

December 2009 • January 2010

Gobble Wooble Run • Holiday Party • Boxing Day Run • 2010 Calendar



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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

Club Officers 2010

President • Kathy Tollworthy
(925) 462-6378
Trikenut@comcast.net

Vice President • Bob Schmidt
(510) 792-4157

Treasurer • George Tollworthy
(925) 462-6378
Trikenut@comcast.net

Secretary • Elaine Fisher
(925) 930-6037
togetelaine@astound.net

Activity Chairpersons • Phil & Elaine Fisher
(925) 930-6037, mailto:phil@astound.net or
togetelaine@astound.net

Board of Directors

Phil Fisher • Linda Cannon • Bob Murray

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

Membership Renewals & Advertising •
Kathy Tollworthy, (925) 462-6378
Trikenut@comcast.net

Member Contact Information Changes •
Bob Koupal, (510) 567-9855
957 Lee Ave. San Leandro, CA. 94577
Koupal.Bob@microlinear.com

Historian • Larry Ayers
(707) 554-1787
redmorganracing@earthlink.net

Morgazette

Editor • Gordon Craig
(510) 638-4904
lismoregordon@sbcglobal.net

Design & Production • Donna Dell'Ario
dd-mgzt-gc@earthlink.net

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:

- **Feb.24** for Feb-Mar issue • **April 16** for Apr-May issue
- **June 18** for June-Jul issue • **Aug 20** for Aug-Sept issue
- **Oct 22** for Oct-Nov issue.

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 an on-line format as a web PDF. It can be downloaded at the club website or contact the editor.

Welcome

NEW MEMBERS

Ernesto & Martha Sirolli

1200 Ridgeway Drive
Sacramento, CA 95822
Home: 916/448-2129
Cell: 916/204-8937
Work: 916/446-9264
ernesto@sirolli.com
1951 white +4 flatrad

Ralph & Katherine Day

4175 Kaski Court
Concord, CA 94518
Home: 510/915-5454
Work: 925/586-6406
1964 blue/black 4/4

The Morgazette Online
<http://morgancars.us/msccnc.html>

Cover Photo: Morgan on the road during the Gobble Wobble Tour. Photo by Gordon Craig.



* MSCCNC Club Sponsored Event

Other events are listed for information only

Please let Activities Co-Chairs, Phil & Elaine Fisher, know if you would like to host or promote an event on the Calendar. (*Contact info pg.2*)

FEBRUARY

***21TH SUNDAY • Oyster Run XVI.** Larry Ayers & Donna Dell'Ario. 707-554-1787

MARCH

***20TH SATURDAY • St. Pat's Dinner.** Details TBD. Coordinated by Ellen Jo Baron.

APRIL

***18TH SUNDAY • Hamilton's Run.** Details TBD. Coordinated by Doug & Joyce Hamilton.

31ST - MAY 2ND FRIDAY-SUNDAY • All British Extravaganza at Buttonwillow Raceway Park. Concours, Slalom, and VARA Races. For more info, Larry Ayers or www.vararacing.com/

MAY

***DATE TBD. • Murray's Mid-Week Tour.** Bob & Thorley Murray.

16TH SUNDAY • Mid-Peninsula Friendship Day. Canada College. www.olderide.com/events/7468506.html

16TH SUNDAY • Marin-Sonoma Concours d'Elegance. Marin County Fairgrounds, San Rafael, CA. www.marinsonomaconcours.org/

23RD SUNDAY • All British Car Day. Yolo Country Fairgrounds in Woodland, CA. www.ubsc.org/CarShow.htm

JUNE

3RD - 6TH THURSDAY-SUNDAY • Sonoma Historic Races (formerly Wine Country Classic). Infineon Raceway at Sears Point, CA. generalracing.com

10TH THURSDAY • **Morgans Over America V** Departure Banquet. Fisherman's Wharf Holiday Inn- Elaine Fisher

27TH SUNDAY • Palo Alto Concours d'Elegance. www.paconcours.com

JULY

* **16TH - 18TH FRIDAY-SUNDAY • MogWest** Cambria, CA. Co-Coordinator: Audrey Haines & Gerry Willburn. Also end of MOA-V

17TH-18TH SATURDAY-SUNDAY • Gualala Arts Festival. Concours & Auto Art Show. MSCCNC member contact: Russ Hardy rwhardy@mcn.org

AUGUST

12TH - 15TH THURSDAY-SUNDAY • Monterey Historic Races. www.hmsausa.com/

***13TH FRIDAY • "Morgans on the Flood Plain"** traditional BBQ. Loren & Annette Steck.

15TH SUNDAY • Pebble Beach Concours d'Elegance. www.pebblebeachconcours.net

SEPTEMBER

25TH SATURDAY • Ironstone Concours d'Elegance in Murphys, CA. www.ironstonevineyards.com

OCTOBER

***1ST - 3RD FRIDAY-SUNDAY • FLOG MOG -** Northern California. Coordinator: John Grosetto

* **TBD • Oktoberfest**

16TH - 17TH SATURDAY-SUNDAY • California Autumn Classic in Morgan Hill, CA.

NOVEMBER

***13TH SATURDAY • Gobble Wobble Tour.** Co-coordinators: Bill & Teresa Wilson, Gordon & Maggi Craig.

DECEMBER

***11TH SATURDAY • Holiday Banquet.** Oakland Yacht Club. Coordinator: Kathy Tollworthy.

***26TH SUNDAY • Boxing Day Run + Baron Roche Mem. Run.** Co-Coordinator: Wendell Bain and Gerry Gurley

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2007 MORGAN AERO 8 Blue Sprint Metallic Series III, 1 of 8 US cars. Factory side exhausts. Stainless steel mesh in rear lower valence. Alpine stereo CD with satellite antennae. Black ravenwood ash dash and door cap trim. 2,100 one owner California miles.

2005 MORGAN AERO 8 SERIES II Exterior in BMW Silver body/Jet Black Wings, interior in Poppy Red leather, black carpets piped in red, black mohair top, less than 1,000 miles, one Beverly Hills owner car, CD, factory side exhaust, every factory update, fresh service by MorganWest.

2005 MORGAN AERO 8 BMW Cool Blue exterior Magnolia leather with blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot with contrasting piping, 8k miles!



2003 MORGAN PLUS 8 35th Anniversary Edition Merlot metallic exterior w/ two tone light grey and black leather interior. Grey Saville Row Gabardine mohair top, piped in dark red. Ultra rare factory AC! Black leather bonnet strap backed in black mouton. Stainless wire wheels, double eared knock offs. Badge bar dual Lucas driving lamps Stereo CD. Stainless inside door lock covers and stainless threshold plates 8.8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. Badge bar with badges, tan mohair top, bonnet strap with mouton, hood/bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

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1965 MORGAN PLUS 4 Sage/Champagne wings 5513 miles since rebuild. 2.5 litre GM 4 cyl. two 45 Webers added by Robert Couch as well as all aluminium body aft of doors. 160 bhp. New chassis and tub in 1988. Five speed.

victories, highest standards

1955 MORGAN PLUS 4 Roadster Twin Spare Serial Number 3390, commissioned October, 1955, dispatched from the factory December 10, 1955

1954 MORGAN PLUS 4 Roadster Twin Spare Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinsparses, fold down windshield; you can buy this car for 1/2 the price of restoring one! // **Large Price Reduction!**

1953 MORGAN PLUS 4 Four Seater FlatRad Frame up restoration with new rubber, leather, top side curtains and tonneau. Yellow with black wings

1948 MORGAN 4/4 Series 1 Roadster BRG body/dark BRG wings/Black leather; recent restoration by Light Car and CycleCar Company, Birmingham, UK; correct EZ clean 17" wheels // **Big Price Reduction**

1934 MORGAN MX FAMILY Black UK/2nd owner; nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

other marques

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'73 CITROEN SM

'65 AUSTIN-HEALEY 3000 Mrk III

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8PM Jan 20 2010

A Message from Our President



Happy New Decade to all! I wish to thank Past President Larry Ayers for three great Morgan years. And thank you to all who voted for me. 2010 and we are about to drive down the Morgan Road for another 100 years!

As you know this is YOUR club, members! So please let us know if you would like to organize an event, a run, or even a dinner. In becoming President, I am so pleased to announce the new co-chairs for Activities, Elaine and Phil Fisher. They volunteered just a few days ago at the Planning Meeting and I know they will do an excellent job of coordinating events and helping members put them on throughout the coming year. They will be responsible for scheduling events for the Club Calendar and sending out flyers and announcements for members as they organize their events. They will work with Gordon and Donna in keeping the Club Calendar accurate, informative and up-to-date in the Morgazette. Also, they will list and help coordinate other British Car and Sports Car events (such as the Autumn Classic in Morgan Hill, the British Car Meet in Woodland, etc.) so Morgans from our ranks can join the fun.

So please direct your thoughts, ideas and plans for the coming year to Elaine and Phil. Their details are listed with the other Club Officers on page 2. They will help you plan your event and work closely with you to get the word out to the membership. Thank You Elaine and Phil for taking on this important job!

So members, get your dust rags out! Dust off your Morgan! Get out and drive the back roads – take us along, too!

Cheers, *Kathy Tollworthy*, President



*New Activity Co-Chairs,
Elaine & Phil Fisher,*

Minutes • January 17, 2010

The 2010 Planning Meeting of the Northern California Morgan Sports Car Club was held on January 17, 2010 at the Club House of Ellen Jo Baron and Jim Taylor. The meeting was called to order at 1445 by our new President Kathy Tollworthy.

Treasurer George Tollworthy reported we have adequate funds in the bank, somewhere around \$7300. We are down from last year at this time due to the funds that were spent on the Centenary events. We made around \$200 from Mog West, and paid the requisite funds to the Stecks for the August party.

Gordon Craig, Morgazette Editor, encouraged more members to contribute more articles to the Morgazette. The next edition will be out in about 2 weeks.

Larry Ayers proposed we create a "Morgazette Scribe Award" to be given each year to the person who has contributed the most to the Morgazette. It will be a fine wood pen with the winners name on it in a case signifying the award with the cost about \$30. The motion was carried.

A hearty thank you was given for last year's President

Larry Ayers, Event Chairperson Kathy Tollworthy, and Morgazette Editor Gordon Craig & producer, Donna Dell'Ario.

Much discussion led to the following activities proposed for this year (see calendar, page 3). [Oktoberfest is still in question – it will be] some weekend in October – organized by either the Haines in Loomis or by Weaver/Scooros in Grass Valley

Gordon expressed the need to have a new person be Activities Chairperson since Kathy is now President. The Fishers agreed to do this job, but should anyone else be interested in this role, they will be happy to pass it over. Elaine and Philip will be reminding people at least one month in advance of their activity to prepare a flyer for the event.

Please submit articles for the March Morgazette, and others, to Gordon Craig.

The meeting was adjourned for a delicious potluck supper and visiting.

Submitted by:

Elaine Fisher, Secretary



GOBBLE WOBBLE TOUR

Story and Photos by Gordon

Back in November, the annual Turkey Trot/Gobble Wobble Run in the nearby Santa Cruz mountains was kicked off by **Teresa and Bill Wilson, Maggi and Gordon Craig** and a host of 30 strong Morganeers gathering at the usual spot in Los Gatos.... This is our traditional run to bring in American Thanksgiving in the coming weeks formerly organized by Bob Schmidt, who has turned the reins over to us. We always look out for turkeys crossing the road, and in all the years of running it, only once, two years ago, actual turkeys crossed the actual road! It was bound to happen, and this year during recon for the run, we did spot appropriate avians, so at least we had a promise of a repeat.

And this year a couple of **Turkey Shamans** joined us, **Michael and Linda Rubin**, and we danced and danced the Turkey Trot prior to leaving on the run that morning, alas, to no avail. In fact, we probably scared them off, but it wasn't for lack of trying!



Nevertheless, we set off on our Quest south on Hwy. 17 to Summit Road and a great drive south down the ridge of mountain roads that connect to Corralitos 30 miles away. Two weeks before, a late Autumn deluge had nearly washed out one of the cliff hugging stretches, but in our scouting run days before we came across a highway crew shoring up and repaving the rumpled roadbed and we trotted on through. Thanks very much to our friends on the earthgraders.

In Corralitos we stopped to lunch on great Deli sandwiches and sausages at the Corralitos Market and then went on to the terrific **Alfaro Winery**. They have Syrahs, Cuvaions, and Zinfandels to kill for. Please seek

out this wonderful winery outside of Corralitos on 420 Hames Rd. towards Soquel. Along with us, the Alfaro family love our cars and joined in welcoming John Blake of JB's Wire Wheels of Santa Cruz for an informative and entertaining session on the care and feeding of wires and tires for our steeds. Thank You John, we had a great session with you.

Then we hit the road to Soquel and another stop at Bargetto Winery, 3535 North Main. They gave us a wine tour and steeped us in the family traditions going back 100 years – how they got through Prohibition I'll never know, well, probably I do:)

Many Thanks to Bill and Teresa Wilson for their hospitality back at the barn after the run, keep on

Mogging! Everyone had a great time, and former Turkey Trot Tourmaster Bob Schmidt pronounced the Gobble Wobble a "Great Turkey"!



Morgan Club Christmas Dinner

December 12, 2009 • Photos and Story by Gordon

Approximately 70 members gathered for the Annual Christmas Dinner on December 12 at the Oakland Yacht Club in Alameda. Honored guests included early (1962) member Marion Smith and her daughter Hillary who all those decades ago in the '60s held Christmas Dinners at her home in San Francisco. She also began "The Book", a large tome of guest signatures, photos and menus that we still sign today.

① **Bob Murray** is the present day keeper of "The Book" and also a long time member. He was honored for his lifetime contributions and activities in the Club going on four decades as Gordon Craig passed on the **Matt Dillon Award** (or "The Slab," as it is affectionately called) to him. For many years he and Wendell Bain sponsored a Spring Run through Sonoma and Marin counties to the Coast, he served as Vice-President for several tenures in the 70s and 80s, and nowadays organizes the mid-week "Follow Me" Tours, usually in May. For me it is such a pleasure to have passed on "The Slab" to Bob, his quiet and bright spirit and unassuming ways have always inspired and driving with him on the long and short runs is true camaraderie on the road.

② On the racers front, **Greg Solow** was awarded the **Hard Luck trophy** for a series of mishaps that precluded his usual solid competition year with "Baby Doll IV": April, a blown engine on the first practice lap at Infineon; early June, with motor repaired, a locked up diff on the warm-up lap of the All-Morgan Race at the Wine Country Classic/Mog 100; and in mid-August, Greg suffered a painful back injury that side lined his participation at the Monterey Historics the morning of the first day of competition. ③ **Jeff Abramson**, his fellow "Baby Doll" competitor, was awarded **The Racers**



Cup by Bill Fink for 2009.

Other Award recipients included ④ **John Burks** ("Soggy Bottom"), ⑤ **Carol Pitman** (FlogMog Mileage) and after Mike Gerdts and Bob Panero quit fighting over it from the year before, The Leakey Cup was presented to **John Grosseto**, in absentia, this after a long and passionate dissertation on the Wrongful Origins of the Leakey Cup, up, up from the Mud of Olduvai Gorge. John Grosseto, absentia in action as mentioned, in turn responded with the following **passionate apologia**:

Gentlemen:

My acceptance speech in absenteeism...

*"I am so overwhelmed with joy and excitement that I have been granted the exalted position of bearer of the Leaky Cup for 2010. I would like to thank my mother and Father for birthing me some 62 years ago for the specific purpose of one day receiving the Leaky Cup which as you well know is a world renowned and much sought after award. They will be so proud of me knowing that I will carry on the rich tradition of this award in the manner of past Leaky Cup recipients" ... [pause] as I am overcome with emotion and have to be carried off the stage ... I am SO sorry I missed the Christmas meeting this year, if I would have known I would be given this prestigious award, I probably still would have stayed home. Lord knows I have a few cars that definitely qualify as leaky but I am not sure if the award pertains to leaky cars or their drivers, most likely the latter. On the other hand you guys must be getting desperate to find some one who will actually take this award. Last year, I remember **Bob and Michael passing it off to each other like a hot potato** ⑥, I believe the decision was*

Continued next page

Christmas Party, continued

to bury it in each others back yard for six months each. I on the other hand will take my wife's prize horse sculpture off the mantle piece and place the Leaky Cup front and center over our fireplace ... (sorry guys ... not likely). Thanks for thinking of me and hey, I haven't won an award in a while so this is a great start to 2010.

How about another "Lunch with a Wop II" say early spring?

Take Care all, best to you for a Safe and Happy Holiday and New Year.

PS to Bob & Mike: Sorry will not be home for you to deliver this prestigious award. Jan & I are leaving the country tomorrow indefinitely and will not return. Sorry, guys you will have to keep the Leaky Cup another year.



[Below] Long-time member Marion O'Reilly-Smith joined the party this year, along with her daughter, and was able to renew many acquaintances.

**So into
another year,
will Christmas
Dinner ever
be the same?**



Shepherd's Gate Toy Drive



More than 40 assorted toys and cuddlies were collected at the Christmas Dinner and later delivered to Shepherd's Gate, a shelter for battered and homeless women and children located in the East Bay. **Cathy O'Connell, Director of Operations** (pictured with Kathy Tollworthy), wrote in a letter to the Morgan Club:

"Your partnership is vital to rebuilding the lives of battered and homeless women and children. Thank you so much for your generosity in donating new toys for our children. Your support this Holiday Season is so appreciated and makes a great impact on our Ministry. We wish you and yours a very Merry Christmas and a Blessed New Year 2010."



Mission Statement

Shepherd's Gate exists to meet the practical, spiritual, and emotional needs of battered and homeless women and children through the love of Jesus Christ, equipping them to lead a life of faith, hope, and love and to reach out to others in His name.



Wendell Bain receives the Mog NW Club's "Brotherhood Plaque" for his unstinting effort in organizing the Mog 100 Concours at Infineon Speedway/Wine Country Classic last June. He organized categories and criteria, rounded up judges and presented awards to winners among the 65 Morgan owners who parked at the "Mog 100" Paddock. This Plaque was given to our Club and the Ad Hoc Committee members by the visiting MogNW group in recognition of this West Coast Centenary Event. It is being circulated among all the "Ad Hoc" organizers, Kathy and George Tollworthy, Larry Ayers and Donna Dell'Ario, Gordon and Maggi Craig, **Greg and Pierce Powell**, Paul and Lesley Cowley and Wendell going forward.

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NORTH meets SOUTH Combined Boxing Day Run

Photos and Story by Gordon



Boxing Day, 2009, saw us gather at the Oakland Yacht Club, Alameda, 10 am "Morgan Time". Tripmasters **Wendell Bain** and **Jerry Gurley** called upon their respective members to come to this combined one-day event. Nearly 30 Morgans, MGAs from Sorry Safari and Dick Tuttle in a lone Duex Chavaux came forth, great turnout! Though murky, threatening skies, the rain let off most of the day as we wound our way through Oakland, up the hills to Redwood Road, Crow Canyon Road to the Blackhawk Automotive Museum in San Ramon.

Bill Fink met us there with his latest **Eco-Tec conversion**, an early +8 from North Carolina, new engine and



gearbox
a tidy fit
replacing
the Rover/
Moss box
drive-
train. Then
south to
Dublin and

Kassabian Motors, mostly Muscle Cars on offer, a couple of Cobra Replicas (\$120,000USD average) and a bling chromed Sunbeam Tiger for \$46,000USD (Why?), just to give you an idea of pricing, a '72 Plymouth Barracuda (last of the line, and certainly defanged with period pollution control) going for \$60,000USD, 1960s Corvettes ranged from \$60K to \$90K.

But the **Blackhawk** had some lovely cars, a Bugatti Type 57S, Clark Gable's Dusenbergs, a RR Phantom II that



looked like a paste up between a long bonnet body and a quickly cobbled rear deck from B pillar back that just didn't work. We made it to The Florence in Niles, a sleazy Biker Bar, next door to Don's Auto Parts, unfortunately closed but looking through the dusty windows stacked with NOS and used bits for seemingly every US car ever made. Niles was once upon a time Hollywood North for early Charley Chaplin and Bronco Billy serials, some Harold Lloyd comedies, too. In the late afternoon the gathering clouds let loose along Mission Blvd. as we headed for the barn, and the Cottage Pies (smile) at the Englander Pub in San Leandro.

Very Best Wishes for the New Year, everyone,
Gordon "lismore"



Centenaire Morgan

Story and most photos by Douglas Hallawell

The following article originally appeared in the September issue of "la vie l'auto" aka known LVAT in France by the author, Douglas Hallawell. At my request, He graciously translated it to English for the Morgazette. Merci Beaucoup, Douglas. -Editor

If the name Worcestershire is more often linked to a spicy sauce used in tartare steaks & Bloody Marys, it is nonetheless home to UK's last surviving builder of British roadsters. In a family tradition that has lasted 100 years, the Morgan Motor Company continues to build a variety of models, in small series & with its legendary craftsmanship, based on an ash-wood frame mounted upon a steel chassis. In the midst of a financial crisis that has hit the automobile sector in general, this manufacturer shows no signs of weakness. It took Peter, son of H.F.S. Morgan, to accept to optimize build & assembly methods, to see total production increase from 430 cars in 1990 to 640 cars in 2008 (of which 70 for France). However, the techniques used today – with an exception for Aero 8 & AeroMax cars – hardly differ from those dating from 1936 when the 1st 4-wheeler Morgan, the emblematic '4-4' (for 4 wheels & 4 cylinders), was launched alongside 3-wheeler production.

So it stands to reason that the marque should commemorate the 100th anniversary of the 1st vehicle built by HFS in 1909, a prototype 3-wheeler for his personal use. To achieve this, the Morgan Motor Company (established in 1912) concocted a festival that brought together more than 3200 Morgan owners hailing from 28 countries. Spread over 10 days, this large-scale celebration started off on July 24th with a champagne reception at the factory, situated in Malvern Link near Wales. A diversified programme of events was to follow, culminating in a weekend during which participants & public alike were drawn to Cheltenham's racecourse.

Among these events were a typically British hillclimb, a visit to Wye Valley Brewery which included beer-tasting, excursions on a steam train & a riverboat cruise along the Severn, a day at the National Motor Museum in Beaulieu & 2 track days devoted to racing at Castle Combe as well as Prescott for its traditional 'VSCC Hillclimb'. One of the main Morgan dealers – Brands Hatch Morgans – organized a cavalcade of a variety of Morgan models across the countryside to the Pittville Pump Rooms in Cheltenham. The drive gave spectators along the route the opportunity to cheer along the convoy, headed by the factory-owned Aero 8 sporting blue & white 'Polizei' colors.

As the highlight of these festivities was the weekend of August 1st, 3200 Morgans converged on the racecourse



3-wheelers ready to depart on the cavalcade

carpark (over the 2 days) where a section was reserved for the historic vehicle display. Apart from some very rare 3-wheelers & Plus 4 Plus coupes, there was a line-up of 11 Plus 4 Super Sports roadsters opposite the row of LM '62 cars from the LM '62 Register, built in 2002 to commemorate the 40th anniversary of the Plus 4 S.S. class win at Le Mans in 1962. If the GRP-bodied coupe, launched in 1963, turned out to be a flop with only 26 cars produced, the aluminium-bodied Plus 4 S.S. that was built from 1961 to 1968, was to be very successful in racing and – due to its polyvalence as a road-going model – was to prove equally fun to drive off-circuit.

This explains why 11 of these cars (of a total production of 111) attended the event, coming from as far as New Zealand, USA, Scandinavia & Europe.



Some of the Plus 4 SS cars from 7 countries

Amongst other Morgans shipped over was the 1979 Plus 8 belonging to Satoru Araki who used the bonnet & left wing of his car to convey the message « I'm Home ! After 30 happy years in Japan ».



Satoru's Plus 8 from Japan

As organizer of the event, MMC was omnipresent with 3 principal attractions : one for the promotion of its current models alongside an Aero SuperSports (due out in 2010) & Chris Booth's brand-new replica of the 1909 prototype 3-wheeler, another for displaying unfinished cars (including ash frames) at different stages of build, & lastly, an outdoor display of vehicles from its own museum.



Mark Ledington, sales director, & the replica 1909 trike

A factory stand offered for sale all their merchandise from the MMC store whilst the panoramic top floor of the racecourse building served as reception for VIP guests.

The highlight on Saturday was the gala dinner where close to 1000 guests found themselves seated in a very appropriate decor with 4 Morgan cars suspended above their heads ! It was also the occasion to watch a retrospective video commented by Charles Morgan, HFS' grandson & present managing director, who made a spectacular on-stage entrance at the wheel of an Aero 8,



Charles & Kira Morgan arriving on-stage in the Aero 8

accompanied by his wife.

Many personalities were present, most of whom were inveterate Morgan owners & clubmembers. Others came as agents or importers from 24 countries where the marque is represented such as Pierre-Henry Mahul (Morgan France), Dennis Glavis from Los Angeles (MorganWest) & Terry Allan from South Africa.

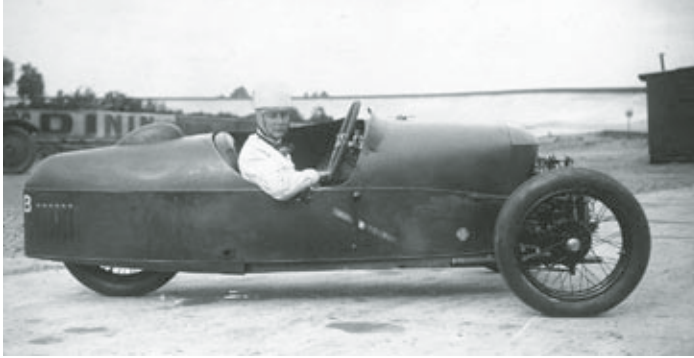
Historian Hermen Pol also took part in the celebrations, acting as navigator for Douglas Hallawell. Other personalities included Chris Lawrence & his co-driver Richard Shepherd-Barron who won the 1600/2000 cc GT class at the 24-hr Le Mans race in 1962 driving 'TOK'. Chris & his wife attended the event in Cheltenham driving their splendid Monica.



Richard Shepherd-Barron beside TOK, victorious '62 Plus 4 SS

Darmont, a French builder of cyclecars in the '20s & '30s, participated in the Morgan odyssey by assembling

3-wheelers under licence, as did Sandford afterwards in 1936 with 8 cars bodied in France. As early as 1913, a 3-wheeler JAP-engined Morgan won the GP race at Amiens & in 1930, an Englishwoman, Gwenda Stewart, established – amongst others – an astonishing ‘flying kilometer’ speed record of 186 km/h (115 mph) in Arpajon, driving her 1100 cc JAP-engined Morgan 3-wheeler.



Gwenda Stewart in her trike at Montlhéry

So it would be disrespectful & unfair not to cite the numerous 3-wheelers that took part in the celebrations. Chris Booth, a die-hard Morgan enthusiast & owner of the only museum dedicated to these particular models, held his own stand in front of which were displayed over 60 trikes throughout the weekend.



Trikes in front of Chris Booth's stand

The original French write-up & photos can be consulted on the MCF website:
www.morganclubdefrance.com
 click on « news »

In the adjacent ‘village’, several tradesmen held stands offering accessories & other Morgan memorabilia for sale.

On Sunday, overall prize in the concours event was attributed to the Plus 4 S.S. belonging to Dutchman Machiel Kalf who went on to participate in the prestigious Pebble Beach concours event 2 weeks later.



The Willburns, father & son, who own Morgans & Bugattis in USA, next to the overall prize-winning car. An extra reason to smile, given that Bugatti is also celebrating its centenary !

A concert, followed by a dazzling fireworks display, marked the end of 10 days of festivities & shows.

Should you wish to familiarize yourself more closely with these wonderful sportscars, be aware that MMC & Morgan France both offer Morgan rentals. Furthermore, the factory is open to visits from the public: www.morgan-motor.co.uk

In France, the model range begins with the 4/4 Sport priced at 39500 €. Top of the range – the Aero SuperSports – will enter production in 2010, replacing the Aero 8 which disappears from the catalogue at the end of this year: www.morganfrance.com



Douglas Hallawell

MORGAN MUSINGS, Part II

by Mike Anthony

(Back to "Downhill All the Way" soon)

Hmm, all from last issue, no feed-back on French led left hand drive, 4/4 slotted wheels, no clubmember manuscript on Morgan or other life, no stab at "Spot the Roll Centre" *... Why?

By the early 1900s, a Cannstatt Daimler agent in Nice, France, Emil Jellinek, underwrote factory production of the fledgling auto on condition the cars carried a non-Germanic name, choosing that of his daughter Mercedes, otherwise you might be driving a "Cannstatt" currently.

In 1903 newspaper proprietor Alfred Harmsworth, after buying a 60 hp Mercedes in Nice at the Jellinek Agency and embarking on a spirited roadtrip to England, enthused: *"I believe the brain, nerves and blood are stimulated by rapid transit through the air as by no other means. I know of no better means for quick recuperation after illness or great mental effort than a day in a rapid motor car!"*

No less true today! Getting the best out of such experience requires a proper understanding of your Morgans design and dynamic qualities, its anachronistic chassis and front suspension.

Early autos followed stiff spring, flexible frame formulas. The incorrectly named "sliding pillar", first found on the 1908 Sizaire et Naudin, then 1920's Lancias used sophisticated sliding pillars on stiff monocoque, 1926 concurred, last pre WWII Alta used sliding pillars all round. Lancia stayed with sliders on awesome Aurelias through 1958. Railway works apprenticeship at odds with light car design, and unlikely to know of Sizaire et Naudin when starting

on his cyclecar in 1908, HFS enlisted the aid of his engineering educator William Stephenson-Peach, who surely was conversant with and saw in sliding pillars cyclecar suitability. Absent any subsequent innovative Morgan engineering, should not the hallowed initials of Malvern history be WSP?

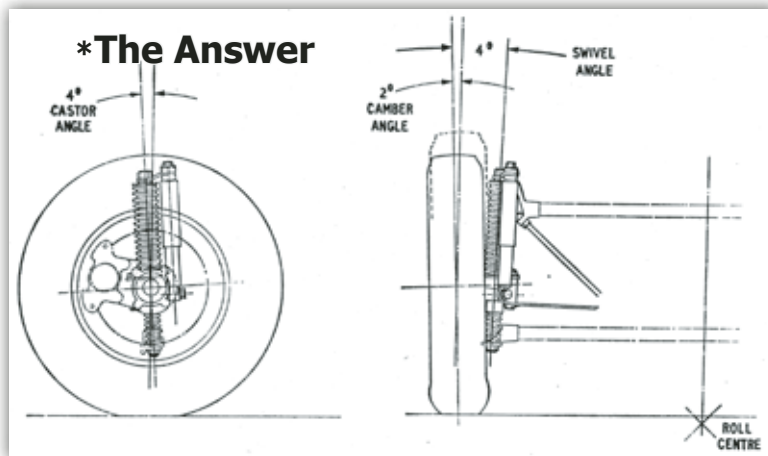
Morgans rigid subframe mounted sliding spindle system works only because of near zero spring deflection masking major built-in bump steer. It does minimise bending and torsional loads which are taken out in stationary rather than suspension members, though its principal advantage, unlikely of interest to even WSP in 1908, was the effect of its below ground level roll centre on weight transfer during cornering. In this situation weight transfer is negative, ie, from outer wheel to inner wheel – a geometrical anti-jacking device. Its disadvantage, lack of adjustability (other than camber change), limiting handling development to rear suspension improvement, but the floppy frame negates normal calculations need to engineer upgrades. A low front, rather higher rear roll centre is necessary for consistent slight understeer stability, but a live rear axle lifts it too high. Plus 8 on, Morgans dropped the forward rear spring eye from atop to behind its crossmember for more seat adjustment, inad-

vertently reducing undesirable roll oversteer, though neither this nor needed for fast motoring telescopic rear shocks, lowers the rear centre. Interesting to build a car with the Arthur Mallock Woblink – like an "F" shaped Watts linkage – reducing rear roll height to technically better bottom frame flange ...

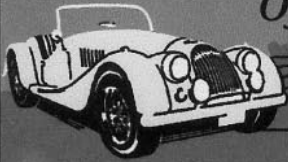
Reverting to Morgan manuscripts, most publishers praise permanently primitive Pickersleigh Road as the Ninth Wonder of the World (Albert Einstein bagged no. 8 – "the magic of (tax-free) compounding"). Though the real wonder is that Morgan survives – a triumph of indulgent owners over inadequate development – weak wheels, drooping doors, defectively designed frequently found broken left Moss box mounting boss; you could write a book, someone should! Of personal interest, the personalities behind any man made creation, what thought process or life's events encouraged the end product. Ergo, what, in 1935, persuaded presbyter sired parsimonious HFS to move from modest Malvern to Cannon Hill, Braywick, Maidenhead, heartland of high rollers, to a 21 bedroom Georgian mansion set in 25 acres of parkland, purchasing the Earl of Canarvon's nearly new Park Ward Derby Bentley for once weekly factory forays? This at a time when a wheel was coming off Trike demand due to more civilised

light sports car competition and in midst of a 2 year travail to nail a fourth wheel on the factory product. A task for your esteemed editor, to interview the present family factory incumbent on childhood memories (with photos) of grampa's Georgian pile life.

Back to talk of Derby (i.e. Rolls Royce built) Bentleys next time.



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Aero SS at LA and Detroit Auto Shows

Story by Gordon • Photos by Donald Dietz and Dennis Glavis



AERO SUPER SPORTS in North American Auto Show Debut!

Some of us got the unique opportunity of seeing the Aero SS last August when Charles Morgan air-freighted the prototype over for the Pebble Beach/Monterey Concours Historics festivities last August for a week. Right there, on the Stecks Floodplain, finally, a new Morgan in America!

Now, 2010, the Matthew Broderick designed beauty has landed again in the New World for certain. Dennis Glavis received it at MorgansWest earlier this month and promptly featured it in the Los Angeles Auto Show and other celebrity gatherings, then it was off to Detroit for the Big One – The North American Auto Show.



Donald Dietz (pictured), photographer, friend and Morgan enthusiast (it was his +4 back in the '60s that inspired yours truly to his later life affliction:~) attended

and shot these pixes. I had asked him to attend (he needed no prompting, actually) and to give the SS a pat on the bonnet for me. He went, shot some pixes, and for the record and in spite of the sign, gave her a pat as well. Thanks, Donald, now please go out and buy one:~)



*[Left]
Morgans
West
Display*



*Arriving at
Morgans West*



"Flying Dutchman" Sets Sail for Holland!

Story and photos by Gordon

MogDogs Restorations (and with invaluable help from Dick Nyquist and Patrick Mannion) have finally completed the "Flying Dutchman" for our friend and clubmember Jochem Kentgens in Amsterdam.

It left the Port of Oakland, shipped out on the APL Denmark bound for Rotterdam, arriving February 7. Here are some pixes of this Plus 4 purpose built Rallye car, circa 1958. We finished the car in the shop at 2 am, January 5th, and took it to my house that night and then to Pacific Logistics for shipping 5 hours later at 10 am, give or take. Jochem will get the car. break it in, prep it for FIA rallye competition and I'm sure he will campaign the dickens out of it. I got to drive it for just under a mile the day we packed it, and it handles beautifully, clutch, brake, steering all spot on, the engine with the 42 DCOEs wants to go, but I didn't push it over 60 as it is still a fresh engine, less than an hour of running time.

Sorry, these are not very "elegant" shots, on the trailer, etc., but it is really a solid and beautiful car, a great credit to Mike Anthony's skill and build ethic. I know we'll hear more about this car in the future. For those of you interested in shipping your car by container, this is how the rigger sets it up, with full front and rear wheel chock/braces and Spanish windlass tiedowns. Can't wait for the agony and ecstasy of Rallye Competition, Jochem! bw, gordon



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- ① Formula 1 driver (1971 to 1975).



Rally Atlas launch! Today, legendary racing driver jhr Gijs Van Lennep received the first RallyAtlas from the hands of Jochem Kentgens, director of CosmicNavigation. Gijs Van Lennep has co produced the RallyAtlas. He has added onboard experiences and driver's inside stories to the motorsport routes that are embedded in the

RallyAtlas. "it has been a pleasure to work on the product and it is a truly unique product with untold stories and a lot of general information that is interesting to anyone that is interested in motorsport and it's rich history", says Van Lennep. "I mostly like the real inside stories about the drama, the simplicity and the intrigues of motorsport in the old days", says Kentgens, a frequent participant in historic road rallies today.

The RallyAtlas will be available to the public as from 1 November 2009.



BONNET FIT on a MOG

By Cuthbert J. Twillie

After more than a decade, Cuthbert J. Twillie (of the Backbay Twillies, aka Gary Bell of the Morgan Oasis Garage, Hoodsport, WA) returns to our pages. It's been a long, long time, and we welcome Cuthbert back with his sage advice and observations of All Things Morgan. You can reach him at PO Box 1010, Hoodsport, WA 98548, tel. 360-877-5160 -Editor.

Friends,

If anyone is considering repainting a Morgan there are a few things you might think about. A body off or a wings off re-spray will bring up the subject of putting it all back when the paint is cured. In all cases one needs to be careful in refitting the bonnet.

Three cars I did for other owners had "issues" on the bonnet fit. My own car had a new body frame and a new chassis. My bonnet fit was horrible in my opinion. Two of the cars I did for others also had rotten bonnet fits. This gave fits to the owners as well.

In two of the cars the poor fit was cured by a couple of shops in Seattle. The rear lower edge was at least an inch (or more) shy of fitting close up to the scuttle. The panel beaters in Seattle sawed a cut near the rear edge and welded in a pie shaped piece of steel. This moved the rear lower edge back to the scuttle for a lovely fit. One shop did this for \$800. Another shop did the same procedure for

\$1400 a few years later.

I read of a rebuild in England where the bonnet fit was so bad he had Steve Barnes in Malvern Link, Worcestershire make another bonnet. I exchanged letters with Barnes about him making a new bonnet for my '61 4 seater.

I bought my pile from Harry M. Barnes in California and it had a beautiful new sweet young ash body frame with a whupped old chassis. The two bonnet sides did not match each other, one having 25 louvers and the other having 24. Neither has the same chassis and neither number was my chassis number. So you know there was no chance for a decent fit. When I talked to Steve Barnes he wanted me to send him the bonnet halves. So I have a rotten bonnet fit, and I send my old bonnet to England, and he copies it for a good fit? I don't think so.

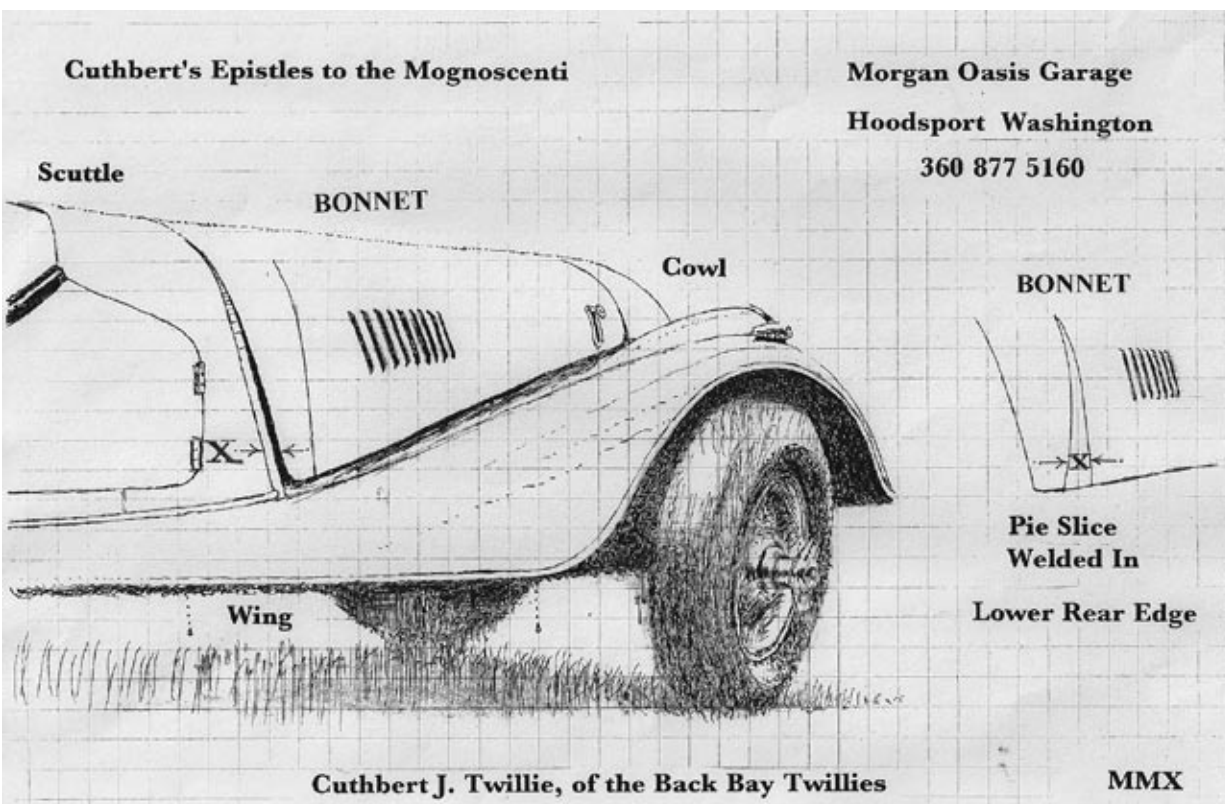
I heard about a guy in Turlock, California who makes bonnets (hoods) for hot rods. I called him and began to explain that I have an old funny British car called a Morgan and could he ... He then tells me he's had a Morgan Drophead since '71 and he could build a new bonnet for 6 or 7 hundred bucks. This guy is Tom Rootlieb and Lee Spencer tells me Rootlieb made bonnets for his Morgan Skimpys. One of these Skimpys is owned by Dennis Glavis. BUT Rootlieb would need the car there in Turlock and didn't think he could make a bonnet from a paper pattern. Before I could arrange a trip to Turlock I sold my Mog and the new owner wasn't bothered by the bonnet fit.

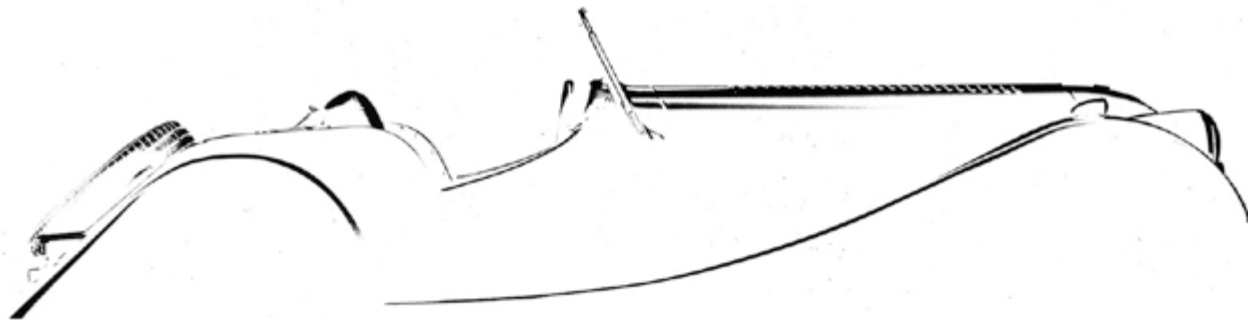
David Crandall and I spent the better part of a morning moving the body, wings, cowl and bonnet to achieve a nice fit on his 4/4 Alloy bodied car.

This meant just wiggling this and that endlessly till we were happy with the fit. This takes more patience than skill. Determination if you will.

Here is a drawing to show where the cut was made and where the pie shaped piece fitted.

Cuthbert





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