

April • May 2008



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.

April / May 2008

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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 21 (for April/May)

May 23 (for June/July 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**

Curt Chisholm & Annette Mason
6475 W. Inscription Canyon Drive
Prescott, AZ 86305
email: cut.chisholm@att.net
1964 blue +4, 1994 red +8

Member change of address:

Edward Abramson
141 Embarcadero West, #4120 Oakland, CA. 94607
New email: edabramson.phd@gmail.com.

Re-Uppers:

Dave & Cherie Sneary 11 Castle Crest Rd. Alamo, CA	Michael Jhon & Arlin Robins 513 Lexington Avenue, El Cerrito CA 94530
Jon Callas & Tamzen Cannoy 1781 Wema Way, San Jose, CA 95124	mjohn@pacbell.net 1961 charcoal/silver +4
2002 black/garnet +8	

The Morgazette Online

<http://morgancars.us/msccnc.html>



A Message From Our President

It was great seeing so many of you with a record turnout of 22 Morgans for Oyster Run XIV. I think the great weather probably contributed in part to that. What fun being with good friends and exercising our Morgans. Now it's time to seriously plan for Mog West in July. If you haven't made reservations in Cambria, don't put it off, as the date will be here before we realize it. This year promises to be every bit as much fun as we've had in the past, and be sure to hone your dart talents between now and then.

The Wine Country Car Club is going great and the March 15 St. Patrick's Day Tour hosted by our club member, Wendell Bain, had a turnout of 10 Morgans. This was excellent considering the event was not a Morgan Club outing. It's really neat to bring out one's Morgan to other events aside from those sponsored by the MSCC NC. One could even make a habit of doing this.

There is some late-breaking news regarding the 2009 Morgan Centenary. I'm happy to pass the word along that Morgan will be the featured marque at the June 2009 Wine Country Classic hosted by General Racing. Perhaps this will generate some incentive to those of you who haven't raced your Morgan for a while. Bring it out of retirement and give it some track time. Who knows, an additional trike or so may even join the track adventure. Now is the time to begin thinking about this June 2009 event.

With Donna and I off the land of OZ & NZ the end of March, we'll miss you on the Hamilton's April event, so have a safe drive and some great weather. Hopefully, during our trip, we will meet up with some of the Morgan Owner Club or Australia (MOCA) and the New Zealand Morgan Club members and have a story or so to report upon our return.

Larry Threewayers



Editor's Note: Calendar Info & Flyers

Fellow Mogs, we try to make the Calendar as accurate as possible every issue. Scheduling and events are always subject to change and revision and so Kathy, Donna and yours truly have adopted some groundrules to keep the calendar and flyers as accurate and informative as possible:

1) The Calendar in the Morgazette is "The Master Calendar" for all MSCCNC events as published every two months. The deadline for posting events in the calendar is the 15th of the month before the next issue, for ex., the deadline for the June-July issue will be May 15th, the Aug-Sept issue July 15 and so on. There will be no such thing as a "Revised Calendar" flyer as you saw in last issue, which caused too much confusion.

2) Send Calendar postings to Kathy Tollworthy, Activities Chair, trikenut@comcast.net. Also, you can send them to me, lismoregordon@sbcglobal.net. Or just telephone us, we will be happy to jot it down for the calendar. Kathy and I coordinate closely on the Calendar, especially as the publication deadline approaches, that is why we need your event posting by the **15th** of the month preceding the issue. It is not necessary to send us a flyer, BUT (read on).

3) Most important, it is the responsibility of the event planner or run organizer to send us a message if there are any revisions or changes to the current Calendar. Don't worry about copies and mailing, that is what we do, just get us the most up to date info you have for your event. If we get an event flyer by the 15th, it will go in the Morgazette as a flyer. If received later than that, the flyer (or flyers) will be separately mailed. Whatever you say in your flyer will be THE FINAL WORD – it will supersede the Calendar if there is a discrepancy.

4) The Calendar will always have the wording: "For more up to minute info, see flyer" if we know a flyer is coming at a later time.

We hope this procedure for the timely posting of events in both the Calendar and Flyers will best serve members of the Club.

Thanks, the Editor.

ALL MORGANS ARE HEADING FOR:



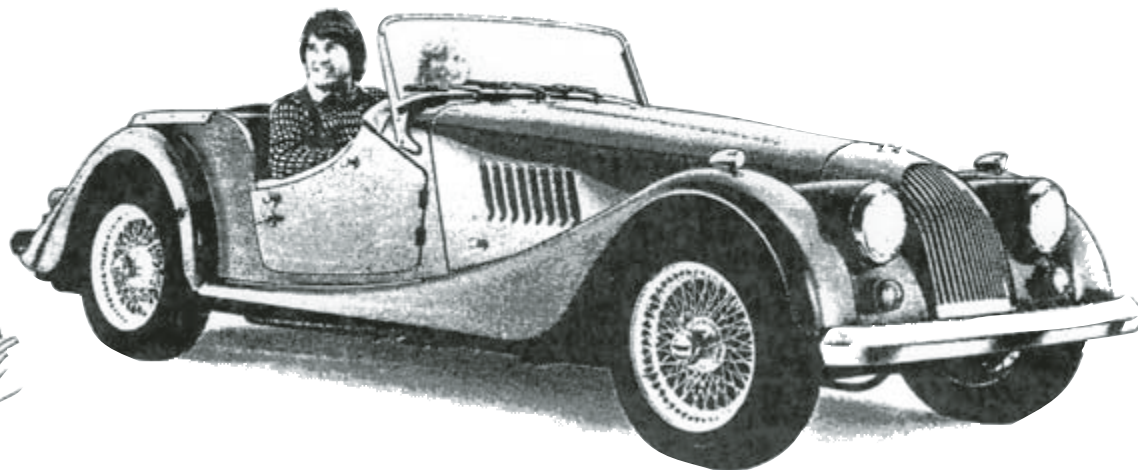
"THE GLEN"

SEPT. 10-13, 2009

MARK YOUR CALENDAR!!

FEATURING: Morgans as the Festival Marque
Finger Lakes Winery Tour; The BIGGEST

vintage sports car race event in the USA at the
world famous road racing circuit; AND a driving
tour of the track.



ALSO

special Morgan get together • participation in the race re-inactment
activities over the original 1948 road circuit • wine tasting • live music •
fireworks – all part of the Watkins Glen Grand Prix Festival.

JOIN US!!!!

Morgans coordinated by:
Western New York
Morgan Owners Group

Indicate interest by contacting:
Dick Powers
email: mgahmogca@rpa.net



* MSCCNC Club Sponsored Event

Other events are listed for information only

Please let Kathy Tollworthy (Activities Chair) know if you would like to host an event so it can be listed on the Calendar and flyers can be coordinated. (925) 462-6378 or E-mail: trikenut@comcast.net

Check all dates! There are lots of changes.

APRIL

***5th SATURDAY • Hamiltons' Run.** Flyer mailed in March. Joyce & Doug e-mail: jjhtromba@sbcglobal.net Phone: 650-321-9846. See Flyer this issue.

MAY

2nd-4th FRI-SUN • VARA Racing: Buttonwillow Extravaganza

3rd SAT • Legends of Motorcycle, Half Moon Bay.

18th SUN • All British Car Meet. Yolo Co. Fairgrounds WOODLANDS (Used to be in Dixon)

18th SUN • Friendship Day, Canada College. Redwood City

***15th THURSDAY • Mid-Week Follow Me Tour.** Bob Murray (415)924-1280.

30th-June 1st • Wine Co. Classic HMSA Infineon Raceway.

JUNE

***18th-25th. WEDNESDAY-WEDNESDAY • OreMog.** A 6 to 7 day run to rendezvous with MOGNW in Newport, OR, then loop to Bend, OR, return south via the Siskiyou and California Coast. Flyer will be mailed in April.

***29th. SUNDAY • Brunch/Brigadoon.** Jim Taylor/Ellen Jo Barron. e-mail:jimtay3@pacbell.net. (650)559-9778

JULY

***18th-20th FRIDAY-SUNDAY • MOG WEST.**

To book rooms, call: (800)966-6490 ask Reservations for "Bookings for Morgan Car Club." Linda Cannon/Kathy Tollworthy, co-chairs.

AUGUST

***15th FRIDAY • Steck's on the Lawn.**

15-17th FRIDAY-SUNDAY • Monterey Historic Races

SEPTEMBER

26-27th • Ironstone Concourse. Murphy's CA.

***26th- 28th FRIDAY-SUNDAY • Flog Mog.**

John Burks/Barclay Shaw

OCTOBER

***17th-19th FRIDAY-SUNDAY • Octoberfest.**

Audrey & David Haines

NOVEMBER

***1st SATURDAY • Turkey Trot.** Bob Schmidt

DECEMBER

6th SATURDAY • Southern Christmas Dinner

***13th SATURDAY • MSCCNC Christmas Dinner**

Kathy Tollworthy.

***26th FRIDAY • BOXING DAY RUN** Wendell Bain

***27th SATURDAY • BARRON ROCHE/JAN BARTON RUN** Jerry Gurley

SAVE THESE DATES:

SEPTEMBER 2009 • 100TH ANNIVERSARY CELEBRATION @ WATKINS GLEN. www.racingarchives.org. or Richard Powers @ mgahmogen@rpa.net.

JULY 24th- AUGUST 2nd 2009 • **MORGAN CENTENARY CELEBRATION** Malvern & Cheltenham. Web: <http://www.morgan-centenary.co.uk/>

Possible additional events:

Elaine Fisher:Morgan Noggins, Board Meetings Infineon Track tour, Wendell Bain. CSRG.

The Shipping News

by Lorne Goldman

[Like most of you who are thinking of going to the MMC Centennial in '09, I am beginning to think vaguely of WHAT DO I DO TO PREPARE? Maggi and I want to take "lismore" over. Oh boy, what are we in for? Here are some notes from Lorne Goldman of eMog, frequent tourer and shipper of his Morgan to here and there. This won't answer specific questions, but Lorne's notes get you thinking, like, I better google US and UK Customs and see what I need in the way of papers for the car, carnets, original sales documents, declarations of intent to return the car to California, etc.

By the way, dear readers, there are many among you who are very knowledgeable in shipping, booking and traveling matters, so please share your wisdom for '09 and the MMC Centennial, greatly appreciated. Meanwhile, I will endeavor to collect and publish as much information as I can. bw, your editor. PS, Lorne says these cost estimates are just that, very subject to fuel and shipping costs as the time draws near, and he is quoting East Coast prices.]

There are five important items to address in shipping a car abroad:

1. The method of shipping back and forth.
2. Insuring the car during the shipping.
3. Insuring the car during your stay.
4. Customs clearance each way.
5. the shipping route and destinations

The method of shipping back and forth.

You have 3 choices on this one.

a. RORO or "roll on roll off". These are specialty boats with facilities for cars. They leave from ports with the equipment to handle that. On the East coast of NA the ones I know are Halifax, Boston, Baltimore (most boats) Chesapeake (least boats), Miami and New Orleans.

It is the cheapest method of shipping from a point of view of shipping costs and "stuffing and destuffing". Figure 1100 US one way. Add 200 for custom brokers unless you greet and clear the car yourself....which takes patience but no expertise. However, RORO is also the most dangerous way of shipping a collector car..though this can be mitigated by the routing. The danger comes in two ways. The car is considerably less protected and some ports are famous for vandalism. The latter is less of a factor from NA to Europe/UK.

That being said, shipping insurance one-way is normally a percentage of the value of the vehicle..1.5 to 2.5%

b. Container shipping is much more expensive if it is a single car but cheaper if it is more cars per container. A 40 ft container can take three Morgans (or even 6 if you make a second "floor" and remove the windscreens). A container from the East coast will be about 3000 USD one way. [Probably half again as much from the Left Coast, ed.]

Container insurance is MUCH less expensive. Frankly, a limited policy for theft is fine..IF the container is properly packed. Container packing for a Morgan absolutely requires "caddies" made to cradle the cars. The Morgan Motor Company will be happy to post plans here if you wish. Without a caddy, great damage is very possible.

c. Air shipping a car is FAST! However, the car goes on a cargo craft and is uninsurable. Cost ranges from 4000-11,000 one way. There are only 2-3 companies that have the license to do it...but Air Canada, KLM, BA are some. These flights only leave from 2-3 cities.

Insurance when there

Insuring your car for UK/Europe travel is not easy. Your NA present insurance ends at the dock and your company is not interested in helping..(try them though). In Europe/UK there are not many companies interested in insuring a foreign car at an evaluation much higher than it is in the UK, for a very short period with relatively high mileage for a non-repeating customer at a reasonable price. Frankly, most won't insure you at all. It can be done at a very high price or for a large group. When the "owners-taking-their-car-to-the-Centenary (OTTCC) group becomes more defined, I have made arrangements in England to get a group quote for everyone with my UK insurers. If you'd like, we can ask the MMC to get involved.

Customs

You either get agents to clear the car or clear it yourself. HOWEVER, someone has to be there, on each end, when it arrives.

Route

Whether by air, container or by RORO, the car only rarely goes direct, either way. Think on that. For example, a route of a certain company's boat can be Baltimore, Rotterdam, Calais, Thamesport and then onto Baltimore again or even Capetown. Where you pick up the car either direction will be a big factor to your trip and the price.

Berkeley Castle
(see story
next page)



Morgan Centenary News

March Update

Dear Friends

In our last bulletin we outlined the plans for the Prescott weekend on Saturday 25th and Sunday 26th July 2009. In order to keep you entertained from then until the start of the Morgan Centenary Festival at Cheltenham the following weekend there will be a varied mix of events and activities for you to choose from.

Berkeley Castle Monday 27th July 2009

Berkeley Castle is an ancient fortress home in Gloucestershire where the Berkeley family have lived since their ancestor, Robert Fitzharding, completed the Keep in 1153.

Berkeley Castle is one of the most remarkable buildings in Britain and possibly the most outstanding example of mediaeval domestic architecture in the country. Where other Castles were romanticised or "modernised" by the Georgians or the Victorians, Berkeley quietly survived as what it is: a Norman fortress with an enclosing curtain wall, built and enlarged through the mediaeval period and beyond into a secure, comfortable, substantial home.

The castle unlike most of the others in the UK is still completely owned by the Berkeley family and Mr Charles Berkeley has kindly agreed to take us on a personal tour of this, his family home.

The Castle is not open to the general public on a Monday so we are delighted that Mr Berkeley agreed to host a private visit.

There will be 2 tours available during the day and with numbers restricted to a MAXIMUM of 25 people on each tour we have structured the day as follows.

All 50 of us will meet for morning coffee in the Castle. The first group of 25 will then go on the tour with Mr Charles Berkeley and the other group will walk to the Jenner Museum, which is just 5 minutes away.

We all come together again at 12.30pm in the Great Hall where the walls are hung with a fine series of Oudenarde tapestries illustrating the History of Queen Ester and the stained glass in the windows depicts the various alliances of the family. Our buffet lunch will be served in these magnificent surroundings. Afterwards we will change over and those who went on the morning tour will walk to the nearby Jenner Museum and the rest will join Mr Berkeley for the afternoon tour of the Castle.

Jenner Museum

So what is the Jenner Museum all about I hear you ask?

Edward Jenner is remembered today as the pioneer of the smallpox vaccination and the father of immunology. Smallpox was the most feared and greatest killer of Jenner's

time. In today's terms it was as deadly as cancer or heart disease. It killed 10% of the population, rising to 20% in towns and cities where infection spread easily. Among children, it accounted for one-in-three of all deaths. Jenner called it the Speckled Monster.

From the early days of his career Edward Jenner had been intrigued by country-lore, which said that people who caught cowpox from their cows could not catch smallpox. His investigations and experiments lead to the development of immunisation.

The museum is located in his home in Berkeley Village.

General Visits

The Jenner Museum is open every day of the week but Berkeley Castle is closed on Mondays. If you do not join us for our private day you are free to visit during their normal opening periods.

Scenic Tours

For all those who pre-book this tour we will be providing a book of scenic routes based around the Malvern and Cheltenham area to help you explore further.

Other Key Dates...

- Friday 24th July 2009 - Welcome drinks at the Abbey Hotel, Malvern.
- Saturday 25th & Sunday 26th July 2009 - Garden Party at Prescott Hill Climb.
- Monday 27th July 2009 - Private visit & guided tour of Berkeley Castle, Gloucestershire.
- Tuesday 28th July 2009 - Scenic drive to Beaulieu Motor Museum, Hampshire.
- Wednesday 29th July 2009 - Steam Train Ride, Worcestershire.
- Thursday 30th July 2009 - Track Day at Castle Combe Race Circuit, Wiltshire.
- Friday 31st July 2009 - Welcome Reception at the Pittville Pump Rooms, Cheltenham.
- Saturday 1st & Sunday 2nd August 2009 - Morgan Centenary Festival at Cheltenham Race Course.

More information on these events will follow in later bulletins.

Malcolm S Lamb

Director, Morgan Centenary Celebrations Ltd
malcolm@morgan-centenary.co.uk

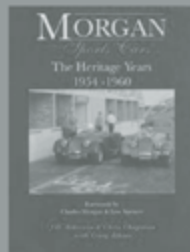
Websites for more information on the places mentioned in this bulletin

www.morgan-centenary.co.uk

www.berkeley-castle.com

www.jennermuseum.com

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'05 AERO 8 Rolls Royce Garnet/Tobacco leather w/dark cream piping, 1,507 one owner miles; Burgandy mohair top; burgandy carpets bound in tobacco leather; stereo Cd; stainless steel rear mesh trim; Factory side exhaust; stainless steel badge bar w/Aero Squadron badge, all Factory updates, as brand new!

'05 ROADSTER Butternut Yellow exterior w/Cafe Au Lait milk chocolate leather w/cream piping; tan weather equipment in mohair; chocolate mohair top cover; stainless steel luggage rack, fog lights; stereo CD; every conceivable Factory option; 1,300 miles. As new-stunning color combination of this, the rarest, hardest to get last of the traditional US Morgans.

'03 +8 35th Anniversary Edition Buggatti Blue, RPI Performance chip, 11k miles, Factory Air conditioning, carbon fibre radical induction plenum trumpets, Magnycur spark plug wires, 16" center lock wheels, plus stereo CD, Lucas fog lamps, special order black leather piped in pale blue.

'03 +8 35th Anniversary Edition Mocha/Chocolate 1309 local one owner miles, as new condition with every conceivable Factory option plus stereo CD, double eared knock offs, Stainless wire wheels, stereo CD, stainless luggage grid, two tone paint, chocolate leather piped in red, all mohair weather equipment in chocolate, piped in red, fresh oil and fluid service.

'03 +8 35th Anniversary Edition, Vin# R13153, 6650 miles, Red exterior, Tan leather with Red inserts and piping, Factory lightweight alloy wheels, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan Mohair Side Curtain Bag, Car Cover. The most collectible Plus 8s and definitely moving up in value with no similar model for the US from the MMC

'02 +8 Polaris Silver exterior/Medium Blue leather piped in light grey; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless steel wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless steel mesh grill, Morgan logo inscribed double eared knock offs, Stainless badge bar with MSCC of No.Cal. 50th Anniv badge; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build record; stainless steel luggage rack.

'02 +8 BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

'64 +4 Raspberry, Brown Leather, Alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

'63 +4 FOUR SEATER Battleship grey/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k miles! >\$10k Factory Authorized Morgan dealer upgrades: R. Koni shock conversion, tune, new tank, gauges repaired, rebuilt front end...

'63 +4 FOUR SEATER ROADSTER, Regency Red exterior with black leather seats piped in red; Black Rexine top, tonneau, piped in red; 72 spoke chrome wire wheels; black bonnet strap; complete restoration by Factory Authorized Morgan agent approx. 7 years ago/3,500 miles ago; \$24,000 just spent on detailing within the last six months/100 miles to make this perhaps the nicest Four Seater roadster available anywhere.

'60 +4 ROADSTER, one local owner for it's first 44 years! Recent Regency Red complete paint/ tan leather interior, new tan weather equipment, new Gemmer steering box, new front brake rotors, wheel cylinders, brake pads, rear shoes, full front end suspension rebuild, major tune up // Arriving Soon

'58 +4 BRG/Black, correct disc wheel with chrome trim embellishers, badge bar with Club badges, bonnet strap New: soft top, water pump, radiator, front end rebuild, generator, tires, tachometer, LHD, S. Cal. car.

other marques

'65 MGB GT Motor blueprinted 15" chrome wire wheels

'59 TRIUMPH TR3A Black, The most spectacular TR3 ever!



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Managing Director

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Morgan

WEST

Authorized Morgan Motor Car Dealer



By: Larry Ayers & Donna Dell'Ario

The Morgan Sports Car Club of Northern California sponsored the first 2008 club driving event of the year on 16 February under bright sunny skies. Oyster Run XIV was hosted by Larry Ayers and Donna Dell'Ario. Participants arrived from all over the SF Bay Area: 22 Morgans and 4 tin tops ready for a day of driving the hills and valleys of Marin County, enjoying oysters and seafood for lunch, and finally stopping for awards and refreshments. And there was a game theme of course, as is par for this event.

Cars began arriving around 9:15 at Denny's in Corte Madera for registration. Route sheets were dispersed, the numbers game was introduced, and the first playing card (blue) was distributed. Many enjoyed the home-made banana nut bread baked by the hosts. With a planned departure of 10 AM, Larry sounded the bugle, calling everyone to a driver's meeting. Guests and club members were made welcome. The two Morgan car dealers on the West Coast were present: Bill Fink of ISIS; and visiting from Morgan West of Southern



Line up in Nicasio



Lynn Gurley, Steve Roake



Pamela, Dennis, Larry

Cruising For Oysters



On the road again



At Tony's in Marshall



Bob, Dennis, Doug, Angie

CA, Dennis Glavis, wife Pamela, and daughter Meli Apone. Other special guests: Tony McLaughlin and his daughter-in-law, Cherry, from Fairhope, Alabama. Tony owns a '71 +8, the only Mog for 500 miles around his area so he usually drives with the MG Club. He administers an interesting site for Morgans at www.morganville.org. Check it out.

The event theme was a numerical game using four playing cards with a Morgan cowl badge on the front and instructions on the back. Using one's license plate number, driver's license number, and birthday number you added the totals in each case until a single digit evolved. You then put these 3 number sets on the 4th playing card to come up with a final single digit. A 4 or an 8 could possibly appear on any card, and those 2 numbers were the determining factor of the game.

Our journey West began on Lucas Valley Road with a first stop in the little hamlet of Nicasio where facilities were available and the 2nd playing card (green) was distributed. As our cars arrived, a sizable group of Porsche cars pulled in beside us. They seemed eager to look over the Morgans, admiring our cars' range of colors, motors, and body styles.

We headed over hill and dale toward the Blue Pacific. Our Moggies snaked through a towering redwood grove, passed rolling green hills, some radiating with wild mustard and scotch broom, past "happy California cows," and some brand new lambs. Cresting a hill, the view of Tomales Bay opened before us as we wound downhill to the town of Marshall where our lunch stop was Tony's Seafood Restaurant. All manner of seafood was offered, including fresh crab and succulent BBQ oysters, a tradition at this establishment, and the selection of choice by many of our club members.

Participants

Stewart Smith.....	62 +4
Bob Schmidt.....	Toyota
Ron Robin.....	Mustang
Dennis/Pamela Glavis/Meli Apone	BMW
Paul/Lisa Marchant	65 +4
Carol Pitman/Linda Cannon.....	65 +4
Bob Panero/Mike Gerdts	66 +4
Phil/Elaine Fisher.....	92 +8
Jerry/Lynne Gurley	93 +8
Marj Scooros/Bart Weaver	67 4/4
Bob/Thorley Murray	98 +8+
Gordon/Maggi Craig	61 +4
Bob/Ben Lamar	62 +4
George/Kathy Tollworthy	91 +8
John Hardgrove/Robin Pryor.....	67 +4 SS DHC
Gregg Powell.....	59 4/4
Steve Roake/Michael Strain	67 +4
Wendell Bain.....	59 +4
Marj Naughton	57 +4 DHC
Doug/Joyce Hamilton	61 +4 DHC
Bill Fink.....	427 +8+
Grant/Angie Larson.....	67 +4
Ed Abramson	03 +8
Bob Frisbey	53 +4
Tony/Cherry McLaughlin	Prius
Larry Ayers/Donna Dell'Ario	55 +4 DHC 4 pass

A 3rd card (yellow) was distributed during lunch.

Following the leisurely lunch, we headed North on Highway One for about 7 miles before taking the Tomales-Petaluma Road. Winding through the glorious countryside we meandered toward our next stop, The Cheese Factory. Here, a 4th and final



Photo: Elaine Fisher

A gorgeous day, so who minded the loo line?

card (red) was handed out. We snapped photos, visited with local car admirers, and kicked tires for half an hour (which passed all too quickly). The bugle was sounded and we headed toward Novato and Moylan's Brewery & Restaurant for some tasty brew pub concoctions and a good reason to enjoy more socializing and determine the award winners for the event.

Our group hardly fit in the dart board alcove at the end of the bar. We had reserved it so we could assemble in relative peace and privacy. Surprisingly, lots of people had 4s and 8s on 2 cards, but no one had them on 3 cards. Donna (the ever-faithful games referee) determined three winners for the event by finding 1 person with 2 answers of 4, one with 2 of 8, and one with a straight 9-8-7-6. Taking first place honors was Meli Apone, second was Marj Scooros, and third was Joyce Hamilton. The three winners were presented oyster-topped crystal trophies (hand-crafted by Donna) as a memento of the event.

We trust everyone had a safe trip home after experiencing one of the nicest driving days in February for this event. It has been our privilege to host it now 14 times and most of them have seemed to follow the postman's motto. What an exhilarating change to be dry and warm and surrounded by 22 beautiful Morgans! With 44 participants, you certainly made our day and we'll look forward to hosting Oyster Run XV in 2009.

Donna, Larry & winners:

1st Place: Meli Apone

2nd Place: Marj Scooros

3rd Place: Joyce Hamilton

Hope you'll join us and
enjoy your Morgan.

*See Sidebar story
next page.*



Photo: Lisa Marchant

Road Rescue after Oysters

Photo: Elaine Fisher

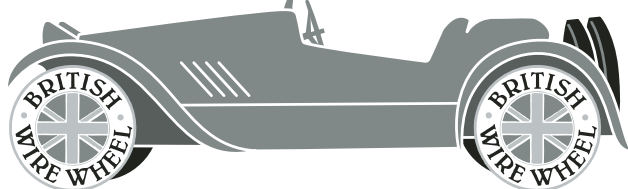


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The Oyster Run had finished for the day, and those Mogs who had come from the East Bay decided to make a run of it taking backroads as they could for the trip home.

Phil and Elaine Fisher were doing just that when their +8 got into the spirit of things and just wouldn't stop very well. Very carefully, they slowed and pulled over. The symptom: no brake pedal whatsoever and an empty MC [master cylinder]. And, miles from a service station or PepBoys for a can of brake fluid.

About that time, Carol Pitman came following along and from among the spares she has learned to carry in her Morgan adventures she produced a can! A quick fill-up, a few priming pumps and Phil and Elaine were on their way.

*Congratulations to Carol,
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Tony McLaughlin lives outside of Mobile, Alabama, hundreds of miles away from the nearest Morgan. It was a bit lonely until one day the Internet came along, and he decided...

IT TAKES A MORGANVILLE!

In case you have not visited Morganville, a web site hosted by Tony McLaughlin, I would like to invite you to do so. The URL is **www.morganville.org**, and it includes many fun things about our favorite car. Foremost among them is the Morgan Registry, which has currently over 3,400 Morgans listed from around the world. Tony says that over 6% of all Morgans ever produced are listed here! It is an excellent reference source for owners of Morgans, and gives the chassis number, color, city and country in which the car lives. It also provides the owner's name and email address, which is a terrific way for one to meet up with a fellow Morgan owner in any city to which you may be traveling. I have used it many times in my travels, and have met many new friends.

All of us are proud of our steeds, and are usually happy to show them off, and when a fellow enthusiast from somewhere else shows an interest, that makes it even more delightful! The Registry also provides contacts with other owners of the same type car one has, and therefore the ability to communicate with them about some mutual problem or solution. The Registry specifically does not list the addresses of the owners, and it is preferred that each person communicate with another via email first. This establishes a layer of safety with each of us.

There are Morgans listed from 1910 up to the present date, and I have found that I can search out any key word or place or model and find exactly what I am looking for. For example, I can look up all the Plus 4 Plus's by just typing in that name! In fact, all 26 of them are listed!

Other things in Morganville include an excellent Morgan Bibliography, which has over 800 references to Morgan literature that has been published over the years, dating back to 1926. This also is on a database to assist one in searching out a specific date or item.

There is a Trivia page, which lists various trivial questions concerning stuff one may not have realized about their car (and may not have cared!). The Home Page keeps the

Tony and Daughter-in-law, Cherry



latest news items about Morgans, and also enables any reader to insert a news item of his choosing. In fact, any reader can send news or trivia questions directly at any time to Tony for insertion.

One item that has found an important place in Morganville is the Morgan Poll. This is an actual poll of the latest question at hand that all readers can vote on. It is strictly informal, and has no weight anywhere, but the questions I've seen have been a lot of fun! Tony is always on the lookout for new poll questions, he says! He states he has had this site since 1999. There is a Photo Album, but Tony states that it has been supplanted by Tcherek Kamstra's <smogthis.net> which is listed on the links.

All in all, I think this is an excellent site to draw all Morgan owners together, and enable them to relate to one another all over the world. I will heartedly recommend all Morgan owners to list their cars on the Registry, for in doing so, it will make it that much more comprehensive to all who will use it.

Tony asks that anyone with a new idea or addition to please contact him, as he always is looking for some way to improve the Registry. Please contact him at: **ldmcjr@morganville.org**, or go directly to **www.morganville.org** and leave a suggestion. Or, if you are not on the internet yet, drop him a line the good old fashioned way about your Mog, including year, model, chassis number, color, years of ownership, previous owners (if known), anything known about the history of the car. He would love to hear from you and the Registry will be fuller for it.

His address:

Tony McLaughlin
108 Blakeney Ave.
Fairhope, Al. 36532

ANNIVERSARY: BOB & SUNNY SCHMIDT

On January 19, 2008, Robert and Zoraida Schmidt had an early observance of their "60-year Pan-American union." They celebrated their 60th wedding anniversary reminiscing with immediate family in their Fremont home. [...]

The couple met while both were attending [UC] Berkeley.

After a somewhat tempestuous three-year courtship at Cal, Robert Schmidt of Oakland and the former Zoraida Isabel Baquero of Colombia, South America, were married Jan. 31, 1948 at Corpus Christi Catholic Church in Piedmont.

Sunny became a bilingual instructor with a master's degree in educational administration from Montclair State College, NJ, as well as additional credentials from Georgetown U. in Wash. D.C. During a multifaceted career as mother, instructor and counselor on both East and West Coasts, Sunny had an opportunity to help new Latin American immigrants increase their skills in their new country. Also, by obtaining both public and private fund-



ing, she was able to assist especially talented children of these immigrants to secure scholarships to Ivy League and other top-notch universities.

Despite physical challenges from having polio as a child, Bob found a very rewarding technical marketing career in the farm machinery, air-condition controls, nuclear instrumentation, aero-

space and data logging fields. He now spends much of his time as an owner, restorer, collector and exhibitor of the British-made Morgan sports cars, which includes racing them, and serving as president of the Northern California Morgan Club.

They are both retired now.

In addition to living on both coasts and traveling to most of the 50 states, the couple has visited much of western Europe, as well as Central and South America. Bob has also traveled in China and Turkey.

The Schmidts have lived in Fremont more than 20 years.

Staff Report from unnamed newspaper sent to K. Tollworthy from Morgan members in Washington State.

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Most photos on this page and on
the cover were taken and provided
by Joan Geary,
Wine Country Car Club

YOU KNOW, OUR FEARLESS LEADER WENDELL,
HAS THE GIFT FOR FINDING THE BEST BACKROADS IN SONOMA COUNTY. MAGGI AND I
ALONG WITH PAUL AND LESLEY HAVE PUT ON RUNS FOR 6 YEARS IN THE AREA AND
WE ARE ALWAYS WHINING ABOUT RUNNING OUT OF ROADS AND REPEATING OURSELVES.
WENDELL CAN JUST COME UP WITH ROADS THAT ARE NOT ON ANY MAPS YOU EVER
LOOKED AT, AND DO IT CONSISTENTLY, LIKE BOXING DAY AND THEN 2 AND 1/2 MONTHS
LATER, ST. PATRICKS DAY. IT WAS A GREAT RUN AND BEAUTIFUL DAY, ESPECIALLY SINCE
WENDELL ARRANGED FOR THE SUDDEN DOWNPOURS AND PREDICTED HAIL TO ZIG WHILE WE
ALL ZAGGED. KUDOS! [ED.]

DAY RUN

Saturday March 15th

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NEGOTIATE WHAT THEY CAN DO RE: FOOD AND
DRINK FOR THE GROUP." Wendell Bain - Run Runner



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SANDY ATKINSON, REMEMBERED

Our Morgan roads have lost another driver. Sandy Atkinson, a beloved figure and longtime editor of The Bulletin, The Three Wheel Club of UK newsletter, has passed on. He died February 19, shortly after he had completed his last issue, which he finished with great personal courage. Sandy had a long work career in the automotive and related business world, and wrote many humorous and insightful articles, stories and books. He visited MogWest in 2004 and was a passenger in a celebrated Trike accident on the run that year. He knew many folks in MSCC and he will be missed greatly by everyone who ever met him. Bart Weaver and Jim Taylor offer their remembrances, RIP, Ed.

Tribute by Bart Weaver

I originally met Sandy at the MTW AGM in 1998. I enjoyed his humour and stories about his time writing technical articles for Ford, but the lasting image I have of him was at MogWest. Marj and I were behind Sandy and John Benton on the rally. As we rounded a downhill curve there were Sandy and John crawling out of John's F4 which had departed the road. After dusting himself off Sandy replied: "That was a bit exciting." They almost went into a 20 foot ravine.

He will be missed by everyone who knew him or ever read the "Bulletin."

Bart Weaver & Marj Scooros

Tribute by Jim Taylor

Sadly Sandy passed away February 20th. He was the ever enthusiastic (by his own portmanteau) "morganoid." Many of you met and came to know him during his last visit to our side of the world at Cambria in 2004. Sandy was a warm, likeable, and very literary man. He was the longtime editor of the Morgan Three Wheeler Club "Bulletin." He wrote his last editorial in the February 2008 issue. As he wrote in that editorial, "When the chemotherapy started in late 2004, I was warned that there would be no cure and that the treatment was intended merely to slow the development of the disease and to put off the day when I would become an angel." He did win over three years of fellowship and Morgan fun with his friends all over the world. He made the most of what he was given.

If you were at MogWest 2004 I'm sure you will remember Sandy. He joined the Saturday Rally as



2005. At the annual meeting of the Morgan Three-Wheeler Club, Sandy joined the American attendees for a group photo on the steps of the Abbey Hotel.



[More or less L-R] Gerry & Barbara Willburn, Jim Taylor, Ellen Jo Baron, Larry Ayers, Donna Dell'Ario, Bart Weaver, Duncan & Lee Carleton, Chris Towner, George Tollworthy, Sandy Atkinson, J.Dale Barry, Kathy Tollworthy, Cynthia & John Benton, Karen Barry and Marj Scooros.

[Inset Photo] 2007. Sandy holds the Editor's Award, which he presented annually during the Club's AGM.

passenger for John Benton, our Southern Club member and friend; and they experienced a minor (but what could have become a major) accident during their navigation of the mountainous section. Happily both men escaped with only minor scrapes and bruises and together made a grand entrance as local heroes at the Wilburn's Barbeque later in the day. As Sandy wrote about the incident in the September 2004 "Bulletin," you could see he appreciated the humor as well as the risk in his adventure. This is some of what he wrote about the setting and the rescue.

"...a few miles inland from Cambria lies a mountain where the world's worst stretch of road snakes up one side and down the other. The road is winding, narrow, pot-holed, battered, patched and, above all, so incredibly STEEP that pedestrians wear crampons. Whenever an alien from outer space lands anywhere in California he

SANDY ATKINSON, REMEMBERED

is taken to Cambria by the NASA social workers. They show him this dogforsaken stretch of tarmac and they say, 'Surely you don't want to colonize a planet that looks like this'. Within minutes, visibly shaken, he is climbing into his UFO and high-tailing it back to Alpha Centauri." About driving the road that day, Sandy continued, "The ascents were steep enough to require lots of second gear and first gear, whereas the descents were merely terrifying. In the sky above us, buzzards soared lazily on the thermal currents rising from our front brakes."

Regarding the ride back from the scene of the accident, Sandy related, "An hour later an immense flat-bed truck came roaring up the mountainside, driven by a cheerful, long-haired and deeply tanned young fellow named Brett... [and] the next piece of excitement came when, sitting three abreast with Brett in the recovery truck, we were hurtling down the mountain at breakneck speed. Our driver clearly regarded himself as the Schumacher of the precipitous Cambrian highlands. His vehicle filled the width of the road, but he took all the blind bends flat out. When we commented on the concomitant hazards he explained that his headlight were full on." (in broad daylight)

Only that year, Sandy had been diagnosed with cancer, and although he was quite willing to talk about it, you'd have had difficulty seeing either its physical or mental effects. We saw him there having fun and living life to the utmost. Sandy was obviously touched by the enthusiastic applause given him and John when they

arrived at the barbeque.

This past January Sandy knew his time on the mortal coil was short. He sent me a CD containing the text of a book he had written years ago – a light-hearted fictional account about his times as a young development engineer for a large British auto manufacturer during the 1950's. When he had finished the book, however, Sandy did not think it was very good, so he put it in a filing cabinet and forgot about it. He wrote that as he was sorting out the forgotten corners of his life, he had rediscovered the manuscript, reread it, found it more pleasing than he remembered; and thus wanted many Mogsters to read it critically before it was submitted to a publisher. I read it and also passed it on to several others who knew Sandy. I thoroughly enjoyed reading it – finding it a humorous (laugh-out-loud funny in more than a few passages) account of new car development in the British motor industry as it was then; as well as Sandy's touching account of meeting and winning his late wife, Janet. I don't know if it will ultimately be published, but the manuscript is a great read. I know Sandy would like to have the story read and remembered, because what better way would there be to remember the man? If any of you wish more information about the book, please email me: jimtay3@pacbell.net and in the subject line, use the book's provisional title, "Mark Three."

As long as people enjoy Morgans, Sandy will be looking down from his cloud with pleasure. We've lost a good one.

Jim Taylor

From: Doug Sallen

Date: February 28, 2008 10:51:12 AM PST

Subject: **GREAT MORGAN NEWS**

Hi Gordon, I just got news that **Morgan will be the featured marque for the 2009 Wine Country event at Sears Point.**

I know it's a year away but can you put a notice in the news letter... yippeeeee!

All the best, Doug

Logo Art created by Wendell Bain



It's Coming!

***See Registration Flyer
enclosed with this issue.***

LAST LAP

On Being Green

by Mike Lawrence



Where I live I often see an Alvis TA 14 "woodie," the owner's sole car. It has no catalytic converter and "economy" is not a word you associate with its fuel consumption. It is enough to bring tears to the eyes of an eco-warrior, but the owner is a distinguished naturalist who writes on country matters for my local paper.

It may seem odd, a naturalist driving an inefficient car, but he knows what he is doing. His Alvis consumed very little energy in its making because most of it was built by hand and something that lasts 60 years beats six cars which last 10.

It is said that 85 percent of a modern car's lifetime carbon footprint occurs before you pick it up from the showroom. That sounds about right, if you go back to mining the iron from which to make the steel. If you do not mine the iron, you don't get the steel.

Nobody needs to convince me about climate change. Where I live, we used to have snow, not what folks in Montana would call snow, but a carpet that hung around for a couple of weeks. We haven't had snow for 20 years, but local vineyards are prospering.

There has been research undertaken by the University of Cardiff, which has long had an informed interest in the automobile industry though nobody can figure out why Wales should be interested in anything so modern as to require a wheel. This has resulted in a distillation now known as "ERV" (Environmental Rating of Vehicles). When applied to the production of new cars, ERV has come to the conclusion that two of the three cleanest on the planet are the Lotus Elise and the Morgan 4/4, so we enthusiasts don't have to wear hairshirts to be eco-friendly.

The Moggie is made under similar conditions to how the Alvis was. The factory really is as antiquated as you hoped, though quill pens are no longer compulsory. The chassis of the Elise is glued together, the bodies are glass fiber and the engines are chosen for high efficiency. It costs no more to build an

efficient engine than it does a clunker.

Two specialist sports cars are among the three most "green," the third was a Citroën saloon. The Toyota Prius, beloved of eco-weenies, did not make the top three.

I was involved in the campaign to bring historic motor racing to Goodwood and clashed swords with eco-weenies. Motor racing is bad, we were told; it pollutes. Apparently, taking the family to the seaside in a car does not pollute. It is such fun to sit in a traffic jam with the family falling apart.

Goodwood is renowned for its horse racing track and there cannot be a more beautiful sports venue in the world. Horses are supposed to be eco-friendly, but they arrive in trucks. I see bumper stickers telling me that horses are wonderful. About 56 pounds of what helps roses grow comes from the rear of a horse every day, a detail curiously missing from Westerns. It had

to say they do.

I managed to shut up "Mr. Bodyshop," but I call his outlets for Christmas presents. The company was built on guilt: Women want moisturizers so they can be pretty, while wanting to appear to save the planet, to be mumsy and grown up.

Motor racing feels guilty because it appears to be a conspicuous user of fossil fuel. In fact, it has led the way in preserving fuel. The cars we use every day are more efficient because of lessons learned in racing. Toyota has won a 24-Hour race in Japan with a hybrid. Audi has twice won Le Mans with diesel-powered cars, with assistance from Caterpillar, maker of those big yellow things. It is one of those internal auto industry deals, but what Caterpillar does not know about diesel engines cannot be worth knowing.

Historic racing makes no contribution

"...we enthusiasts don't have to wear hairshirts to be eco-friendly."

been estimated that, in the late 19th century, dwellers in large cities lost five years of their life span due to diseases caused by horse dung and dead horses in the street.

Motor racing is a soft target, but we have no reason to be defensive. Eco-weenies are much the same in every country and they have never understood the axiom, "The road to Hell is paved with good intentions."

They mean well, but they are often misguided. One of the main opponents to the Goodwood Revival owned several outlets of Bodyshop, the eco-friendly cosmetics company. He was smug until I pointed out that his stock was delivered in large trucks, and he was selling cosmetics, a vanity product. He was not handling food or vaccines. His shops were made of bricks, which meant a hole in the ground somewhere. Then there was the glass in the shop windows, and all he was doing was conning women into believing they could look younger. They never do, but men have

to the advance of technology, true, but you do not have to justify a sport. Sport benefits humankind in ways that cannot be tabled on a balance sheet. Sport just is, you take it or you leave it. The FIA is getting itself in a twist trying to come up with new rules to show how responsible it is. There has been talk of a biodiesel F1, which is fine until you remember that the basic ingredients of biofuel is otherwise known as food.

There is now an industry devoted to scaring us about diminishing resources, and some are describing it as "Green Porn." Words like "catastrophe" and "apocalypse" are used freely, and there is a dreadful compulsion to them, like we are taking part in a snuff movie.

Consider building a city to house a million and a half people. That would be some undertaking! This is the number by which the world's population increases every week—last week, this week, and next week. This is the largest problem facing the world. Motor racing is a flea bite! 

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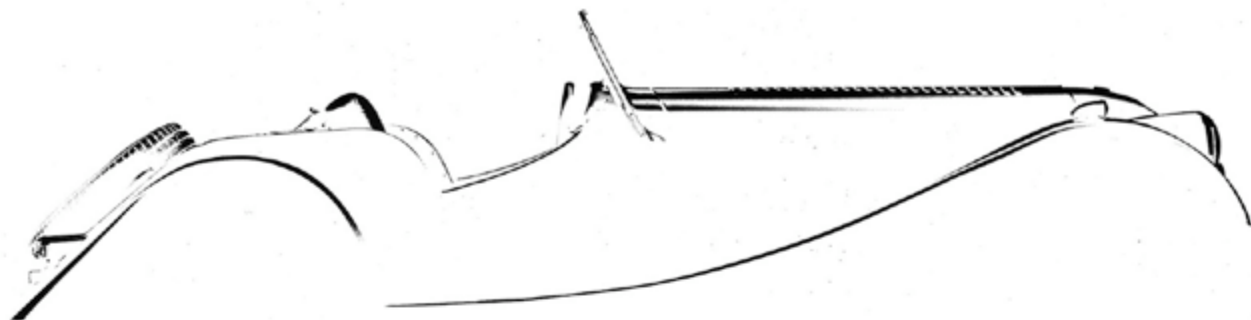
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