



The **Morgazette**

The Newsletter of the Morgan Sports Car Club of Northern California



September-October



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The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan Motoring and the related activities of supporting our club and driving our Morgans. Our common interest extends to the friendships and camaraderie gained through participation in club events.

The Morgazette is the newsletter of the MSCCNC. It is published 6 times per year and is mailed free of charge to members in good standing. We welcome any and all original and reprint articles, and/or photos amongst all like-minded persons. Articles must be labeled with the following information: 1) Name of event 2) date of event 3) names of all persons appearing in photos 4) in the case of a reprint, name of publication and permission of the author and/or photographer 5) names of authors and photographers responsible for new articles.

December 7, 2021 is the DEADLINE for sending ads, photos and articles to the Editors for the Nov-Dec issue.

The Morgazette is available in digital format as a web PDF. To view the Morgazette on-online go to: www.norcalmog.com.

Cover Story

The car pictured on our cover is currently owned by Dick Tuttle and is a 1960 + 4 Lightweight. Dick has known about this car for over 30 years. It was stored in San Francisco since around 1974 by the second owner, and was partially restored when Dick purchased it over a year ago. It has gone through a complete body-off restoration in Petaluma; new alloy wings, powder painted chassis, and a completely rebuilt engine. It was unfinished when the owner, a Golden Gate Park gardener, sadly passed away. This is a very special car. Lew Spencer teamed with Malvern Link to create the Plus 4 High Body Model in 1959-60 of which some 14 were built. Some folks call these "Baby Dolls" but Dick believes this term should only be used for those actually raced by Lew Spencer. This new model combined a lightweight aluminum body with 60-spoke wire wheels and a specially tuned TR3 engine with Derrington inlet and exhaust manifolds and steering wheel. The model was the inspiration for the later Morgan Super Sports with the 4/4 "low line" body in alloy for more lightness and better aerodynamics.



Notes from the Activities Director

Written by: Angie Larson

Here we go again. The October Pinnacles event was moved to April due to pandemic and fires. Our next order of business is takes place in October and this event cannot be canceled or changed. Nominations are due by November. You will probably hear a lot about this in this issue. Just let me say...**MARK YOUR CALENDAR FOR NOVEMBER 6th** featuring a short run headed by Fred Thompson & Grant Larson. After the run, the group will gather at the **Swinging Door British Pub** to have a meeting and conduct nominations. We finally have an activity to announce! I will soon email a flyer with all the particulars of our run and meeting on November 6th. Please check the Activities Calendar in this article and save upcoming dates you will want to remember.



Let's look forward to 2022. As Activity Director, I truly need members to step up and plan a run for our club members. It is up to you to choose a short run, an overnight activity, a visit to an interesting museum that would be of interest to members. The plan does not have to be elaborate. Ideally, a run in each of the sectors of the Bay Area would give more members incentive to participate. Those of us who don't mind driving a fair distance to the start would come, but for those whose time is limited, they might be inclined to participate only in a local activity. Sacramento residents, Walnut Creek and surrounding area, Marin/Sonoma, Santa Cruz/Carmel, Hayward/Pleasanton, we really would love to explore your hills, back roads, eateries, and especially wineries. I will help you plan and prepare, so please call and I will help you plan an activity.

In January the **Activity Calendar** for the year is prepared. A general club meeting is held, and all who have ideas for an activity should come prepared to share your ideas. If you can't come send, or call me with your ideas so I can present it for you. All are welcome and encouraged to participate. Please text or email me, Angie Larson, at mscnc.activities@gmail.com. You may also call me at: 650.593.6335. I look forward to working with you.



October

1 Finding Fault at the Pinnacles

Ellen Jo Baron will keep us posted on the evitability of this event. It is now planned to be held in **April 2022**. Mark your new calendar!



December

1 **Sunday Dec. 5, Morgan Club Christmas Party**, Elaine Fisher will provide more details.



November

1 Saturday Nov. 6 - Autumn run on the Peninsula in the morning with lunch at **Swinging Door Pub** in San Mateo. Nominations for officers to be held at this meeting. Lunch at 1:00 pm, meeting at 2:00 pm. Adjourn at 3:00 pm.

2



Turkey Trot – TBD

Plan for this event - details will arrive via email.

2 **Sunday 26, Boxing Day**

More information will be sent out by Wendell Bain.





The Prez Says

By Paul Marchant

As this year draws to a close, it is the perfect time to think about events for the coming year. We need to make up for lost time, so don't be so shy about putting on an event!

First off, congratulations to Greg Powell for finishing 2nd in his race group at Laguna Seca Historics and 3rd in class at CSRG Charity Challenges at Sears Point. No doubt, he has a fast car, but more importantly, Greg is a great driver.

Hopefully we have a green light to have our Christmas dinner at Zid Fraedo's. Also, elections and dues will be coming soon, so remember to pay your dues and think about getting involved. You can also nominate an individual for an office, but be sure to check with that person if he/she is willing to serve. It is time to get new ideas and enthusiasm back into our club. COVID has hit us all very hard, but we have survived the worst, and we need to get back in behind the wheel and revive up those engines!

It was good to see John and Barbara Burks, John and Jan Grosseto, Gary and Francine Marquis, Greg and Lynn Powell, and Susan Morgan at the Ironstone Concours. It was a great venue and it a great place to see cars you might never see anywhere else.

Looking forward to being with as many of you as possible at our short run and nomination lunch on November 6th. Until then, stay safe and motor on.

The Swingin' Door is located at: 106 E 25th Ave, San Mateo, CA 94403. If you wish, visit their website and check out their menu. They are known for their fish and chips; good olde English fare. Unfortunately, there is only street parking so follow the run instructions and get to the pub before your fellow Morganeers!



106 E 25th Ave, San Mateo, CA 94403
Check out their website at www.theswingindoor.com

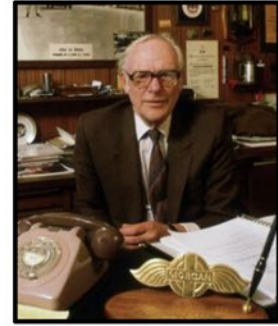


This establishment even let Paul & Fred in the front door. They have to be a friendly place!

Letter from the Editors

Written by Fred Thompson

Well, it's about time. This past weekend, Peter Morgan was inducted into the British Sports Car Hall of Fame. As you may know, Peter's father, HFS, founded a motor sale and servicing garage in Malvern England in 1904 and he produced his first three wheeler for his own use in 1909. He had previously developed the first independent front suspension in the engineering shop of Malvern College. Peter ran the company upon his father's death and was the Director of Morgan Sports Car Company until a few years before his death in 2003. Peter Expanded the sales and maintained many of the company's family traditions.



Other recent Inductees to the British Sports Car Hall of Fame were:

- | | |
|--------------------|--|
| J.S. Inskip | - An American body builder that supplied to Rolls Royce and Aston Martin. |
| Ken Miles | - An American champion racer and engineer who became a key member of Carroll Shelby's Ford Cobra development team. |
| John Cooper | - Co-founder, with his father Charles of the Cooper Car Company. He also designed and built the Mini-Cooper. |
| Joseph Lucas | - Lucas Industries was started back in 1860 and went on to virtually supply the entire British Motor industry with electrical components. |
| Malcolm Sayer | - Visionary Jaguar designer who learned his technique while working as a wartime aircraft engineer. |
| John Haynes | - Creator of the Haynes Manuals. His first was a manual for the Austin-Healey Sprite. His library now includes over 300 car and 130 motorcycle manuals. |
| Sir Jackie Stewart | - "The Flying Scot". A <u>three-time</u> winner of the World Drivers Championship and is considered the founder of the safety movement in Motorsports. |
| Jim Clark | - A two-time winner of the World Drivers Championship and winner of the 1965 Indianapolis 500. |
| Graham Hill | - The only driver to win the Triple crown of Motorsports – Indianapolis 500, 24 Hours of Le Mans and Formula One World Drivers' Championship. He is known as one of the greatest "all around" drivers of his generation. |

Again, many thanks to all who have contributed to this edition for the Morgazette. It looks like we are getting back to some normalcy, so on your next Morgan outing be sure to take photos and write up your experiences. No adventure is too small for us to write about.



Happy
Thanksgiving!

Nominations for Officers & Board Members for 2022

Submitted by Elaine Fisher

The MSCCNC is seeking Volunteer Board members to lead the club in 2022. The Board consists of the following offices: President, Vice President, Secretary, Treasurer, and three Board Members. None of the roles are especially time consuming.



Please let Vice President Elaine Fisher know if you are willing to run for an office, serve as a Board Member, or have questions about the role of each officer. You may also nominate a club member for a particular office, but before doing so, please contact the individual and ask if he or she is willing to serve. If your nominee would like to run for office, please contact Elaine Fisher with the name of the person you are nominating and the office they are running for.

You may reach Elaine at: togetelaine@gmail.com or 510-325-6037.

We will have either a Zoom meeting or an in person meeting in early November to put together a slate of nominees. At the moment, we are planning a short Morgan run on the San Mateo Peninsula on November 6th, with a lunch and meeting at the *Swinging Door British Pub* on 25th Avenue in San Mateo. Confirmation and details will be sent to all members in an email. Please mark your calendar for this important event.

Club activities have been greatly impacted during the past year and a half by the COVID pandemic. However, with more people receiving the Covid vaccine and masking, we hope that 2022 will provide far more opportunities for Morgan Club events.

Please remember that if you are interested in planning an activity, contact Angie Larson at msccnc.activities@gmail.com or (650) 593-6335. She is most anxious to hear from you!



106 East 25th Avenue, San Mateo, CA 94403
(650) 522-9800
<https://theswingindoor.com/>

Ironstone Concours

Article by Larry Ayers with Photos by Susan Morgan

The 25th year of the Ironstone Concours d'Elegance was celebrated on Saturday, September 25th 2021, on the grounds of the Ironstone Winery. The winery is just a couple of stone throws behind the Murphy's Hotel in Murphys, CA. It was a pleasure to be there in very warm weather.

There were 32 classes of vehicles and 350+ exhibits. These included vintage travel trailers, jeeps, tractors and stationary engines, motorcycles, and several Morgans. You might imagine how long it took to hand out the judge's awards with so many classes.

I entered my 1934 Morgan JAP SS in the historic racing vehicle Race Car Class with seven + other examples. Because of social distancing, the engine start-up session was eliminated on this occasion, but should return next year because it is always a crowd-pleasing event.

Morgans on display included a 1966 +4 owned by Tom and Paula McEvilly, John and Jan Grosseto's 1965 3.7L roadster, John and Barbara Burks' 1965 3.7L roadster, and the 1965 +4 SS belonging to Paul Marchant. The Morgans had an ideal parking location near the water where the Amphicar was cruising. Unfortunately, social distancing regulations eliminated the Amphicar rides this year. While I don't have all the final judging results for the Morgans, I know all our Morgan Club members were winners. Perhaps in 2022, more of our members will display their Morgans at this outstanding annual event.

Cheers, safe Morganing, and best wishes for good health and safe keeping.

Photos of Morgans belonging to a few of our members.



2019 +6 Morgan owned by John and Barbara Burks



All aluminum 1965 SS owned by Paul Marchant



1934 3-wheeler owned by Larry Ayres
Formerly owned by George Tollworthy



2019 + 4 owned by John and Jan Grosseto

Morgan's New 3 Wheeler Swaps Bike Power for Tri Power

This article and photos are used with the permission of Hagerty

Having just built its final S&S motorcycle-motored **3-Wheeler**, Morgan has confirmed that its next generation trike will be powered by Ford. Most details of the new model—including its scheduled launch date—are still secret, but Morgan says the next 3-Wheeler will have a three-cylinder, naturally-aspirated Ford engine. Ford makes three triples: a one-liter, a 1.1-liter, and a 1.5-liter with power outputs ranging from 84 hp in the Focus right up to 200 hp in the Fiesta ST. The one-liter and 1.5-liter are turbocharged, however, and Morgan says its version won't be boosted, so that leaves the 86-hp 1.1 as the most likely option. Steve Morris, Morgan chairman and CEO says: "We are thrilled to confirm plans for an all-new three-wheeled Morgan, a model that continues an incredible story dating back to 1909. The outgoing 3-Wheeler was adored by customers and enthusiasts alike, and will inspire this next generation. The upcoming model is an all-new ground-up design and Morgan's team of engineers and designers have considered everything that the company has learnt from the decade of building and selling the previous model. We look forward to sharing more about this exciting new vehicle in due course."

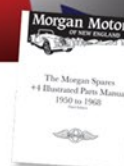
Exhaust: *We won't lie. Tears may have been shed when we heard that the last 3-Wheeler had been produced. The news that a next generation is coming—and that it is powered, at least initially—by internal combustion is exciting indeed. The Ford triple might not look quite as cool as the S&S motor that was hung out ahead of the front axle, but it will likely perform better, and won't singe anyone who gets a little too close, like the old one did.*



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column now available

Dixon Car Show

"The Annual All-British Car Show"

Article by Larry Ayers – Photos by Susan Morgan

The weather cooperated on 19 Sunday 2021 for the Annual All-British Car Show in Dixon. A full field of British cars basked in the sunshine with nary a fleeting cloud to be seen. Six Morgan cars were proudly on display. There was quite a variety: 2 modern 5 Speed trikes and four 4 wheelers. One of the 4 wheelers was converted in England from a 3-wheeler in 1970.

Welcomed visits were experienced between those who hadn't seen each other in months. Blame on the Pandemic for that. This event is normally conducted in May and should return to a May schedule in 2022.

A Parts Swap Meet and raffle with multiple merchandise items rounded out the event. Hopefully all in attendance were vaccinated because very few participants nor spectators wore face masks.

During the afternoon, those dropping by for a chat were primarily Morgan club members. These included: Tim Waller, Wendell Bain, Paul Marchant, Ron Radcliffe, and Rod Miller. I hope I mentioned everyone I saw.



The two "popular vote" classes were for Morgan three wheelers the other for Morgans. The resulting rewards went to:

Three Wheelers

1st Albert Kolvitz, 2013
5 Speed
2nd Ken Cemo, 2016
5 Speed

Morgan Class

1st Larry Ayers, 1929 Morgan/GN
2nd Susan Morgan (Emma), 1968 + 4
Roadster
3rd Bruce Covey, 1998 +8

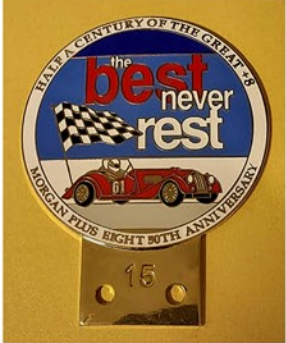
Congratulations to all of our winners and participants. The more Car and our club members who enter a competition, the better the experience. Please see our centerfold for photos from this event.



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All British Car Show Dixon, California



Displaying his Morgan was Ed Pierce, who drove all the way from Reno, in his 1964 +4 SS. His attendance was much appreciated as were all of those who braved the elements to display the Union Jack. I hope next year more of our MSCNC members will participate in this show.

At right is Susan Morgan's 1968 two-tone light yellow and mustard Plus 4 Roadster called "Emma." Susan's car took 2nd place in the Morgan Class Division.



3 trike owners, left to right:
Paul Marchant, Albert Kolvitz,
& Larry Ayers



Left: Fancy air cleaners on Ed Pierce's SS
Below: Two tone Green and Black Morgan +4
in Winners circle.



Above: Trikes owned by
Albert Kolvitz & Ken Cemo
Right: Side view of Al Kolvitz's trike

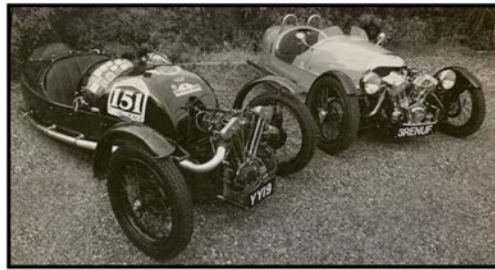


Morgans for a Lifetime

A Book by Larry Ayers

A Review by Fred Thompson

Over 50 photos of Morgans and 130 pages of Morgan Motoring, for a Morgan owner, what could be more exciting. That's Larry Ayers' latest book – Morgans for a Lifetime. Over a 50-year period Larry has owned more than 20 three-wheelers and a variety of 4-wheelers. The book is filled with clever poetry and prose depicting not only Larry's historical passion for the cars, but a variety of stories representing the keen enthusiasm these cars seem to generate. The book is organized into seven specific sections: History, Searching, Restoring, Collecting, Racing, Adventure and Traveling. It is a light, entertaining read for all who hold the same unyielding infatuation for this unique automobile. With Larry's permission we have reprinted "A True Morgan is a Three-Wheeler." Just a sample of what of what to expect in reading Morgans for a Lifetime.



A TRUE MORGAN IS A THREE-WHEELER

This poem from Larry's book is reprint with permission of the author.

Two or three chains attached to a frame
And then three wheels that do the same
A steering wheel with three small levers
Provides controls if you're a believer
Please don't believe it's really a treat
That driving a Morgan is no easy feat
If you put your foot down for the gas
You'll find that effort has already passed
The steering wheel levers are what you need
To make the trike go at your favorite speed
You'll want some practice in making it shift
If you get it wrong, a wheel you might lift
Two chains or three, there's always a clatter
But driving for you it's really no matter
The vintage trikes are great fun to drive
If you don't weaken, you'll likely survive
But now there's a new one, a five-speeder
A twenty-first century real achiever
If you've driven one, you may agree
It goes very fast, and sets you free
Escape from daily life really suits me
To celebrate in style with crumpets and tea
It's really quite easy for me to explain
Your wallet will now give you some pain
But in the long run I think you'll agree
Burying a Morgan is well worth the fee.

New Morgan Plus Six 2021 Review



by: Steve Sutcliffe - Dated: 13 Aug 2021

Reprinted with permission of Hagerty

With a turbocharged BMW engine under the bonnet, is the Morgan Plus Six a real alternative to the sports car norm?

Verdict

On the surface Morgan's 2022 model year Plus Six doesn't look much different, but a range of subtle upgrades have collectively made a big difference to it overall. So although it remains expensive at £85k, it still feels every inch like a true Morgan but one with a better hood, a more comfortable cabin, sharper than ever dynamics and a rousing soundtrack to match. We love it, and so do its increasing band of customers. Usability, refinement and enhanced driving enjoyment. These are the elements that define the new £84,995, 166mph, 335bhp Plus Six according to its creators, and after 112 years in business they should know their customers better than most.

In this case that means a comprehensively redesigned roof - one that doesn't just look neater and fit better, but which is also far simpler to use than before, which will be a welcome discovery to anyone who's wrestled to get the old hood up in a hurry when it started to rain.

Host of Updates for Morgan Plus 4 and Plus 6

It also brings a much needed pair of new seats in place of the previous bench-style seats; and these, perhaps more than any other aspect, define the new Plus Six as a more serious driving machine.

There is still antiquation on offer aplenty, even with a potent and distinctly modern 3.0-litre BMW straight six turbo engine and eight-speed automatic gearbox nestling beneath that imitably long bonnet. But together with an optional new sports exhaust system and subtler additions such as a lockable new luggage compartment in the rear and, heaven forbid, new USB ports and Bluetooth connectivity for your

phone, Morgan has guided the Plus Six – and its smaller four-cylinder brother, the Plus Four, which we'll write about in weeks to come – towards the 2022 model year, without going over the top.

As a result, the “new, improved” Plus Six feels subtly modern and practical in its approach but still charmingly old-school in its fundamental personality. That's not an easy balance to strike given the amount of technology that Morgan could so readily have unleashed upon the car. But this will come later, they say, because Morgan has every intention of being around for another 112 years and is already working hard on EV models for 2030 and beyond.

Morgan's four-wheeled Plus Four and Plus Six models now benefit from more creature comforts, including a USB port and extra cabin lighting, along with styling tweaks



By: Luke Wilkinson - Dated: 27 May 2021

Morgan has updated the Plus Four and Plus Six for the 2022 Model Year change, adding a host of styling and technology upgrades based on customer feedback. The updates will be introduced immediately on all new orders placed from 27 May 2021.

Prices start from £64,995 for the Plus Four and £84,995 for the Plus Six, which is an increase of £2,000 for the former and £3,000 for the latter over previous models.

Morgan's biggest change is an all-new hood, which the company says has been designed to “improve usability, weather protection and refinement.” It features a new frame which does away with the rail fasteners required on the old model and better sealing to reduce wind noise at higher speeds.

Up front, there's a new grille and badge arrangement, which marks the first time the iconic Morgan wings have been updated in more than a decade. It was penned in house and is paired with new lower intake mesh that can now be specified in black.

Buyers can now specify a new active sports exhaust system, too. It has an adjustable valve which opens when the car is in Sport mode to make the exhaust note a little more raspy. It's also available with either silver or black tailpipes. The upgrade costs an extra £2,095 for the silver system and £2,495 for the black option. There's a whole host of updates for the cabin, designed to make the Plus Four and Plus Six easier to live with. Buyers now get some extra LED interior lighting, a new lockable storage bin in the boot and USB charging ports, which allow the driver's smartphone to be connected to the infotainment system for navigation and media.

The seats are also brand-new, and Morgan says they both improve comfort and hold the driver more securely during spirited driving. They come in two forms: a Comfort model for the Plus Four and a Comfort Plus variant for the Plus Six, which adds a more forgiving seat base and pneumatic adjustment for the thigh and side bolsters. Morgan Plus Four buyers can also specify the Comfort Plus seats as a £990 optional extra.

Morgan's final update is a new concierge function, which keeps the headlights illuminated for 30 seconds after the key has been removed from the ignition barrel.

Morgan's updates don't extend to either car's mechanicals. The Plus Four uses the same BMW-sourced 2.0-litre turbocharged four-cylinder petrol unit, which develops 255bhp and 400Nm of torque. Power goes to the rear wheels through a six-speed manual gearbox as standard, although an eight-speed automatic is available for an extra £2,500.

The Plus Six is powered by a twin-turbocharged 3.0-litre straight-six, also sourced from BMW, which produces 335bhp and 500Nm of torque. It's only available with an eight-speed automatic gearbox and boasts a 0-62mph time of 4.2 seconds and a top speed of 165 mph.

Note: To this date, these new models have not been imported into the U.S.



New Morgan Plus 6



View of the Plus 6 from the boot



Interior of new Morgan offers more modern technological features



New Plus 4 in foreground with Plus 6 in rear

CSRG Charity Challenge October 1-3, 2021

Sears Point Raceway

Story by Grant Larson

If you missed this great event, be sure to go next year. Three Morgans and their talented, and very competitive drivers put on a great show for all. Tom Morgan in his maroon 4/4 & Greg Powell in his blue +4 Morgan were in group 1- Sport & GT cars that raced prior to 1963. John Buddenbaum in his green 4/4 was in group 2- small displacement production cars that raced prior to 1972. Both of these races had heavy competition. Group 1 had 27 competing cars while Group 2 had 50 competing cars.

Unfortunately, I could only be at the raceway on Sunday. I understand that all three cars were running at the front of the pack on Friday and Saturday. Tom had a great day on Saturday until his last race of the day when his differential came apart. Brokenhearted, he and his wife Bev loaded up and went home on Sunday Morning. By the way, Bev has the beautiful voice you can hear when the National Anthem sung.

When I arrived on Sunday, I was astounded to see the paddock filled with 50's and 60's production race cars. On Sunday morning a warmup session ran for each of the 9 groups. You are bound to find a group of cars you covet. The variety was extensive...pure eye candy.

The remaining Morgans driven by Greg Powell (our past president) and John Buddenbaum, had superior Lap Times and were placed near the front of their pack. They are amazing drivers and had prepared their Morgans beautifully. All though neither won their race, they provided a lot of excitement and ended up placing in the top three! This is saying a lot because they raced against tremendous odds.

John B created a little extra excitement as he crossed under the checkered flag. Similar to James Bond, as John passed the finish line, he blew a rubber gasket on his oil filter spreading five gallons of hot oil on the track behind him. (A classic James Bond move!) The small group of cars racing behind him did a 360° degree spin as they passed the finish line. Luckily, nobody crashed or was hurt, and no cars were visibly damaged. What a spectacle! Beautiful cars were dancing in unison, spinning and sliding ... as the saying goes, "you should have been there"!

Thanks to Greg and Lynn Powell for inviting me and a big Congratulation to Greg and John!

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Orinda Car Show

Article and photos by Bruce Campbell

In the picture below, the green 1967 Drophead Super Sport Morgan belongs to Bruce Campbell. He was the original owner of the car. He purchased it from the Malvern factory in 1967 and added the Super Sport package for a whopping \$600! He did sell the car to John Hardgrove, but bought it back two years ago.

The two Morgans in this photo may be 52 years apart, but they display a definite commonality. The green Morgan is a 1967 +4 Drophead Coupe, and the red Morgan is a 2019 +4.



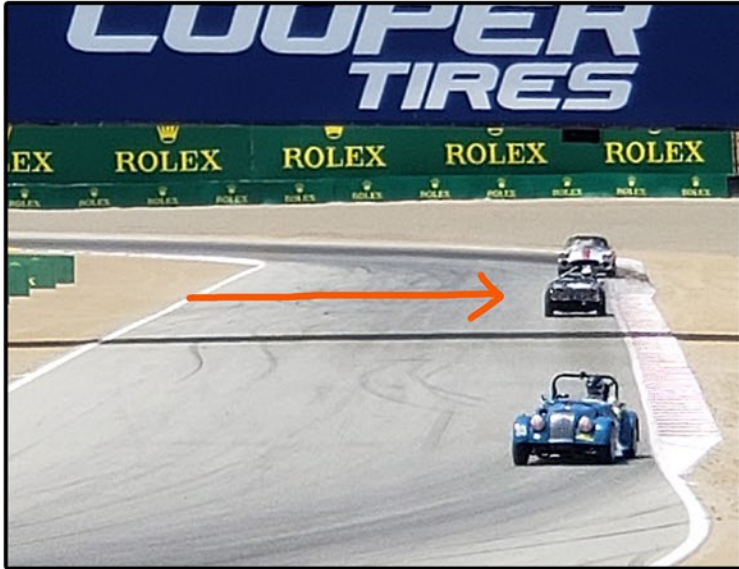
50 + years does not seem to make a visual difference in a Morgan. However, tradition definitely contributes to the popularity of this fine British Sports car.



Monterey Historics

By Patrick Mannion

The Monterey Historic's and Car Week was well attended by Northern and Southern Morgan car club members. Greg Powell had a brilliant drive Sunday afternoon taking second place from a Porsche in the very last turn of the race. There was a large field of cars represented and Greg's Morgan narrowly beat that Porsche across the finish line.



Lynn and Greg Powell, Lynn, John and Derek Wilburn, Dennis Glavis, Loren Steck, Karen and Dale Barry, Paul Marchant, Jim Smith, Greg Solow and Michael Hattem were among the many Morgan club members and owners at the Laguna Seca races. The race entrants for the weekend at Laguna Seca included: a Lotus 11 owned by Morgan owners Stewart and Susan Smith from Santa Cruz, an E-Type Jaguar owned by Cove Britton from Santa Cruz and a Triumph powered Peerless owned by John Wilburn. Hopefully 2022 sees more Morgans on the track and Morgan supporters in the stands. Stay safe!

The picture below shows Derek Wilburn sound asleep in the "Peerless". He had burned the midnight oil helping John Wilburn repair serious engine damage suffered in practice on Friday. After much work and a quick trip home to pick up a new cylinder head, John was able to get back on track and race on Saturday.



New Morgan Plus Four 2021 Review

This article and photos have been reprinted with permission.

The Morgan Plus Four has been updated for 2021, but is it now better than ever?



by: [Steve Sutcliffe](#) - 17 Aug 2021

Verdict

The Plus Four is often forced to play second fiddle to the rest of Morgan's brawnier range, but for the 2022 model year it benefits from all the same additions that have improved the pricier Plus Six but brings with it a personality all of its own. If anything, it's the sweeter of two dynamically because it weighs less and feels sharper as a result. Either way, it's another great British sports car from Morgan, albeit at a price.

On paper, the **Morgan Plus Four** is hard to justify, easy to pick holes in. It does, after all, cost the same as a **Porsche Cayman GTS**, yet is powered by a humble four-cylinder turbocharged engine that's more commonly found beneath the bonnet of a MINI John Cooper Works (albeit with a little more power in this application).

It also lacks the visual muscle of the wider, lower, meaner-looking **Plus Six**, and in the flesh appears very much like a sports car from a bygone era. Not one that's just been fettled inside and out to compete in the 2022 model year and beyond.

But appearances can be deceptive, and in the Plus Four's case they hide a raft of unexpected secrets. For while the Plus Four benefits from all the same changes that have been applied to the Plus Six recently – a much better hood that looks neater and fits better; a hugely improved pair of seats; plus, a range of upgrades inside (such as the fitment of USB ports) that help guide the cabin in the direction of the 21st century – on the move it's a surprisingly different car compared with its bigger, more expensive but only slightly big brother. In many ways it's the more satisfying of the two to drive.

How so? Because although it doesn't have the raw potency of the straight six turbo-engine Plus Six in a straight line, the Four is not far off 100 kilograms lighter than the Six and in corners, under brakes, or even under initial acceleration, this makes it feel perkier and more responsive than the Six. Its steering character has also changed, again because there's less weight over the front axle and less inertia to manage generally.

Put simply, the Plus Four feels lighter on its feet than the Six and is more agile, everywhere. And remember; the Plus Six is a pretty tidy sports car in the first place - even if both Morgans lack the ultimate dynamic clarity of something like a Porsche Boxster or Cayman on the road. To be fair, though, they are entirely different cars, ones that aren't aimed at the same audience and have very different values as a result.

Of the two, it's the Plus Four that gets closest to replicating the sharpness and purity of response you get from a Boxster. It really does feel quantifiably more incisive than the Plus Six, and that's not just down to the fact it's available with a crisp six-speed manual gearbox whereas the Plus Six is automatic only. The brakes also feel more



New Morgan Plus 4

New Morgan Plus Four 2021 review - continued

precise and there's less squat under acceleration, and less dive under brakes, too.

The way it turns into corners is also quite different, with more bite from the front end and that reduced inertia tightening up faster direction changes. Most surprising of all, though, the Plus Four also goes extremely well in a straight line. No, it doesn't have the same savage torque as the Plus Six, nor does it make anything like as nice as noise as its big brother, the Mini engine sounding increasingly functional rather than delightful if revved hard. But boy does it go well, especially if you can persuade yourself to ignore the not-very-pleasant machinations of the four-cylinder engine over its final 2000 rpm and focus, instead, on the pure performance.

On paper Morgan claims 0-62mph in 5.2 sec and 149 mph all up, but on the move, winding its way across a typical UK B-road, it feels quicker than that somehow. To a point where there really isn't much between the Four and Six in terms of raw cross-country speed.

True, neither of them would see which way a Boxster GTS had gone over the same road, same conditions, with the same driver at the wheel, but that is absolutely not the point. Fact is, the Plus Four is more than quick enough to keep you interested when traffic conditions permit – very interested – yet it has all the more traditional Morgan charms to fall back upon when they don't. Which is most of the time in the UK, let's be fair.

So even though it costs the same as one of Porsche's very best cars, the Plus Four deserves its place on our roads. More so nowadays, perhaps, than at any time during the last 112 years.



Rear of new Morgan Plus 4



Engine compartment of +4



Interior of New Plus 4



2017 Morgan THREE WHEELER Willow Green, Honey Tan Leather // **6,700 MILES**

2013 Morgan THREE WHEELER SUPERDRY EDITION Matte silver, Leather and graphics package // **2,700 MILES**

2012 Morgan THREE WHEELER Black, Red Leather // **7,200 MILES**

2012 Morgan THREE WHEELER Pearlescent White Metallic, Romeo Red Leather // **1,345 MILES**

1934 Morgan MX4 SUPER Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // **BEST OF CLASS IN HUNTINGTON BEACH CONCOURS 2019**

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

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

ROADSTERS

NEW 2022 Morgan Plus Six the new era of performance and refinement // **ORDER YOUR EXAMPLE**

NEW 2019 Morgan Plus 4 BMW Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

700 miles 2019 Morgan 3.7 V6 ROADSTER Champagne Metallic, Sky Blue Yarwood leather // **MINT!**

2003 Morgan Plus 8 Royal Ivory, Mulberry Leather // **ANNIVERSARY EDITION - 18K MILES!**

2003 Morgan Plus 8 Ivory exterior, Black Yarwood Leather // **ANNIVERSARY EDITION - 10.8K MILES!**

2002 Morgan Plus 8 British Racing Green, Tan leather // **BEAUTIFUL EXAMPLE!**



1995 Morgan Plus 8 Plus LS1 Corvette V8 powered, 6 speed // **ULTRA RARE BILL FINK/ISIS IMPORTS CONCEPTS AND BUILDS**

1984 Morgan Plus 8 Isis TURBO CONVERSION Special Corsa Red/Cinnamon leather // **PROPANE-POWERED**

1963 Morgan Plus 4 SUPERSPORT, Dark Blue, Black leather, Black 72 spoke wire wheels // **BEST ORIGINAL RACING RECORD IN EUROPEAN HISTORY OTHER THAN TOK258; SIMILARLY UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!**

1963 Morgan Plus 4 SUPERSPORT, British Racing Green, Black leather // **HUGE PRICE REDUCTION- OPPORTUNITY OF A LIFETIME!!**

1949 Morgan Four/ FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // **HUGE PRICE REDUCTION- WHAT AN OPPORTUNITY!**

OTHER MARQUES

NEW 2021 Allard J2X MkIII Coming soon!

1965 Sunbeam TIGER Mk1A Race Rally Prepped!

1962 FIAT O.S.C.A. 1500S CABRIOLET by PININFARINA. Perfection!

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1950 Jaguar MK V DROPHEAD COUPE LHD, Freshly rebuilt



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