROADSTER – Yellow, Black interior, interim-cowl example // **RIGHT-HAND DRIVE**

1953 Morgan PLUS 4 ROADSTER – 2 seater LHD // **AVAILABLE FOB BORÅS**

1952 Morgan PLUS 4 DROPHEAD COUPE – Red, Black interior // **FLAT RAD**

1952 Morgan PLUS 4 DROPHEAD COUPE – Factory experimental four seater, Green, Gray Green interior // **PEBBLE BEACH CONCOURSE WINNER**

1952 Morgan PLUS FOUR DROPHEAD COUPE – Blue, Red interior // **RAC RALLY ENTRANT**

1939 Morgan 4-4 DROPHEAD COUPE – Bordeaux // **GEORGE GOODALL FACTORY DEVELOPMENT CAR**

1937 Morgan 4-4 – Ivory, new Red interior, cycle fenders // **HISTORIC FACTORY TEAM CAR**

1936 Morgan 4-4 – Green, Black interior, Car #28 // **GEORGE PROUDFOOT RESTORATION**

1929 Morgan/GN Blackburne Aero – Single seater, racing history // **GREATLY REDUCED PRICING**

OTHER MARQUES

2007 Panoz ESPERANTE GTLM COUPE – Hand-built American GT

2001 Audi TT ROADSTER – Convertible, Black Metallic

1965 Sunbeam TIGER MK1A – Race Rally Prepped!

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