



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



March~April 2016

Inside: Monkey Around & Chinese New Years • Sticky Bun Run • Morgan Company News



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Newsletter of the Morgan Sports Car Club of Northern California

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its members and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

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•

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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:

- June 6 for May-June
- July 22 for July-August • September 28 for Sept-Oct
- Dec 5 for Nov-Dec

Classified ads placed by members will run one time. Please notify the editor if you wish to place the ad again.

The **Morgazette** is now available in a digital format as a web PDF. Contact the editor.

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

Welcome New Members

Geoffrey and Colleen Beasley

Concord, CA 94520
1969 two-tone orange +8

Raymond Pallett & Ann Kirkpatrick

San Lorenzo, 94580
1966 yellow +4

Philip and Cori Troiani

Santa Cruz, 95065
1963 red 4/4

Robert Horsley

Lake Forest Park, WA 98155
2005 Seaside Pearl Roadster

Cover Photo: The "Show and Tell" season is about to begin! .Is your Moggie ready like these from the Dixon all-Brit show last May? See the Flyer for this year's event. Photo by Larry Ayers



*** MSCCNC Club Sponsored Event**

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

APRIL

- 1-3 FRI-SUN • CSRG Races at Sonoma. www.csrgracing.com Kas Kastner All-TR Race, April 3rd. See Gordon's note on page 14
- * 9 SAT • Mine & Wine Tour. Contact Doug Hamilton-Grant Larson. **See flyer.**
- 23-24 SAT-SUN • VARA British Extravaganza Races & Show. Buttonwillow Raceway Park. Contact Larry Ayers.
- 24 SUN • Pacific Coast Dream Machines.
- 23-27 SAT-WED • Spring Mog- Eastern Oregon. Contact John Burks.

MAY

- * 4 WED • Follow Me Tour. Contact Bob Murray. **See flyer.**
- 8 SAT • Ione Show and Shine. Amador County Airport. Contact Dave Wardall 209) 274-4132. ioneshowandshine.org
- * 12-13 THURS-FRI • Fremont Peak. Contact Bob Frisbey. **See flyer.**
- 15 SUN • UBSCC Car Show and Swap Meet at Dixon. Contact Tim Waller. <http://www.ubsc.org/CARShow.htm>. **See flyer.**
- * 21-22 SAT-SUN • Return to Reno. Contact Don Henry-Michael Anthony

JUNE

- 3-5 FRI-SUN • Sonoma Historic Motorsports Festival.
- 12 SUN • Alameda Point Concours de Elegance.
- * 25 SAT • Berryessa BBQ. Contact Don Henry.

JULY

- * 15-17 FRI-SUN • MOG WEST-Cambria. Contact Audrey Haines. **See flyer + Registration Form.**

AUGUST

- 15-21 MON-SUN • Monterey Car Week.
- * 19 FRI • Morgans in the Meadow, Carmel Valley. Contact Loren Steck
- 19-21 FRI-SUN • Rolex Monterey Motorsports Reunion (races).
- 21 SUN • Pebble Beach Concours de Elegance.
- * 27 SAT • Driving Event & Swim Party. Contact Ellen Jo Baron

SEPTEMBER

- 3-4 SAT-SUN • Scottish Games Pleasanton. Contact Paul Marchant
- * 10 SAT • Sacramento Auto Museum. Contact Tim Waller
- * 17 SAT • Back 'em Up. Contact Paul Marchant.
- * 24 SAT • Ironstone Concours de Elegance- Murphys. Contact Elaine Fisher.
- * 26-30 MON-FRI • FLOG MOG. Contact Dave Sneary

OCTOBER

- * 15 SAT • Oktoberfest, Talent Show & Dancing-Point Reyes. Contact Don Henry

NOVEMBER

- * 12 or 13 SAT-SUN • Turkey Trot & Winery Tour. Contact Gordon Craig-Michael Rubin

DECEMBER

- * 4 SUN • Holiday Party • HS Lordship, Berkeley Marina. Contact Elaine Fisher
- * 26 MON • Boxing Day Run. Contact Wendell Bain

JANUARY 2017

- * 8 SUN • Oyster Run. Contact Donna Dell'Ario & Larry Ayers
- * 21 SAT • Planning Meeting. Contact Ellen Jo Baron

Activities Report

By Elaine Fisher

This year promises to be another exciting year of Morganning as members have stepped up to organize enjoyable events. Many thanks to Jim Taylor and Ellen

Continued on page 9



Frank McClain (1941 - 2016)

(Long time Morgan racer Frank McClain passed on recently... he is remembered fondly for his track and trials exploits both in Texas and the UK. Our correspondents Andy Garlick, UK Morgan racer, and Duncan Charlton of Bastrop County, Texas, write of their memories of Frank. Photo courtesy of the McClain Family, ed.)

"... I don't know how many of you would remember Frank McClain who sadly succumbed to cancer yesterday, a single day before his 75th birthday. He was such a character, always ready with a joke or a smile when the going got tough, as it often did around Morgan racing.

He was a +4 driver par excellence, with a long history in competition on both sides of the pond. I met him when his military career got him posted to the UK for a period of a few years in the late 70s. He competed in a very nice green +4 that was shipped over with him and bore the Texas numberplate "Plus 4".

I think in the first year that he competed with the "Drotcart Dreadfuls" in hill climbs well before there was a SpeedMog Championship. He was held in some regard by his peers for acts of bravery on the most difficult corners, and then just coming out smiling. He was an exceptional driver with great car control and would usually have his beloved +4 in a 4 wheel drift on every corner as he shot up the course. Later he started circuit racing but his car, being relatively standard was not fully competitive with the fast 4s of Rick Bourne, John Macdonald, Mike Duncan etc but he was as happy as Larry just being there and taking part. He was really very quick, especially in the wet, due to his feeling for the car and its limits. I would love to have seen him in a full race prepared car as I am sure he would have given quite a few people a surprise or two.

He returned to the US after his period over here, and took part in many rallies and Mog gatherings over there. In the last few years he was pit crew for Duncan Charlton who was campaigning his +4 flat rad, as Duncan knew that Frank was a safe pair of hands to keep things running as smoothly as they ever do when at a race meeting and under pressure.

However good he was with the car, he was an even better human being, always with that twinkle in his eye, and a wicked sense of humour. He certainly lived life to the full and was rewarded for that by having achieved so much in so few years. I feel sure he will be on the celestial starting grid looking down with a wry smile on his face, and remembering the good times.

He leaves a lovely widow, Linda, his son Jeff and daughter Allison and I think some grandchildren as well.

If any of you did know him well enough I am sure Linda would welcome some contact from you, and I also reckon our old buddy Duncan is going to be feeling pretty low and



could also do with some support from those of you who know him well enough.

Sorry to be the bringer of bad tidings, but felt it better that you hear the news. Andy"

"... I will indeed miss him. He was a solid guy and always in good spirits. I'd seen him in July of last year when he was suffering dreadful back pain but he still showed up to the All British Car Day in September in his green Plus 4. He didn't get the news about cancer until November, by which time it was pretty advanced. He fought bravely to the end.

Among HOTMOG (Heart of Texas MOG) members, he was one of the few that knew how to work on a Morgan, and one of the very few, if not the only one, who'd ever raced a Morgan. He loved to tell stories about his racing days in the UK. He'd learned to drive on the rural gravel roads of east Texas and when he got to the UK he assumed one should drive a race car the way he drove on gravel roads -- in a constant slide. No doubt that experience driving at, and beyond, the limit contributed to his early success (and also to an "incident" or two).

He said that of the original factory parts in his Plus 4 only the factory ignition key remained. He and his son Jeff had surely rebuilt every inch of that car over the years. They will keep the car for the time being, preferring to safely store it for a time rather than sell now.

During our HOTMOG drives he was always itching for a dice -- we would be a slow rolling procession through hilly windy roads, admiring the wild flowers, when Frank and Linda would roar by the line of cars. He might have been shouting, "Come on, people! These are sports cars! Make 'em go like a scalded haint!"* There was that time Frank in his Plus 4, I in our '71 Plus 8, and Kim Freeman in his 1600 4/4 got in a fast run back to the hotel on a winding route through the Texas hill country we'd scouted out earlier. There won't be many opportunities to do that much longer, given that most Morgan owners in our area have never, ever driven their Morgan near the limits. To end a discussion of relative performance among various Morgans, Frank would just type, "Plus Fours rool!" That, folks, is where the real fun is!

Duncan"

(* A "haint" is a variation of the word "haunt", I am reliably informed. It refers to an apparition, lost soul, ghost, etc." ed.)

"... PS Life is for living, and no-one can say that Frank didn't do that to the very best of his ability. Andy."



The Prez Sez...

By Michael Rubin, President

This is a near record, or close to it, envelope stuffer this issue with flyers and info on seven events, so a lot is happening.

First up is the Mine and Wine escapade led by Doug and Joyce Hamilton on April 9.

Of course, looming over all is MogWest -- our organizers once more remind everyone to make their reservations. Plans are coming together on another terrific regalia package that will be announced soon.

Included in this issue is coverage of the Sticky Bun Run from Petaluma to Pt. Reyes and back to San Rafael. Alas, attendance was down after monsoons forced postponement of one week but a good time was had by all who showed up, after descending from their sugar highs.

Following the run, the Board of Directors held a meeting (some members don't realize we have a Board of Directors) to go over two items that have been brought up off and on for the last four or five years... a club website and the bylaws.

After multiple starts and no traction, we are finally preparing to launch a website, I'm pleased to say.

Two members offered to provide advice and one - Tcherek Kamstra - figured out a route forward, which the board approved. Member of long standing Jim Meyer, who creates and operates websites for clients (one of them is General Motors) laid down some solid advice about keeping it straightforward and functional, which is the plan. He cautioned that websites aren't the answer to every problem, but it's a good way for us to join the digital age more fully. (You have checked out the Facebook page, right? Just go to <https://www.facebook.com/groups/msccnc> and ask to join. It's nascent and needs members to keep it updated, those of us who Facebook, attn: please.)

More to come later on the website which is in beta testing now, but the objective is a website that serves members as a source of information about the club and events while providing a way for people interested in Morgans to learn about us and our activities. Features can be added as we go. The intent is to launch the site prior to MogWest.

On the other topic, it seems our bylaws haven't been reviewed and or updated, streamlined or otherwise brought up to date since they were first drafted in the Pleistocene era. This has become a bone in some of our members' craws. Since we try to be responsive, let's see what everyone thinks...

Please review your copies of the bylaws (You have them right there, of course) and look for sections you consider out of date or think should be changed. Sections that we haven't been following and should or, vice versa.

On the odd chance your copy isn't easily at hand, email Gordon Crag - lismoregordon@sbcglobal.net - and ask him to email one to you.

Take the next few weeks to go over it and later in the year we'll ask for feedback and work from there.

Or, we can call a business meeting and spend a few hours going over it that way, since everyone loves business meetings. Right? Right?

Cheers, Michael

P.S. Actually, one member asked why we don't have frequent business meetings. If you think we should hold them more often and have suggestions on getting people to attend, let me know.

MSCCNC Board of Directors Meeting Minutes 3/19/16

The meeting was attended by President Michael Rubin, Directors Bob Murray and Wendell Bain, and Secretary Maggi Craig

Topics of discussion were the club website and the club bylaws.

Treasurer George Tollworthy and Board of Directors member Doug Hamilton provided proxies, should they be needed, to be voted in favor of majority action on both topics.

Those present voted unanimously to approve a website to be developed and operated by club member Tcherek Kamstra utilizing a commercially available template and hosted on a commercially-provided server. Tcherek will provide her design and site maintenance in return for gratis advertising for Isis and her badge retail sales in the MORGAZETTE. The site hosting costs will be an out of pocket cost for the club, estimated at less than \$200 for the first year. The board reviewed an initial design proposed and developed by Tcherek and plans to have an initial functioning site operating by MogWest in July of this year.

The board also voted unanimously to begin a review of the club bylaws, which date back to the club's founding some 50 years ago and have never undergone a complete review.

Club members will be asked to go over the bylaws on their own and be prepared to offer updates or revisions they believe to be important. At a future date, members will be requested to submit suggestions and recommendations for the Board to discuss. The board may also ask specific club members to provide assistance in reviewing the suggestions and the existing bylaws. (It was noted later that members needing a copy of the bylaws can request them from MORGAZETTE editor Gordon Craig, emailed in pdf format only.)

Monkey Around Contra Costa County

Story by Elaine Fisher • Photos by Elaine, Gordon Craig, Larry Ayers



On *February 27th* the sun was shining in the cloudless blue sky as we headed out Saturday morning in our Morgan with the top down. The event meet up time in Orinda was supposed to be 1:00 PM, but it seems that somehow my original flyer with 12:00 was distributed at some point. While we had headed out what we thought was very early, upon arrival we found several Morganeers who had arrived at the early time, which allowed them to have lunch and time for tire kicking.

By *1:00 pm*, we had **15 Morgans and 31 Morganeers** crowded onto the busy Orinda street. It was wonderful to have a variety of newer and long-term members at the event. These included Richard & Melanie Smith, Edmund & Mary Arnold, Philip & Elaine Fisher, Paul & Lisa Marchant, Larry Ayers & Donna Dell'Ario, Susan Loesche, Grant & Angie Larson, Brian Dearle, Gordon & Maggi Craig, Mel & Lorraine Cohen, George & Kathy Tollworthy, Dave Sneary, John Hardgrove and Jeff Abramson. Bob, Fay and Olivia Koupal toured in their tin-top awaiting the return of their 4-seater out for several years for repainting and reupholstering. Richard Torres brought out his yellow '57 +4 prior John Burks Morgan that Richard has owned since 1972 and been reviving over the years.

Future members Geoff & Colleen Beasley brought out their recently revived 1969 +8 as the "new" Beasley Morgan, which was Ray and Carolyn Beasley's Morgan now handed down to the next generation. Old time members Mike Prevolus and son joined us as well. If I missed including your name, my apologies.

At *1:15 pm*, we headed out for a fun 30-minute run through the green hills and winding roads of Briones Park and Alhambra Valley to the **John Muir Historical Site in Martinez** for a guided tour of the John Muir House. We had a wonderful volunteer guide who told many of us about John Muir's life and especially how his life related to this house. While many of us have lived around here for many years, this was the first time we visited here.



& Chinese Dinner



it. She returned in a non-Morgan for dinner. Jeff's newly beautifully repainted Morgan's fan ceased working somewhere between the start of the event and leaving the John Muir Site. Otherwise, I believe that all Morgans behaved.

Somewhere along the route, Susan took her Morgan home with a wheel shimmy. Her wheel guy had cancelled her scheduled appointment the prior day to fix



For a short time, the skies clouded over, but fortunately they cleared as we traveled up Franklin Canyon Road to Crockett and returned down Carquinez Scenic Drive to the **Viano Winery on Morello Dr. in Martinez.**

There many of us enjoyed tasting four of the six available wines, as well as hearing the history of this very old winery. This winery was established in



1920 by the same family with some vines going back to 1888. Wines can be purchased directly from the winery and are also available at Lunardi's and Diablo Foods in Country Costa County.

The event concluded with 20 of us celebrating The Year of the Monkey enjoying a huge delicious **Chinese dinner at the 3 Brothers from China Restaurant in Pleasant Hill.**

Dinner had been pre-arranged and included Bo Bo Appetizer, Sizzling Rice Soup, General Tsou's Chicken, Pork Fried Rice, Happy Family, Beef with Snow Peas, Mu Shu Pork. Dessert was Gold and Red foiled covered chocolate coins, and Fortune Cookies.

Thank you all for coming out this beautiful day.



John Muir's Children



IN BUILD, NEW **2016 Morgan 3 WHEELER**: Tourist Trophy Editions w/polished alloy bodies/Blue leather/special AR exhausts

NEW **2016 Morgan ROADSTER '65**: MountBlanc White/Sable Tan leather, 340HP/6 speed.

NEW **2016 Morgan ROADSTER '65**: Himalayan Silver/Black Wings, 2 tone leather, 340HP/6speed.

NEW **Morgan 3 WHEELERS**: choose from **2016** Triple Black or **2015** Matte Silver/quilted red leather **2014** BROOKLANDS EDITION, 300 miles, 1 of 50 ever built

NEW **2012 3 WHEELER**; all 2014 upgrades, Red/Tan, bright pack

2012 3 WHEELER Ferrari Rosso Fiorano Metallico

2012 3 WHEELER Sport Green, black leather, as new

2009 Morgan AEROMAX, 1 of 11 in the US, SilverBlue Met/Blue leather, 2,700 miles

2005 Morgan AERO 8 LeMans Blue Met/Dark Red Yarwood

2005 Morgan 3.0 ROADSTERS, choose from: Two Tone Blue Metallic; Merlot Metallic/Dark tan, 3,700 miles; BRG Metallic/tan, 1,800 miles; BRG Metallic/Tan, 6,700 miles.

1986 PLUS 8, Alloy Roadster in Silver/Blue metallic

1967 PLUS 4, four pass SuperSport perfect clone, ground up restoration

1966 Morgan PLUS 4 DHC, White/Black, chrome wires, ground up restoration

1959 Morgan PLUS 4 FOUR PASS, Ivory/Green leather, older beautiful restoration



DRIVEN AT HEART

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

1955 Morgan PLUS 4 FOUR PASS DHC, LHD, two tone blue, beautiful older restor. 1 of 51

1951 Morgan PLUS 4 DHC FLATRAD, ground up restored; very famous Morgan Factory Team racer

OTHER MARQUES:

SOON TO BE AVAILABLE FOR ORDER: NEW **Allard J2X, Mk III**

2012 Perana GT, last one ever of 6 for the US; LS3/AT

2008 Tesla ROADSTER, almost new, every option, Red

1951 Willys "WOODIE" STATION WAGON, modern V6/AT

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Activities Report, cont'd from page 3

Jo Baron for again arranging our successful Planning Meeting in their newly remodeled Clubhouse in Los Altos. The large turnout at this event ensures this great event calendar for the year. We also give a big thank you to Larry Ayers and Donna Dell'Ario for another successful Oyster Run.

We hope that the "new and newer" club members as well as those who have been members for several years, but haven't come out to events, will join us "old timers" in the enjoyment of driving and socializing with our Morgans. If you have any questions or suggestions for additional events, please contact me.

By the time this Morgazette is published, we will have enjoyed Don Henry's Sticky Bun Run. Thank you Don for your hard work, and to everyone attending.

The next Club event will be the Hamilton/Larson's Annual Mine and Wine Tour on Saturday April 9. Joyce previously has provided us with brunch treats, while Doug finds us some type of mine and wine. Grant helps Doug with the route and Angie makes sure we are well fed with dinner. Look for the included flyer for this year's event.

If you haven't yet made your hotel reservations for Spring Mog, you may be somewhat limited for certain

nights. Be certain you are working off the REVISED schedule dated 1/27/16 with the dates for the event of April 23-27. You are welcome to attend all or part of the tour, and be sure to let John Burks know which days you are attending.

Bob Frisbey has planned a great overnighter for Fremont Peak on May 12 & 13th at the beautiful Hacienda De Leal in San Juan Batista. Be sure to make your reservations for this as well. We need 10 rooms to get the great rate.

In order to be assured of a room for MOGWEST at the Cambria Pines Lodge in July, call them today for your reservation.

Don't forget to send in your application for the UBSCC Car Show & Swap Meet in Dixon on May 15. There is a link to the web site on MSCCNC Calendar.

Finally, the Holiday Party Committee agreed on Sunday Dec 3, 2016 at HS Lordship on the Berkeley Marina. We selected Sunday over Saturday as we can start and finish earlier and probably have less competition for the kitchen and parking resources. We hope those who must travel for work on Monday will be able to attend as we will finish early enough with the "necessities" for you to travel home. I will also work with the Doubletree Hotel close by for a discounted rate.

Support SB 1239 exempting pre-1980s cars from smog inspection • sign petition.

From Rex Roden,
President, Association of California Car Clubs

Hello Car Guys & Gals, I just signed the petition "Support Exempting Collector Cars & Trucks From Smog Inspections" You can help by adding your name. We have introduced legislation (SB1239) carried by State Senator Ted Gaines to exempt 1980 & older collector cars & trucks from smog inspections. I would appreciate it if all your club members could sign the petition. Our goal is to reach 5000 signatures and we need your support. You can read more and sign the petition at the link below, (copy and paste in your browser)

Support Exempting Collector Cars & Trucks From Smog Inspections. Here's the link:

<https://www.change.org/p/rex-roden-president-association-of-california-car-clubs-support-exempting-collector-cars-trucks-from-smog-inspections>

I just signed it too! thanks, gordon



[above]
bad
center
crank
bearing



[L]
cleaned
up TR
head



[L]
cleaned
up
bottom
end

Wendell, Then and Now, (Or, Progress on my TR engine rebuild)

Coming back from an event last year I was on 101-N (in my +4) at about 65 mph when I just happened to glance at the oil pressure gauge and noticed it reading 20 psi. Not good.

When I pulled the engine apart the rod bearings looked great. The center main bearing not so good. Greg Solow informed me if the center main looked like this the rear main was probably worse as that's where all the weight is (flywheel, clutch assy.) Hence the engine out job. Yuk.

More fun when drivable. Morgan progresses slowly. Some assembly required.

Best, Wendell Bain

A Flatrad for Life

Story and photos by RB Ward & Gordon

When RB Ward was 16 going on 17 in Wilton, Connecticut, he got a job after school. The year was 1963, and his boss of Wilton Imported Cars would hand him the keys to exotics like Alfa Romeo Speciales, Mercedes Benz 300SL Gullwings, Ferrari SuperAmerica and tell him to wash and wax and then go get them fueled at the local gas station. Like every teenage boys dream come true, he would take the long road to "warm them up". Life couldn't be better, driving all these wonderful machines, radios blaring the Soundtrack of Our Younger Selves, Beatles, the Kinks, Dave Clark Five, Stones, Dylan, Rascals, all through the farm country twisties of southeastern Connecticut.

Then one day a little roadster with a flat nose and skinny tires appeared on the lot. It was (and is) a 1952 +4 Flatrad twin-spare, and wow, that was it! But there was one little problem, actually \$1200 of them, quite a bit out of the savings range of a college bound young man. What to do but wait, and wait, and in the next couple of months that Flatrad sat there on the lot and the price gradually lowered, first to a thousand, then to \$800 and finally to \$600 in mid-summer. RB made his move, he asked the boss for first refusal and he said OK. RB ran over to the ballpark where his Dad was umpiring the Saturday game, and right there behind home plate he implored him to help him buy the car. Dad said, "Can you wait until I finish the game, and talk this over with your Mom?" It turned out Mom and Dad had an insurance savings policy for financing his future education, they discussed it, and cashed it out, voila! The Morgan became his going to college car! To this day, his Mom says "I bought you that car."

Off he went to the University in Bridgeport, and that little roadster with the Vanguard (pre-TR) tractor engine would haul RB to and from school, for laundry runs, home and Christmas Holidays, and as many as 7 other friends to the nearby beaches in the Spring and secluded swimming holes in summer for skinny-dipping (Remember Stuffing the VW Bug Craze?). After about a year and half of this kind of exuberant driving, the wheezy old Vanguard with twin Solexes gave up the ghost and was sidelined in favor of a well used VW bug. In 1966 he left for California and transfer to the College of Arts & Crafts in Oakland, the Flatrad was left behind in storage at his parents.





Flatrad for Life, cont'd

RB had traded salvaged Alfa parts from a burnt out wreck that was given to him for a scrapyard TR 3 lump, and there the car sat in the garage, except for the times he came home on holidays and took it apart even more for the engine swap. But that didn't happen as planned, his Dad had signed on for a "summer project" to do the swap and general revival. Although a very patient man Dad finally tired of parking his other cars outside year round and especially in winter, so he rented a space in a barn for \$17 a month and the semi assembled but whole kit was put there in '68. Meantime, RB went to school out here, grew up a bit more, became a sculptor and building carpenter, married, got a long term contract working for Chevron retrofitting research buildings, and pursued yet another passion, sailing. The little Flatrad sat waiting, first in that barn in Connecticut farm country and then in 1981 it was loaded on a transporter that normally carried boats coast to coast and brought out to another storage space in Richmond.

Again it sat for more years, calling him, "Fix Me, Fix Me" to no avail. One day in '88 RB met Morgan clubmember Lynn Powell at Chevron. Lynn was a specialized welding contractor and their paths crossed on various projects. They became fast friends, not the least of which was their abiding passion for Morgans. Lynn wanted to buy the forlorn Flatrad but RB was instead inspired by Lynn, heard the wailful call, and began to resurrect the pile of parts. Of course, the more he dug into the car, the more rot and rust he found, the body was shot, and oh god the upholstery.

By the mid-'90s he went full tilt boogie, ordered a complete body tub, side and rear panels from MMC (they were still directly available on special order then), and a year later began to seriously rebuild the car. He scored a stainless steel bulkhead from Morgan Spares that had been special ordered and then cancelled by another customer, also new KPs and hubs, and narrow brake bits. The radiator needed redoing and he was able to get a local shop to work it up as a separated framed radiator fitted to the surround, instead of the inordinately difficult integrated/soldered Chrome surround original. Still and all, the build time stretched into a dozen years of off and on work from a frame with suspension "roller", to body on, to paint prep. The bonnet halves were separated and he cut the right side to fit a scoop for the SUs. All the brightwork, the headlamps, the windshield brackets, the bonnet releases, proper door handles, etc., survived in original condition, RB just cleaned them thoroughly. He did all this working his day job and there was still sailing

to do, and that "hole in the water" sailing sloop to keep up for trans Pacific runs to Hawaii and back.

Finally, the "new" TR engine went in after nearly 30 years hiatus, the Moss gearbox got a new clutch and turned again, and the 16 inch wheels were on pavement with the stored bias ply tires. The car was painted BRG, the seats and interior panels redone in saddle tan leather. There were some shakedown drives but the official year of Driving Bliss was 2010, and RB has been going with it ever since. Well, except for a couple of hiccups, for one thing the bias plys had to go, very scary to drive on, all over the place, so new Excelsior radials in that narrow large size are fitted. And the loosey goosey steering box needed some first aid... It is a Burman Douglas worm gear unit, made of unobtainium, so new metal was added to the worm using Belzona metal impregnated epoxy which has worked ok, the play is a lot less than it was. The rotted taped together Blumels steering wheel with the coarse keyway was abandoned for a Moto Lita that had to be machined to fit. And then there was the day RB fitted a new water pump but used another nut on the shaft to secure the pulley. Then he went on the Turkey Trot to the SpeedNymph Garage and Land Speed Record Racers we visited in 2011. That was in San Jose, and he came from Richmond that morning, something over 60 miles. Afterwards, we all left to go crosstown to our lunch spot, and transitioning from 85 to 280 on the overpass, suddenly a waterfall came out of the radiator. About six Mogs stopped to help, but this was terminal, that nut was longer and larger than the one before and it gradually bored a hole right into the radiator! It was spectacular to watch and after all, he did get 60+ miles on this impromptu drill. Anyway, a CHiPs pulled over and asked "What's going on here, a parade?" He had never seen cars like ours, nor the cause of the gathering. And RB had never seen a modern day price tag to repair that radiator either, nearly a grand, ouch!

But when Mom reminds you she bought you your car, what can you do? Live a Lifetime with it, that's what. Well done, RB, she's a lovely Morgan, and wicked fast!



All Hail the Sticky Bun

Story & Photos by Gordon Craig



The Beasleys and Don Henry with Sticky Buns in hand

The 3rd annual Sticky Bun Run of Don Henry began a week later because the original date of March 12 was a complete washout — literally. That very rainy day nearly all the roads planned for the run in West Marin were either blocked by fallen trees, slides or flooding, take your pick.

So the next Saturday, March 19, we gathered at the Sonoma County Fairgrounds in Petaluma for 10 am-ish Morgan Time. Don greeted us with a fresh tray of sticky buns and another of assorted muffins and danish. Yum!



Mogs gather at the start

Notable arrivals included Geoff Beasley and his Mum, Carolyn, in the longtime family 1969 +8, revived by Bill Fink after 150,000+ miles of lifetime Morgan motoring. Carolyn had not been to a Morgan Club run for a couple of decades but she instantly remembered Bob Murray, and then Thorley. And then Paul Marchant arrived, and it was a Morgan Club reunion, Class of the mid'60s into the 70s, wonderful to see old friends get together.

We had to buck some Saturday morning to market



Murrays and Carolyn Beasley recalling the "Old Days"

traffic in Petaluma, but once we cleared that it was smooth driving out to Pt. Reyes to the Bovine Bakery for some more — you guessed it — sticky buns. Or, others just ambled down the street to the Western Bar for mid-day beers. Among those who attended were Mel Cohen, Bill Fink, Gordon and Maggi Craig, Wendell Bain, the Beasleys, RB Ward and Janet Lipkin, Michael and Linda Rubin, Bob and Thorley Murray, and Ed Arnold. It was a nice drive out to a sunny mid-day at the coast and back on Sir Francis Drake Blvd through Samuel P. Taylor State Park into the burgs of Lagunitas, Woodacre, Fairfax and onto San Rafael, 4th St, and the Mayflower Pub. By then it had turned windy and cloudy again, the pub fare of Irish Stew, Bangers and Mash, Fish and Chips or the Mayflower Burger and assorted brews was welcoming and warming. Then Janet and RB left to go to a rugby game, and the rest by your leave for late Saturday afternoon.

Thanks to Don Henry for another Sticky Bun Run, it was fun.... and sticky:)





From the Editor

Gordon Craig

CSRG David Love Races, Sonoma Raceway, April 1st to April 3rd

The Classic Sports Racing Group (CSRG) is an historic and vintage car racing organization founded by David Love in 1968. Love wanted to find a way to showcase old race cars whose competition days were over. Love passed away from Parkinson's Disease in 2013, but his spirit lives on in this event.

Over 200 Historic and Vintage race cars, spanning Formula 1, prototype and production sports cars from the '50s, '60s and '70s are featured in these races throughout the weekend, and well worth attending.

On Sunday, April 3rd, Kas Kastner, legendary racer and performance engine builder of TR powered race cars, will be honored with an All Triumph engine race and the Kastner trophy to be awarded the winner. I urge you to attend Sunday to come out and support the Morgans in that race. Many of your favorites from Northern and Southern California will be there. Day tickets are \$12.00 and IF you bring your Morgan you can park adjacent to the pits behind the grandstands, be part of the show!

For further details, go to <https://www.racesonoma.com/media/news/csrg-hosts-david-love-memorial-races-april.html>

See You All Sunday! gordon

Kas Kastner

***"Never be
beaten by
equipment."***

The Kastner Cup



The Kastner Cup is awarded to one Triumph Competitor each year.

First awarded at Mosport Canada in 2003 and then each year after at a different track around the USA. It has been to many famous tracks such as Portland Intl. Raceway, Watkins Glen, New York, Hallet Oklahoma, Laguna Seca and Atlanta Georgia along with Topeka, Kansas, Road America in Wisconsin, Buttonwillow California, Eagle Canyon, Texas, and the last race at Summit Point in Virginia. An effort is made to each year to arrange a locality that will give Triumph racers in various sections of the country a chance to compete for the Cup.

The same driver cannot win the cup in successive years. The award is based on 50% for the competitive results on the race track during the event (not necessarily the winner), 25% for the presentation of the car, and 25% for the attitude and interest in Vintage racing.

14th Annual Kastner Cup Event Details

Sonoma, CA - All Triumph-powered race cars with a current racing log book are invited to the 14th Annual Kastner Cup, hosted by Classic Sports Racing Group (CSRG) as part of the David Love Memorial Races April 1-3, 2016 at Sonoma Raceway. The event typically draws more than 175 race cars that are divided into eight run groups ranging from production sports cars to Can-Am racers.

The Kastner Cup race honors the legendary R.W. "Kas" Kastner, a championship winning driver and team manager who led the U.S. Triumph racing program to numerous victories through the 1960's and 1970's. Kas will select the racer to receive this coveted award and present the cup.

Have questions or need more event info?
Email: kastnercup2016@gmail.com.

The Morgan EV3 Is The All-Electric 3-Wheeler Of Future Past

By Justin Westbrook, Jalopnik.com

The Morgan Motor Company, known for its vintage-looking wooden roadsters and 3-wheelers seeming like something straight out the First World War, has unveiled its all-electric EV3. The ultimate representation of the last century of motoring is finally here.

You read that right. The company that makes cars that look like early-20th Century airplanes out of wood frames and sheet metal by hand in a small British factory have are putting the finishing touches on a fully-electric 3-wheeler. Finally, a method of transportation for those who want to role-play and save the planet is here—well, one that doesn't buck you off or stop to shit every mile. And, well, just look at it! It's amazing.

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Carfection (and RoadShow) got a video crew in for an early peek at Morgan's new electric 3-wheeler, dubbed the EV3, and it promises all the charm, power, and you-must-wear-goggles windy appeal of the gasoline-powered Morgan 3-Wheeler.

(Watch this video on-line featuring John Wells, MMC designer of the EV3, ed.)

<https://www.youtube.com/watch?v=4RmVxwjErM>

An error occurred or enable JavaScript if it is disabled in your browser. You've got no gearbox, so it's naught to... everything."

Compared to the traditional 3-wheeler, the EV3 comes with a slightly stretched nosed while obviously lacking a

giant gasoline motor protruding from it, instead replaced with a row of gorgeous brass cooling strips which simultaneously cool the battery system while also looking pretty damn cool itself.

Morgan looked to futuristic designs like 1950's pop culture robots. Hey, the '50s are futuristic for a company that makes cars designed in the '30s. Combine that with the concept of asymmetry, like the single off-center headlight, and aerodynamic necessity closing off the passenger-side of the cockpit, and you get something like nothing else on the road.

Possibly the coolest aspect of the new EV3 is that it manages to look vintage while being designed to accommodate to the modern all-electric drivetrain. It looks fantastic!

Of course the driving dynamics are completely different, with the EV3 losing the rumbling sound of the combustion engine and delivering a completely new driver experience.

The combustion 3-wheeler has a 2.0 liter v-twin engine with around 115 hp with a top speed just over 100 mph. As pointed out by Alex Goy, the sensation of speed is what sells the 3-wheeler, and Morgan promises the new EV3 will match the performance of its combustion counterpart.

Morgan plans to sell their space-age vintage aero-inspired open-top fully electric 3-wheeler by the end of the year at around the same price as the combustion alternative, so somewhere north of \$40,000.

As silly as it seems, that price is so worth it.



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Morgan Company News
continued pg 17





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MORGAN 4/4 80TH ANNIVERSARY EDITION

from MSN.com, March 3

Call us lazy and unpatriotic, but we don't tend to read more than the first couple of dozen pages of any bit of legislation enacted by the federal government. Others do, however, and an obscure provision in the so-called FAST Act that passed into law last year — that's "Fixing America's Surface Transportation" — is set to have a major effect for a small British sports-car maker.

To save you from reading the whole thing, the act included a clause exempting low-volume manufacturers from most federal standards for replica motor vehicles that are "intended to resemble the body of another motor vehicle that was manufactured not less than 25 years before the manufacture of the replica vehicle."

And as Morgan has been making several of its cars for many more decades than that — indeed it has just launched an 80th-anniversary limited edition of the venerable 4/4 — it means that the company is now getting set to relaunch some of its older models in the U.S. alongside the 3 Wheeler that already is sold in several states.

"The bill allows us to bypass much of the safety stuff," Steve Morris, Morgan's managing director, told us at the Geneva auto show. "There are still going to be different requirements in some states, but we're digging down to see what exactly we'll have to do. But I think that by the third quarter of this year we'll be back with some of the

heritage models. It's great, a real boost for us."

Morgan has sold its cars in the U.S. at various times throughout its 106-year history, but none since the Aero 8's exemption from rear impact standards and the need to have smart airbags expired in 2008. Yet the limited scope of the exemption means that it won't be the company's more modern, aluminum-frame models like the Aero 8's successors that return — rather the far-older steel-frame "Classic" models: the Roadster, 4/4, and Plus 4. Meaning there will be no airbags, ABS, or traction control to get in the way of what remains the sort of driving experience your great-grandfather likely would recognize.

Not that things are quite as simple for Morgan as loading up a boat with Moggies and steering it towards the setting sun as "Rule Britannia" plays. The bill also requires that any replica vehicles meet modern emissions standards, so no side-valve engines.

Fortunately, Morgan's current Classic line-up is powered by Ford-sourced V-6 and four-cylinder engines that should be capable of making the grade. Cars also will have to abide by different states' replica registration laws and procedures.

"We've got to sort out the compliance, but as we're using the Mustang 3.7 and the 2.0-liter direct-injection engine, that should be doable — we just need to work out a cost effective solution," said Morris. "We've also got to sort out dealers and distribution."

If all goes to plan, the Morgans should be back in the U.S. by the end of the year. You'll want to don your finest tweed to celebrate.

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

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Greg Solow's

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Larry Ayers, redmorganracing@earthlink.net or 707-554-1787 for more photos and info.

FOR SALE: 1959 Morgan 4/4 Roadster Series II (narrow body) – Chassis #A514

Purchased in 1967 in Monterey Park, California

- Always garaged
- Daily driver until around 1977

Odometer miles inaccurate since the car was driven for a few years with a broken speedo cable

- Currently working and shows 22K miles

Frame up reconditioned in 1970

- Replaced Volvo engine and transmission with 1969 Cortina 1600cc Crossflow engine and 4 speed transmission
- Installed roll bar
- New lacquer paint (frame, body, wings, etc.)
- New leather interior (factory kit)
- Original chrome

Miscellaneous reconditioning in 2010

- New wire wheels, tires, gas tank, brakes, fuel lines and tonneau cover
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- Speedometer repaired

This 4/4 has been maintained and cared for the last 45 years, it is completely roadworthy and has many more miles ahead.

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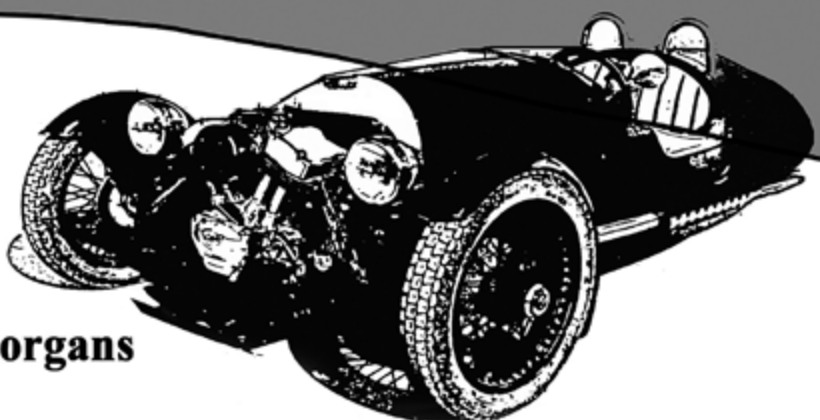
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