



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

March ~ April 2019





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:

March 18 • May 20 • July 22 • Sept 16 • Nov 18

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

Any new members were incorporated into the Roster that is included in the mailing package of this issue.

Cover Photo:

Last issue we had "Rain, Rain, Rain, Go Away"....this time "Come Again Another Day", The gloves are ready and waiting, the dash gauges about to come to life, all systems go, sunny skies ahead!

You are behind the wheel of a "Proppa Morgan", about to set off for parts known and unknown as the Spring Driving Season blooms, SpringMog, Dream Machines, Maker Faire Morgans, Dixon to name a few.

For more about the "Proppa Morgan" take a look at our Centerfold, Richard and Melanie Smith's '63 +4 roadster, the road keeps going, keeping on...



* 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)

POSTPONED

* **TBD** • Oyster Run XXV Marin County– Contact Ayers/Dell’ Ario.

APRIL

*9 THURS • Follow-Me Tour - Contact Thorley Murray and Wendell Bain

* 23-25 TUES-THUR • Spring MOG - Martin Mieger

28 SUN • Pacific Coast Dream Machines at Half Moon Bay Airport – 10AM-4PM www.dreammachines.miramarevents.com contact Chris Hall bambooking@sbcglobal.net

MAY

5 to June 24 • Morgans Over America - contact Elaine Fisher

4-5 SAT-SUN • Buttonwillow British Extravaganza – contact – Larry Ayers www.vararacing.com

* 15 WED • Strawberry Shortcake on the Lake - Contact Don Henry (See note on page 4)

19 SUN • Dixon United British Sports Car Club www.ubsc.org **see flyer**

31 FRI • Makers Faire Day @ Del Rey Grammar School contact Grant Larson (See note on page 4)

JUNE

May 30-June 2 THUR-SUN • Sonoma Historics Motorsports Festival –www.sonomaraceway.com/events/sonoma-speed-festival

16 SUN • Blackhawk Father’s Day show

19 WED • Meet Morgans Over America at BBQ at the Stecks in Carmel Valley **see flyer**

23 SUN • Farewell Morgans Over America Banquet in Redondo Beach - Contact Elaine Fisher

JULY

*12-14 FRI-SUN • MOG WEST – contact – Sam Logan & Dan Redmon **see flyers**

21 SUN • Hillsborough Concours d’Elegance, entry deadline May 15th

AUGUST

9-19 MON-SUN • Monterey Car Week – www.whatsupmonterey.com/events/monterey-car-week

*16 FRI • Morgan BBQ Carmel Valley - contact Loren Steck

15-18 THUR-SUN • Rolex Monterey Motorsports Reunion (Laguna Seca Raceway)

18 SUN • Pebble Beach Concours de Elegance

SEPTEMBER

*Aug 31-Sep 2 SAT-SUN • Scottish Games Pleasanton – contact Paul Marchant

*24-27 TUES-FRI • FlogMog –contact- John Burks

21-22 FRI-SUN • Tour-Gala-Concours Danville d’Elegance www.danville-delegance.org

28 SAT • Ironstone Winery Concours de Elegance www.ironstonefoundation.org

OCTOBER

*TBD • Octoberfest, Elections

NOVEMBER

* TBD • Turkey Trot/Gobble Wobble - contact- Martin Mieger, Gordon Craig

DECEMBER

*8 SUN • Holiday Party at Zio Fraedo, Vallejo – Elaine Fisher

*26 THURS • Boxing Day – contact – Wendell Bain

JANUARY 2020

*TBD • Planning Meeting

A note from Activities Chair, Angie Larson

Oyster Run was affected by our rainy winter so Larry & Donna had to postpone. The Follow Me Tour was cancelled due to unavoidable events. I hope that one or both of these runs can be squeezed into our activities calendar...stay tuned.

Please try to make the April 28th date, its for a good cause and you get in with your Morgan with a designated parking space. See all theinfo in the flyer, it’s a win win.

Continued on page 5

In Memory of Peter Giddings, Vintage Racer • By Donna Dell'Ario



Judy kept Peter's times and stats, a dedicated pit crew chief.

Peter was a world-reknown racer and his cars were legends of the sport: Alfa, Maserati, Bugatti and other powerful early racers. However, when he was not in the driver's seat, he had a way of talking to you and listening that was very personable. He was sincerely interested in the experiences of other racers — and even more important, he paid attention to the abilities of other drivers and gave them as much leeway as he could when overtaking and passing. That was really important in our PreWar race groups where his V-12 engines were pitted against our V-twin Morgans! That's not to say he wasn't competitive, but he knew how to compete safely and his cars were always well-prepared.

Peter died of cancer late last year. He will be missed — by vintage competitors, fans, and friends.



The 2018 Danville Concours featured Peter in its program. Larry kept him company at the autograph table for awhile.



Peter asked what it was like to drive a Morgan 3-wheeler, so Larry offered him a ride around Buttonwillow. He demurred, but Judy was game.

MAKERS FAIRE MORGAN APPRECIATION DAY

MAY 31ST 2019

Del Rey Grammar School

25 El Camino Moraga...Orinda CA

Arrive @ 8 am

The children will be introduced to the Morgan cars
It will be over by 12 and then we will go out to lunch together.

RSVP Grant Larson 650 302 5225

Strawberry Shortcake On The Lake

Wednesday, May 15th

Gather in Benicia at 11:00 AM

Drive to Lake Berryessa Marina

Board party boat for a day on the lake

Stereo music and barbecues on board

BYOB and something to grill

Don will serve strawberry shortcake dessert

Event ends at 4:00 PM

COST PER PERSON TBD

Contact Don Henry 415-987-8338

Activities, cont'd

Chris is hoping the cars will attract new people who will love these cars as we all do. He will be handing out Membership Forms

Makers Faire, brings the Morgans to the Grade Schools to introduce young people to our cars. Bring your car, give a kid a ride and see what a hit this event is.

Don Henry is making Strawberry Shortcake to enjoy while cruising on the tour boat on Lake Berryessa. (No sticky buns).

Our Prez. Greg Powell will be racing at the Sonoma Historics Festival. He is a real competitor. You might want to schedule this one .

Last, We are always open for day drives if you are willing to plan one. October & November are possibly open.

Thank you so much to those who are heading up these activities...YOU ARE PRICELESS

HEAR YE! HEAR YE!

THROTTLE JUNKIES CAR SHOW

Saturday April 27th

10 am - 2 pm

Liberty High School

850 Second Street, Brentwood, CA

While we were scarfing down delicious Corn Beef & Cabbage at the Mountain House for the St. Patrick's Day Run on March 17, we were approached by a young man who loved our Morgans and had a request:

He is Jonathan Dorr, and he is the Auto Shop Teacher at Liberty High School in Brentwood, CA. He invited any of us with Morgans to please come to this 8th annual fundraiser strictly for the Auto Shop Class, so a \$20 donation will be requested. This sounds like a great opportunity to introduce students to some "Proppa" Morgans, so please contact Jonathan at 559-977-0181 or email dorj@luhsd.net

Good on ya, Jonathan!

Here is the list that I created at the beginning for 2019 to help me plan for the year, Greg

CSRG David Love Memorial Vintage Car Races	April 12-14	Sonoma	http://www.csgracing.org/event-schedule
CSRG Spring Thunderhill Vintage Races	May 3-5	Thunderhill	http://www.csgracing.org/event-schedule
17th Annual Kastner Cup	May 4 & 5	Buttonwillow	https://www.kastnercup2019.com
SVRA Spring Classic. Laguna Seca	May 3-5	Monterey	https://www.weathertechraceway.com/trans-am-speedfest
Wine Country Speed Festival	May 31-June 2	Sonoma	https://www.sonomaspeedfestival.com
ROLEX MONTEREY MOTORSPORTS pre-REUNION	August 9-11	Monterey	https://www.weathertechraceway.com/monterey-pre-reunion
ROLEX MONTEREY MOTORSPORTS REUNION	August 15-18	Monterey	https://www.weathertechraceway.com/rolex-monterey-motorsports-reunion
CSRG 16th Annual Charity Challenge Vintage Car Road Races	October 4-6	Sonoma	http://www.csgracing.org/event-schedule
CSRG 52nd Season Finale & Awards Dinner	November 1-3	Thunderhill	http://www.csgracing.org/event-schedule



One of a kind Morgans from Around the World, selected from the inter web

Deep Purple Morgan on the Deep Blue Sea - After submitting "A Morgan Tale" for the last issue, author Neil Miller took his Bride of 50 years on a Caribbean Cruise to ports of call like San Juan, Puerto Rico to Curacao, Aruba, St.Kitts, US Virgin Islands and back to San Juan. While onboard the "Freedom of the Seas", what do they run into? A Morgan 4/4, star attraction on the main dining deck!



Final Race of the 2018 Formula 1 Season, podium finisher Max Verstappen gets a lift to the starting grid of the Singapore Grand Prix -



Remember in Days of Yore when the Nevada Highway Patrol had Supercharged Thunderbirds on the Interstates and the UK Police Pursuit had Hemi V8 Daimler SP-250s prowling the Motorways? Looks like Morgan is leading the edge of history with this Plus 6 slated to undergo trials for Motorway duty.

IN mid-FEBRUARY, STARTLING NEWS FROM MMC!

Morgan family sells control to venture capitalist group

British sports car maker Morgan is to be sold to an Italian venture capitalist firm.

InvestIndustrial will take a majority stake for an undisclosed amount.

The Morgan family, which has owned the company for 110 years, will retain a minority shareholding, with the management team and staff also keeping a share of the business.

The announcement came as the company unveiled its latest Morgan Plus Six at the Geneva motor show.



Morgan has something of a cult status among sports car collectors. Some 30,000 visitors make the trip to its Malvern factory every year.

The Morgan Sports Car Club has about 5,000 members and there are 50 clubs round the world.



The cars are said to be the only modern automobiles with a wooden frame of ash. While the bodywork is made in Malvern, Morgan engines are made further afield. The latest standard Plus Six has a BMW Turbo six-cylinder inline engine. The car is priced from £77,995.

In the past waiting times for a Morgan has extended to anything up to a decade. Today buyers of one of their cars, produced at a rate of 850 a year, wait up to six months for delivery.

Jill Price, grand daughter of the founder Henry Morgan and longest serving Morgan family Director said: "This new ownership structure and InvestIndustrial, have the pedigree and resources to secure the long-term future of Morgan."

"It was important for the family to retain a shareholding, and we are delighted that our loyal management team and workforce will now also have a share in the business going forward."

InvestIndustrial owns a stake in Aston Martin and was instrumental in appointing former Nissan executive Andy Palmer to lead the company in 2014. It was for six years an investor in the motorbike manufacturer Ducati.

It has stakes in companies ranging from leisure and



tourism to industrial manufacturing with a combined €6.8bn of raised fund capital.

Andrea C. Bonomi, InvestIndustrial's Chairman of the Industrial Advisory Board, said: "We ... see significant potential for Morgan to develop internationally whilst retaining its hand-built heritage, which is at the heart of the Morgan Motor Company. We share with the Morgan family the belief that British engineering and brands are unique and have an important place in the world."

InvestIndustrial said it would help Morgan accelerate new product development and increase its global distribution and marketing.

Last year Morgan Motor Co, which has 190 employees, had revenues of £33.8m and net profit of £3.2m. (The Times)

Shortly after, I get an email postcard from Helen Cataldo, visiting her family in Malvern,

While everyone else in the UK is in a dither about Brexit, seems Malvern Motors On with Morgan!

~~~~~

And finally, Mike Anthony forwards on "this photo of a period '50's Morgan wall sign, found in a San Francisco flea market, I am circulating hither and thither, see if anyone has its story true or invented,... Best, Mike"

Anyone have a idea? Let us know, meantime, Happy Trails dear readers



# St. Patrick's Day Run: Dublin or Dublin?

Scribes O' the Day, Larry. & Gordon, + photos

Let's see, where were we? The rainy days stopped, the clouds parted, the Sun came out, and St. Patrick's Day was full of green in the crowds of parade goers and floats ready to roll that morning. The surrounding hills were shiny, glorious green, the streets of Dublin were awash in leprechauns and pipers. And we Mogs were assembling in the crowded car park of IHOP on Dublin blvd., wait, is this Ireland?

No, this is California and Morgan Club tour maestros Angie and Grant Larsen summoned us for a 10 am start for our first run of 2019. Something like 16 Morgans appeared (along with 4 or so tintops) from all over the Bay Area, Aptos south to Lake Berryessa north. They passed around wee green top hats and shamrock gummy stickers for the windshields of +4s, +8s, one Aero, two M3Ws. The Driver Directions were discussed and we set out east on Dublin blvd. and into the southern and eastern foothills of Mt. Diablo, we did a zig zag



through Livermore to get on to Vasco Road and eventually a turnoff on Camino Diablo.

It was here the inevitable breakdown of the day happened. A certain black winged, alloy bodied +4 SS adorned with rubber chickens on the luggage rack has a blow out. Of course it was on the narrowest of the two lane tarmac with gravelly fall off shoulders, just the place to pull over, sort of.

The 12+ year old low profile tire on the right rear completely shredded. You should have seen the lot of us-some Morgans and the tin tops bringing up the rear come to the aid of a fellow Mog. One brings his ratchet driven scissors jack and despite his lame shoulder from a fall off a ladder a month ago manages to crank the wheel up free but just clear of the ground. Another who has a sore back is pounding the triple spinner with a lead hammer to remove the wheel. Another is at the back removing the luggage rack and pulling the spare off. Others are at standby, ready to pitch in. Beaucoup wheezing coming from all of us, and the rubber chickens fastened with plastic ties to the luggage rack start sighing as they are squeezed with the movement of the rack. All of us take turns, It becomes a regular geezer cluster of cacophonous slo mo tire changing. Another Mog takes



over ratcheting the jack, some more height is needed to engage and push the spare in deep enough on the splines. The triple ear goes back on and pounded the opposite way, which starts shaking the car off the jack as there is no flat surface for any of this. Anyway, by droves we get the wheel on, the shredder wheel goes back on the spare holder, and the chickens wheeze and sigh again and again, as do we all. Back in the day, a piece of cake, now in our 70s its all rubber chickens!

On the road again and ravenous appetites abound as we head for the Mountain House Bar & Grill by way of Byron (aka one of the skydiving capitals of the world). Mountain House began in the 1850s known as Zimmerman's Mountain House, a supply and way station for '49ers going east to the Sierra gold fields through Altamont Pass. In 1915, the dusty trail was paved and named the Lincoln Highway, US Route 40, linked all the way to Chicago and eventually Philadelphia. The Mountain House became ever more popular, changing hands several times. The original buildings were razed in 1940, and the current structure was built on the site. It has and even though bypassed by US I-580, continues to have a roadhouse panache, and this day they are serving up Corned Beef and Cabbage with boiled potatoes. If you're not that hungry, large corned beef sandwiches are on offer. You can quaff it off with brews of



all kinds, including Guinness.

Afterwards, we were outside drawn by a lot of banging going on inside a long horse trailer and pick up rig that had pulled up. It was just relentless, and realizing no horse could keep that up plus the outside metal of the trailer was deforming with increasing BAMs and BANGs, someone recognized the snout of an enraged bull inside. Man, was he PO'ed...hope the owner got him to pasture sooner than later. Then we left off for Patterson Pass road past the California Aqueduct to eventually Tesla Road (named for the inventor, not the car) near Livermore. We headed south on Hwy 84 towards Sunol and along Niles Canyon road to Niles, a rather historic stop in its own right. Charlie Chaplin made the place a Film Town savored for its historic railroad and buildings. Most of us stayed the course, and we were not the only vintage cars around, either, a '30s firetruck and police car were parked along Main Street and a TR3 in the parking lot with us. The temperature was almost 70 deg. F and after a 90 mile run it was perfect to cap the day with an ice cream cone. Many Thanks to Grant & Angie for this run and arranging for a bright, sunny day to enjoy it. May the "luck of the Irish" continue to be with all Morgan drivers.

Cheers.



## "A PROPPA MORGAN!"

**This 1963 +4 roadster has a happy home with Richard and Melanie Smith.** It came off the MMC line as #5148 in mid-year, and sports all the standard and original accoutrements of the two seater roadster. Richard and Melanie have owned the car for the last 6 years, it came to them with 15,000 miles on the clock. The PO had it restored some 19 years before he parted with it, and kept it in good tick, he had the engine rebuilt so most likely the odometer was reset to zero for its revival.

The engine is the original TR3 "ME" (Morgan Engine) numbered block, still equipped with its generator and VR, wired Positive Ground. It has garnered high marks in the concours at MogWest for the past four years for both its originality and fit and finish. Since Richard and Melanie have owned it, there has been only one mechanical mishap—a broken oil line to the pressure gauge, messy but easily fixed. Otherwise, they have logged over 4,500 trouble free miles.

Richard and Melanie love driving it on Morgan Club runs, they've become regulars these last years and their most memorable trips are the drives down Rt. 1 to Cambria every summer. Due to massive land slides and bridge closures, we've not had those for a couple of years, hopefully this year we can resume that Friday morning meet up at Carmel Square. One of their other cars is an original, lovingly restored Model A built by Melanie's Dad. They drive that in parades and special events in their hometown of Fremont. But the +4 is the one for jaunts in the country and the drives up and down California coastal byways. Many Happy Trails Ahead!

Photos from Richard & Gordon





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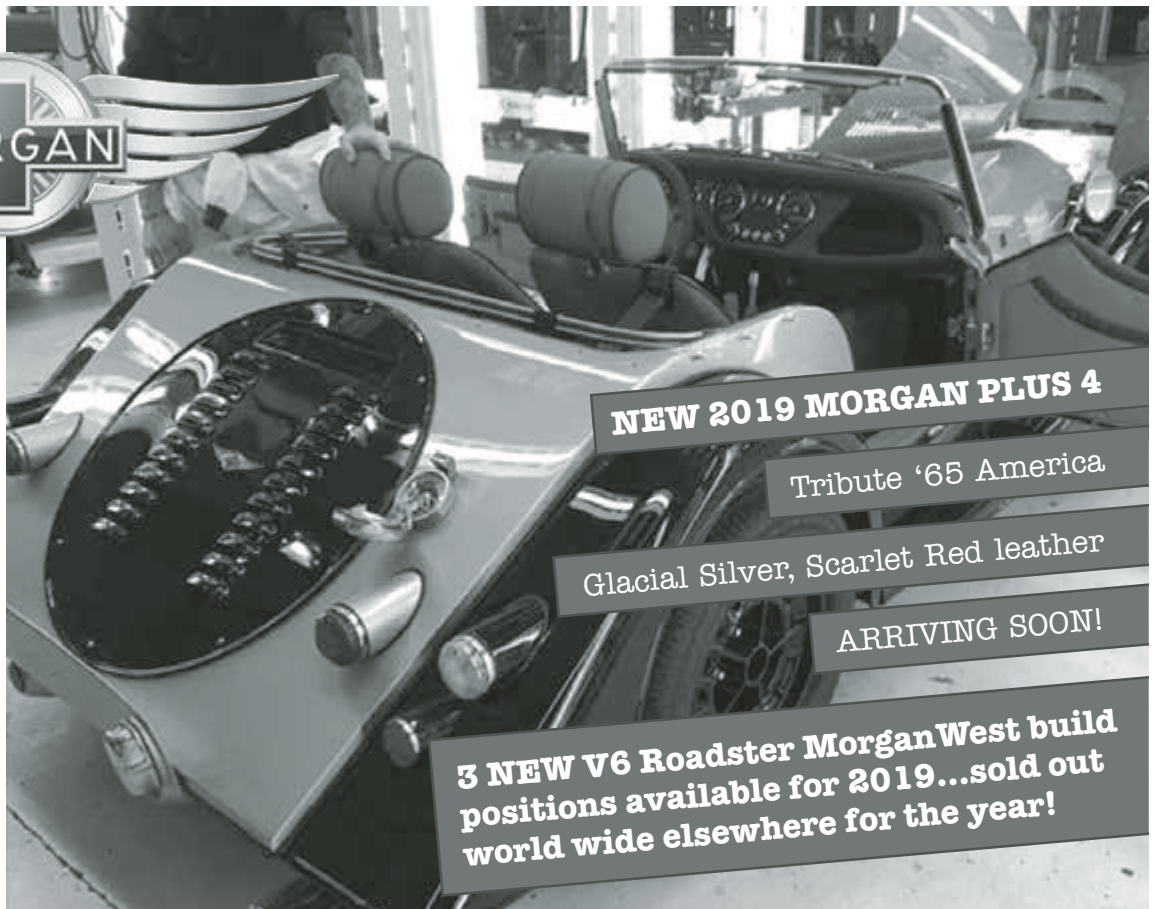
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**The Morgan Motor Company** has agreed to supply us with new Plus 4 (shown here) and new 3.7 V6 Roadsters as rolling chassis, to be fitted with new Ford 2.0 Duratec 4 cylinder engines and new 3.7 liter Ford V6 engines.

The program begins immediately.

Get your order and deposit (5,000 GBP, about \$6,700 at today's exchange rate) in soon!



### 3 WHEELERS:

**NEW 2018 Morgan 3 WHEELER** Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

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

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

### ROADSTERS:

**NEW 2019 Morgan Plus 4** Tribute '65 America, Glacial Silver, Scarlet Red Leather // COMING SOON

**NEW 2019 V6 ROADSTER** 3.7 litre, Blue Metallic, Platinum Grey Leather // COMING SOON

**2005 Morgan 3.0 V6 ROADSTER** BRG, Stone Yarwood leather, 2.4k 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

**2003 Morgan Plus 8 35TH ANNIVERSARY EDITION**, Mulsanne Green Metallic, Magnolia leather, 6.7k miles

**2003 Morgan Plus 8 35TH ANNIVERSARY EDITION**, Jaguar Platinum Silver/Muirhead Mulberry Leather Sport Seats

**2003 Morgan Plus 8 35TH ANNIVERSARY** Bugatti Blue/Black leather with blue piping

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

**1967 Morgan Plus 4**, DHC, Ivory/Green Wings, Ivory leather // New greatly reduced pricing makes this is the bargain of the decade! Dropheads of this quality were selling for about double what this one can now be purchased for at MorganWest!!

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

**1966 Morgan Plus 4** Roadster, BRG/Black wings, Black SS seats, Black wire wheels, 23k original miles.

**1964 Morgan Plus 4** DropHead Coupe LHD, BRG/Camel Tan leather // HUGE PRICE REDUCTION!

**1958 Morgan Plus 4** DropHead Coupe Burgandy/Grey Leather, ground up restoration

### OTHER MARQUES:

Allard J2X, Mk III

# Morgan

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Mike Duff, Car and Driver

You know the Plus 4 and the Plus 8. Now meet Morgan's latest, the Plus Six, every bit the British iconoclast like its siblings.

The Plus Six is the first Morgan with a turbocharged engine, an inline-six that makes the Six actually faster than the outgoing V-8-powered Plus 8.

Brace yourselves, Morgan fans, but the Plus Six has automatic headlights, air vents in the dashboard—previously considered too modern for a Morgan—and even a small digital display screen.

Compared to other automakers, Morgan moves on a glacial time scale. The English sports-car maker is still making the 4/4, a car that was first introduced as long ago as 1936, and its Worcestershire, England, factory has become a tourist destination as visitors flock to see how cars are made by hand. So the arrival of what is pretty much an entirely new model is a significant milestone for the 110-year-old brand.

Not that you are likely to see any obvious differences between the Plus Six, which is making its debut at the Geneva auto show, and any of the company's other products. Morgan customers expect their cars to look like Morgans, even if the underpinnings have been substantially upgraded. As its name hints, the Plus Six effectively replaces the recently departed Morgan Plus 8 (we drove



the last-of-its-line version last year), swapping its predecessor's brawny N62 BMW V-8 for that company's B58 turbocharged 3.0-liter inline-six. As such, it is the first Morgan to leave the Pickersleigh

Lane factory with a turbocharged engine.

Power output has fallen slightly. The Plus Six has 335 horsepower, 32 horsepower less than the V-8 made. But a reduction in the car's weight to what Morgan claims is a very svelte 2370 pounds, plus the turbo engine's lower, fatter torque curve and a standard-fit ZF eight-speed automatic transmission, means that the Six is actually faster. Morgan claims a 4.2-second zero-to-62-mph time, compared with 4.5 seconds for the manual Plus 8.

The weight loss is attributable to what Morgan is calling an all-new platform, dubbed CX by the company, which is will also underpin other future models, including at least one EV. This still uses the Lotus-style bonded aluminum construction that the



brand has used for its fancier models since 2001, but Morgan says that just 1 percent of parts have been carried over from the Plus 8. The company claims significant improvements in strength as well as mass, with the Plus Six's chassis being a remarkable 100 percent more torsionally rigid than that of the Plus 8. Traditionalists shouldn't worry; the bodywork is still made from hand-formed alloy, mounted to a frame that mates to the chassis which is made out of ash timber. Some of the company's archaic methods are too culturally important to be changed.

The Plus Six is shorter than the 8 was—153.1 inches overall means a 4.7-inch reduction over the 8—but its 98.8-inch wheelbase is 0.8 inch longer than before. Morgan also claims it has found 7.8 inches of extra legroom as well as more luggage

space, an indication of just how unspacious the old car was. Twenty-first-century equipment has also arrived; this is the first Morgan to have remote central locking, automatic headlights, and even a small digital display screen. It also gains air vents in the dashboard, something the brand has previously regarded as being rather too modern for its products.

We will have to wait for word on U.S. sales. Morgan already sells its 3 Wheeler in several states that classify it as a motorcycle rather than a car, and the brand has previously told us it hopes also to bring four-wheel models across the Atlantic again. We await word on whether the Plus Six could lead that charge.

For buyers in Europe, the better news is a substantial reduction in price; while the last-of-the-line 50th Anniversary Plus 8 cost the equivalent of a very serious \$166,000, the Plus Six will start at about \$103,000 at current exchange rates, or about \$119,000 in slightly plusher First Edition form. Tally ho!

## A MOG'S PRAYER

Our Morgans, auto art from Malvern,  
Hardwood be thy frame.

Thy Kingpins done, there will be fun,  
On the road as it was in Malvern.

Give us a dry day, our fun to be had,  
And give us more winding passes,  
As we forgive those that pass without waving,

But deliver us from tin tops  
4/4 is the King, Plus 8 the Power,  
Plus 4 and The Aero the glory,  
3 Wheeler and Roadster for ever .

Amen

Anon

bring on the curves

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# 50 Golden Years of Club Membership

By Larry Ayers

It somehow doesn't seem that long ago since 1969 when I met Goodman Loy and others in the Morgan Plus 4 Club of Northern CA (the club later changed names twice) at Mel's Drive In, located in San Francisco. I had just purchased a maroon-bodied 1964 +4 four-seater roadster, with black wings and interior, from a Berkeley College Professor for \$1400. This gentleman suggested I contact Goodman Loy and have him look at the car. I was not that familiar with Morgans, so I welcomed comment from a recommended club member. It wasn't long after that meeting when I joined the club in 1969. My car was overwhelming approved.

Meeting with Goodman that day resulted in a life-long association with him. I visited his home in San Mateo on several occasions and at his place of business in San Francisco as I was working less than three blocks from that location. It was convenient to pop over for a visit on my lunch hour. Some of the many Morgan Club posters he created are among my favorite treasures. Marion Smith was in the picture at that time as well as Steve Miller. Many an hour was spent attending Concours shows in Palo Alto, Lafayette, Hillsborough, Silverado, and others with those two. I have fond memories of the Morgan "ranchero" that Steve created with its varnished wooden body. I believe it's still in the Bay Area, somewhere. Perhaps you know the vehicle I mention. John Burks was another Morgan enthusiast I met. Arlette Manders, Barbara Robinson, Carolyn and Ray Beasley, Dave and Marilyn Bondon, Dave Chafey, Russ and Laverne Cox, Roger and Sue Lake, Mike Maffe, Manuel Mareno, Cathy and Mike Prevolos, and many more members come to mind in those early days of club membership. Needless to say it's also been great sharing experiences at the many All British Car Shows over the years.

Do you remember the Palo Alto

show when Dr. Dick was "on Safari" with his DHC and brought various animals to the show for display, snakes, a monkey, and others? And how about the time when Marion Smith was Club President and a poor boy sandwich on a long slab of wood was sliced up for our lunch. The champagne punch and cork popping episodes (wayward corks landing on cars) was too much for the organizers, and our Morgan class was banned for a time. We were a wild bunch in those days.

When Steve Miller had his shop on Gough St. in San Francisco, near the freeway overpass, I recall seeing Marj Naughton's beautiful black 1957 +4 DHC undergoing chassis repair. Steve later moved his shop to Eddy Street, two blocks from Ch. 7 and I used to visit him occasionally during my lunch hour. Miller relocated to Emeryville and held infrequent tech sessions for club members. He later moved his business to Grand Avenue in Oakland and then to San Leandro on the advice of his wife who thought that the premises in Oakland were in a dangerous location. These days, I doubt that he is still in business and I haven't seen him for years. I met Bill Fink at Miller's before he split to Pier 33 where he built propane cars for the U.S. market, and then moved to Bodega creating the Plus 8 Plus models.

Club meetings were held in the City at One Jackson Place and John Hardgrove presented slide shows on several occasions. Meeting locations were moved around as warranted by owner's business decisions. When John lived in the City, he owned a nice cream 1962 DHC that he sold to me when he acquired a rare Super Sports DHC that he still enjoys. I took Donna on our first outing to Marin County in that car, and kept it for a number of years. Her too. I later purchased a 1971 Plus 8 Moss Box previously owned by John and Harle Menk who showed it at various Concours, and

promised it to me when they decided to sell. However, they reneged on the deal, and allowed Dennis Glavis to sell it when he worked at Ferrari of Los Gatos. It took two years to acquire that car after first seeing it at the Palo Alto Concours. It remains one of my favorite Morgans of all time. Dennis and I have conducted numerous car transactions over the years, and that continues since he opened Morgan West in Santa Monica.

The Minks became drug dealers and lived in Kensington, meeting their fate one night at the hands of assassins. A sad ending to an engaging couple who enjoyed their presence at the first Morgan gathering in Morro Bay (later named Mog West) when they drank so much they nearly passed out at the bar. That was the year when nearly 100 Morgans were displayed on the dock behind the Golden Tee Resort and Lodge and where it was my honor to host the first of many dart tournaments. The dart game then was a "301" tournament and took a while to finish, much longer than today's darts at Mog West. Some of the participants attempted bribing me with cocktails so they could move up in line or have their score lowered. Such nerve, but alas all in fun! My 1962 DHC was on display that weekend and my mom (bless her soul) journeyed out from Houston to have a ride in it.

Our club held regular board meetings during the 1970s and 1980s, meeting at places like the Edinburgh Castle in San Francisco on Geary Street. Parking at times could be a challenge. We used to pick up fish and chips on Larkin Street or have them delivered to us in the Castle. No complaints from anyone back then. We also met at Malloy's in San Bruno, and I had the privilege of serving as club president at this time, and for another four years serving in that capacity. Club members attending either monthly or board meetings have always represented a small

percentage of the club's membership although they were kept informed of activities through the Morgazette, named the Flexible Flyer for a time, and then back to the current Morgazette name. Who remembers the various editors during the past 50 years?

I visited Bob and Thorley Murray when they lived in San Francisco and Bob worked in the City after they moved to Marin. He used to stop by my garage in the San Francisco Marina on his way home from work and check out the latest project. I was on the 4 PM to midnight shift at ABC in those days. When Loma Prieta hit in 1989, I was able to store 3 of my trikes at Bob's mother's garage in San Francisco while repairs were made to the Marina apartment building where I lived. I remain forever grateful for that. Can you believe that I was renting 4 or 5 garages in the Marina to store my vehicles during the 1970-80s for \$25 and \$35 a month? Weren't those the days? I used to drive my Morgans through the Presidio, along the Marina Green, the Palace of Fine Arts, and take photos of the cars at those locations.

So many memories! One of the most cherished was enjoying the Annual Christmas Party at the Berkeley Faculty Club. Yes, we did have some confusing parking issues on the campus but all the kinks were worked out. Santa was Elliot Silver who did an outstanding job. Bob Schmidt (later Santa himself) decorated his Morgan with strings of colored lights one year. A traveling Morgan Christmas Tree perhaps? No, just a static display that was appreciated by all. In the past, for several years, the Christmas Party was held at Marion Smith's home, and also in that of Steve Miller's. Their hospitality was so much more intimate and cozy than at some restaurant location. And didn't Paul and Mary Lukes host one of the Christmas Holiday Dinners at their Victorian home in San Jose one year? Paul still owns a Snobmog that hasn't seen daylight for many years. A Morgan trike he owned wasn't the

most coveted after a chain-lubrication mishap severed digits from one of his fingers. He soldiered on and later sold that machine.

More recently, we've enjoyed the Holiday Dinner at the Oakland Yacht Club, but that wasn't the only yachting facility we've visited. Remember the Coyote Point Yacht Club in San Mateo that we enjoyed for several years of celebration? Zio Frae-do's in Vallejo has recently become our popular venue.

On two occasions, I visited the Morgan East gathering, once when it was staged on the grounds of the Mimslyn Hotel in Luray, VA, and stayed with Ed Zielinski in Silver Springs, MD. Ed loaned me one of his Morgans to drive to the event. He edits the Morgan Rough Rider news letter, and has held that position for years. I navigated the rally for Chris Towner (then the MTWC USA group organizer). No, we didn't place on the podium. Ten three wheelers were present, and several owners invited me to drive their mounts. On my second trip to Morgan East, Bob Schmidt and I teamed up and visited his son and wife in Washington, D.C. and also the Morgan dealer, Winston Sharples, at Cantab Motors, who presented each of us with a poster of Big Blue, the 1996 Morgan that used the first aluminum bonded chassis and fitted with something more powerful than a Rover V8. It raced in the U.S. at Sebring and Laguna Seca.

Win founded the MRCS (Morgan Regalia Collector's Society) for badge collectors, and had a badge struck for the organization. A number of us met one year in England at the Abbey Hotel to exchange badges with collectors from many parts of the world. Satoru Araki from Japan was present and I later had the opportunity to visit him and his son in Japan. They drove two Morgans, met me at a train station, gave me the keys to one, and said follow us to our house. What generous hospitality that I'll always cherish. I'm sad to say that Satoru

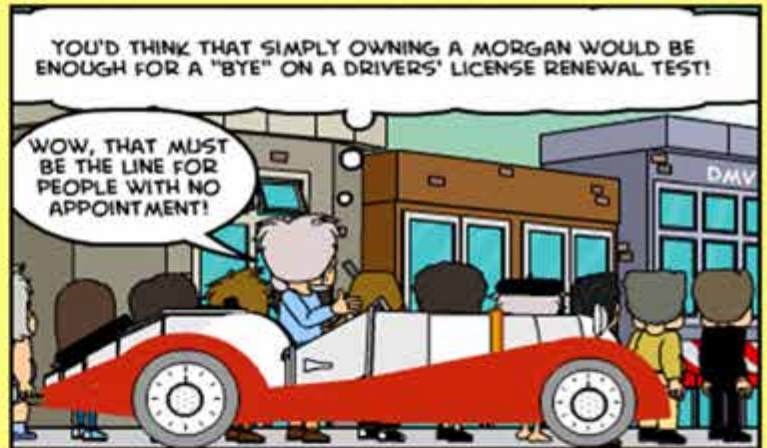
passed away not long ago.

I first became a member of the Morgan Plus 4 Club in the early 1980s, and then dropped my membership for a time before re-joining in 1989 and continuing since then. In those early days, I camped out at Barbara and Gerry Willburn's home in Cypress on one occasion, and was delighted to see Barbara's skills at upholstery and other work on Morgans. She continues to do creative work for special customers. I suppose you're lucky if you were one of them or can become one.

During those years, trike owners celebrated with Guy Fawkes and Boxing Day drives with characters like Jan Barton, Dick Tuttle, Jerry Gurley, Jim Taylor, Richard Hoffman, Barran Rouche, Roger Lake, Paul Lukes, Dick Scardamaglia, and several others either in Morgan trikes or on motorcycles joining in the fun. Alice's Restaurant in Woodside was a favorite meeting spot and Apple Jack's was often frequented as we drove through Portola Valley and stopped in Pescadero. Who can ever forget the huge schematic that Barran used to unfold on the bonnet of his F-model whenever he experienced an electrical problem? It covered most of the bonnet surface and I still find humor in those instances.

Another memory that will remain forever involves Harry Robinson (owns a RHD Snobmog) when on a Morgan Club event, he locked himself out of his motel room wearing nothing but a bath towel. He eventually managed to get back in, but not before several club members had a good laugh and recorded this episode in the club's annals. Harry sold me his DHC for two years while he was relocating on the condition I sell it back to him. He came up with the money to buy it back one week prior to our agreed deadline, and stated that this Morgan was "his mistress" and he would be buried in it. I hope not.

***To be continued.....***





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