

September-October 2019



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.

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•

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The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:

- 1) event; 2) date of the event;
- 3) names of all persons appearing in photos;
- 4) name of publication (in the case of a reprint);
- 5) names of authors and photographers.

The **DEADLINES** for receiving ads, photos and articles:

- November 25

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

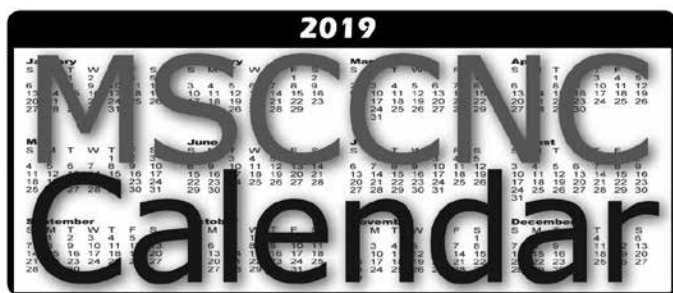
Photos • please note: All photos in the Morgazette are used with the permission of the photographers. Any re-use must acquire new permission. Ask Donna Dell'Ario for attribution.

Welcome New Members

No new members reported for Sept-Oct 2019

Cover Photo: Paul Marchant's Morgan during the FlogMog. Photo by Elaine Fisher

Note: we need more submissions or suggestions for Centerfold cars/stories.



Activities Notes

As Promised the October Fest Run was a beautiful day & ride. Perfect weather, great company and a few surprises. Try to make the November Turkey Trot that too is being billed as a good weather date, smooth run & beautiful scenery.

Its been a tough year with the loss of some wonderful friends to the Morgan Club and to all of us who knew them. Donna, our Designer & Producer, has had to take on more work while battling her own recovery issues. However, we keep on, as we must. We look forward to...Nov.12 Turkey Trot, Dec. 8 Holiday Party & Dec. 26 Boxing Day.

That brings us to the Planning meeting in January. We are currently working on a new location for the meeting. In the past, the meeting was held in the South Bay. Now, we are using the East Bay as the new destination. Carol Pitman has volunteered her home in Moraga, Ca. Date TBD More details soon

I hope the new location will encourage you to come and participate in the planning of our new year.

Wishing you all a Happy Thanksgiving & Hope to see you at one of our last three planned events.



* MSCCNC Club Sponsored Event

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

NOVEMBER

* **12 TUES** • Tweedy Turkey Trot - contact- Martin Mieger and Toby Tuttle • See Flyer. [Note RSVP]

DECEMBER

*8 SUN • Holiday Party at Zio Fraedo, Vallejo – Elaine Fisher • [Flyer/Info to be sent in separate mailing]

*26 THURS • Boxing Day – contact – Wendell Bain

JANUARY 2020

*TBD • Planning Meeting at Carol Pitman's house in Moraga... See Activity Notes for information



Remember this location on an event earlier this year?

We're always looking for interesting locales... and ways to enjoy Morgan camaraderie... Come to the planning meeting next January and bring your ideas.

CSRG 52nd Season Finale & Awards Dinner

November 1-3

Thunderhill

<http://www.csrggracing.org/event-schedule>

Thorley Murray

Photos from the Murray Family



Message sent by Thorley's son, Ross, to Wendell Bain for the attention of the Morgan Club

“I’m sorry to be the bearer of sad news. Thorley Murray passed away last week [week of 15 September] after a fall at home. Although her health had been declining over the last few years, it was still quite a shock. This is a woman who beat cancer three times, after all. I hate to send a group email like this – I wish we had the time and emotional energy to reach out to you all personally. My sister Hayden and I are trying to process the idea of life without parents ... Everyone should be so lucky to have a second family like the Morgan Club – fun and adventurous, always there for each other, so full of stories and laughter. As we’re sorting out the family affairs, we’re constantly coming across photos and memorabilia and old Morgazettes, reminders of the 50+ years you were such a rich part of my parents’ lives.”



From Lynne & Jerry Gurley

“Thorley was one of the first Morgan Club members we talked to at a Morgan Club gathering at Paul and Mary Lukes home in 1978. They came with their 2 little children in a Volkswagen van. She always had a smile on her face and was so cheerful. Lynne always made sure that she was seated next to Thorley at a Morgan event. We will miss her so much and we send our love to her family.”

From Dennis Glavis

“...Thorley always had that sweet, sly smile on her face that just radiated good will and was always such a pleasure to be around, to talk to, all these many years... so sad to hear but hopefully, she and Bob are Morganeering the rallies of the Universe together...”

From John Hardgrove

“I met Bob and Thorley 50 years ago at the Temple Bar, the meeting place off Grant Ave. for the very small Morgan Club. I was welcomed to the Club by them as if I were an old friend. I can’t imagine the Morgan Club without a Murray in attendance. If for some reason they were not at a club event, the event seemed incomplete. Yes, the Morgans were Bob’s, but they were nothing without Thorley. What a marvelous companion. Thorley was always in an upbeat mood. And, those expressive, laughing eyes. When she spoke and told stories there was laughter in her voice. You wanted to be in her company because it made you feel so good. I’m very sad to learn that she’s gone from our lives. Thorley was a great human being and I will miss her dearly... With a tear in my eye...”



From Elaine Fisher

“Morgan Club “Get-Togethers “just won’t be the same without Thorley. She will be missed by all who knew her. We’ve traveled in our Morgans with Thorley and Bob many times over the decades of friendship. Bob drove his Morgan on several Morgans Over America trips, while Thorley would fly in and out of the stops for various highlights of the trips. The Murrays were also faithful FLOG MOG and MOG WEST participants. The Annual “Follow Me Tour” was planned by Bob and Thorley, with Thorley providing yummy breakfast snacks for all of us to enjoy. We send our love and support to Ross and Hayden and look forward to a Celebration of this most wonderful Woman’s Life.”





Gordon Craig Has Retired

By Donna Dell'Ario

Who would have thought in mid-2007 that Gordon would have worked his way through more than 55 issues 12 years later (mid-2019) before retiring from editing the Morgazette!

Gordon gathered content, as well as edited and polished it for our bi-monthly newsletter. His editorial "pencil" had a very light touch – he was always aware of keeping the author's voice and intention clear and apparent. When no one stepped forward to write an article about an event or issue, he wrote it himself.

In the beginning, Gordon discussed the layout and design with me, but as we partnered well, we divided up the work so that he managed all content and I did the design and production, reviewing and commenting on several drafts before publishing. And up until this year, we did the distribution as well. There were a few discussions, but never any arguments, generously giving time, talent, and expertise to provide the Club with a good chronicle of events and information of value to members.

We've always appreciated other members who enjoy writing or photography, and contribute their efforts to the Morgazette. It makes interesting content from diverse viewpoints.

It would be great if Gordon's retirement would be like many retirements, freeing him up to spend more time with his wife, Maggi, and to drive and maintain his beautiful burgundy 1961 +4 4-seater. However, his fight with pancreatic cancer sapped his energy and is a formidable foe. Unfortunately, he lost his battle early October 17, 2019.

Gordon enjoyed knowing that he made a great contribution to his friends in the Morgan Club. He saw most of this article last week and was very happy with it. We owe him many, many thanks and we will miss him very much! Our condolences to Maggi, his family and friends.

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About the Morgazette: I am willing and able to continue the design and production. As long as the members who put on events make sure that someone will document it with story and photos, we can go forward. This worked really well in this issue. (Thank you all.) However, I really want a partner to do the content gathering and editing because it's a big a job — too much to add on top of design and production. Please contact me if you are interested.

Will someone else please step forward?



The Prez Says...

By Greg Powell, President

I'm writing this with great sadness. Some of you may know that our Club has recently lost two members: Thorley Murray and Gordon Craig. I learned of Thorley's passing in September on this year's FlogMog trip and those who were on that trip had the opportunity to remember her.

Today I learned that Gordon passed.

Both Gordon and Thorley contributed many memories and experiences to all of us and will be deeply missed. My heart goes out to their families and close friends.

Their passing also serves as an important reminder for me, that I'll pass on to you:

Live life.

Get out and drive your cars, spend time with loved ones, and do the things that make you happy.

I know that both Gordon and Thorley did that.

I also have great regret because I said to myself last weekend, 'I'm gonna go visit Gordon this weekend', but I didn't. Now he's gone, and I have missed my chance to say goodbye.

I think it is important that we work to not do what I did. Don't miss your chance to spend time with people that are important to you. Get out and do things that make you feel good. Send that hello to someone who you have said you would, but haven't. Don't miss your chance.

Moving forward, I plan on carrying these thoughts with me and, to that end, will look forward to spending time with all of you sometime soon.



3 WHEELERS:

NEW 2019 Morgan 3 WHEELER

Fashioned after the 2010 Geneva Show "RAF Spitfire" Editione

NEW 2018 Morgan 3 WHEELER

Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

2014 Morgan 3 WHEELER

Grabber Blue, Scarlet Red leather, 2.6k miles, 1 owner.

2013 Morgan 3 WHEELER Sport

Green/Honey leather, brand new engine, clutch, \$26k in just done upgrades!!

1934 Morgan 3 WHEELER, British Racing Green Beetleback with "halo" spare mount; ground up restoration.

ROADSTERS:

NEW 2019 Morgan 3.7 V6 ROADSTER

Tribute '65 America, Avril Blue Pearl Met./ Saddle Leather with tan piping and accents, mohair top, alloy wheels, A/C, In Stock

NEW 2019 Morgan 3.7 V6 ROADSTER

British Racing Green/Honey Tan Leather, Dark Green mohair top and weather equipment // ARRIVING SOON

NEW 2019 Morgan PLUS 4 Glacial Silver Body/ Black Wings/Scarlet Red Leather; Club Sport spec tuned ECU and exhaust, In Stock

2005 Morgan AERO 8 Green Metallic, Tan, 2.7k miles

2005 Morgan 3.0 V6 ROADSTER Dark Silver Metallic, Yarwood Pale Grey

2003 Morgan PLUS 8 35TH ANNIVERSARY EDITION, Silver body/ Blue wings, Blue softtop, Grey perforated leather, piped in blue

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

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

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

1967 Morgan PLUS 4, DropHead Coupe, Ivory/Green Wings, Ivory leather // New GREATLY REDUCED PRICING

1967 Morgan PLUS 4, Four passenger SuperSport perfect clone, ground up restoration

1964 Morgan PLUS 4 DropHead Coupe LHD, BRG/Caramel leather // HUGE PRICE REDUCTION!

1963 Morgan PLUS 4 SUPERSPORT 1 of 101 Factory SuperSports, British Racing Green in color, Black leather, Black mohair weather equipment, Black wire wheels // EVERY NUT AND BOLT CORRECT RESTORATION TO HIGHEST STANDARDS.

1962 Morgan PLUS 4 Four Seater Roadster, White with black leather // COMING SOON!

1958 Morgan PLUS 4 Roadster Chassis #3867 with RHD (updated to approx 1963 specs) Blue with Black interior // READY TO RACE, MANY SPECIAL OPTIONS

1958 Morgan PLUS 4 DropHead Coupe, Regency Red/Black // 100TH ANNIVERSARY BEST IN SHOW WINNER

1953 Morgan PLUS 4, Ming Blue/Black Monterey Historics History, stunning!!

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2019 Monterey Reunion

August 10-18 • Story by Jon Rosner

One of the neat things that the folks that run the Rolex Monterey Reunion did this year was to set up a two hour racing car display on Alvarado Street in Seaside on Friday night the 9th. Great fun hearing the road warriors, burp, gulp, screech and roar as they negotiated their way through traffic. Fun show, we saw the same couple we had spoken to earlier who had rented a classic driver from new minted Monterey Touring Vehicles smiling and waving at us as they crawled past us, unable to find parking. They seemed permanently stuck in the awful 5 o'clock traffic! Fortunately traffic to and at WeatherTech Raceway Laguna Seca was MUCH easier to deal with.

Tipping their hat, the FIA (Federation Internationale de 'Automobile – think F1 and LeMans) awarded the Founding Member's Club Heritage Cup to WeatherTech Raceway in 2019, making Laguna Seca the only U.S. track/organization ever to be so recognized.

Something around 500 participating cars were on nestled in the pits, prepared to run in one of 14 groups, facing 11 challenging turns of the iconic 2.24 mile track. IMSA was the featured marque making up a big part of four race groups. Never particularly patient three time LeMans winner Hurley Haywood would be driving in the IMSA races. There was no way this was not going to be a fun time with some superb racing.

56 Formula Fords buzzed around the track like a swarm of bees to honor their IMSA beginnings in 1969. As usual, several ex-Paul Newman cars entered their respective classes and two-time world champion Mika Hakkinen flew around the track in the ground-pounding 1970 Can Am McLaren M8D nicknamed the "Batmobile."

Once again Adam Corolla provided a bit of entertainment, but this time he was not the one being snarky. Adam successfully pirouetted his whale tail Porsche off Turn 4 into the agricultural zone, but recovered and finished, holding his head high in Group 5A.

Safety was not an issue with the pre-1940 cars like the 1916 National or the 1936 Talbot Lago T 26 Boattail. There wasn't any. It takes massive amounts of arm strength to hustle these narrow, tall artillery spoked wheel, top heavy beasts some of which offer little or no bodywork, no roll bars and a steering column that can turn into a spear in a bad crash. It takes guts to drive one of these on the road. It takes something beyond comprehension to bring one of these to a modern racing facility, push the limits of a machine built between 80 and 107 years ago, and walk off with an ear to ear grin wanting to do it all over again.

Hearing the synchronized resonating unsilenced exhaust combined with uninsulated mechanical sounds; the wafting smell of singed oil, power slide peeled toasted rubber, it just takes one back to a time long ago, living history.

In the camping lot above Turn 9 by the newish portable showers, a turbo V-12 Mercedes sat aside a Mercedes C63, and a McLaren 570. The usual BMW TII and 2002 hatchback crowd in their usual spot.

The Monterey Weekend is a pilgrimage, for many, one made year after year. Seeing old friends, meeting new ones and being a bit overwhelmed by the whirlwind of events. 2019 was a great Reunion and 2020 promises to be even better.



Julien Pearl in the Hot Pit lane. Photos by Larry Ayers

No one reported on the Morgan action in the races, but we heard that there were Morgans in 4 classes and that they all ran without incident.

1A • Julien Pearl 1932 3 Wheeler

1B • Doug Sallen 1952 +4

2B • Jeffrey Abramson 1959 Baby Doll IV

2B • Greg Powell 1958 +4

4B • Ron Carrico 1964 4/4

Competition Series 5

4B • Mark Pladson 1964 4/4

Competition Roadster

There were 7 other Morgan members driving other marques.



Larry Ayers was pit crew for Julien Pearl.

Scottish Games, Pleasanton

August 31-September 1 • Story and Photos by Bob Koupal

A beautiful summer's day for the gathering of the clans (and friends). Paul Marchant handled the logistics. Not much was asked of the Morgan and other British car participants except to arrive on time, stay the course, and enjoy the games and music. Looks like they did just that.



Olivia Koupal in her Scottish regalia..



There was a nice selection of Morgan models including: trikes, flat rad, 4/4, +4, drophead coupe, +4+, +8...



Mike Anthony.. maybe some jobs are too small..



Martin Mieger, Lexa Most, Lynne and John Willburn...



Toby Tuttle



John Hardgrove recently sold his Drophead Coupe to new member, Bruce Campbell, and bought this Jaguar XK, and is now a British "cousin."



Paul Marchant's modern 3-wheeler



The Koupal's 1971 4/4 4-seater



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Danville Concours d'Elegance

September 22 • Photo and report by Larry Ayers



This was the 15th time the city of Danville produced their Concours d'Elegance benefitting Parkinson's Research and Patient Care. Gracing their downtown streets were vintage cars, boats, motorcycles and race cars. It was a lovely, well-attended event.

Two Morgans attracted a lot of attention:

Audrey Canaparo 1962 Plus 4

Larry Ayers 1934 3-wheeler JAP Super Sports (x-Tollworthy)

The noon-time parade of race cars down Hartz Ave is always fun to watch. Vintage motorcycles and speed boats are also featured as part of this excellent display of very interesting vehicles.

Ironstone Concours

September 28 • Story by Elaine Fisher • Photos by Elaine, and Larry Ayers

Immediately following FLOGMOG was the 23rd Ironstone Concours on September 28 in Murphy's, CA. This is our favorite concours set among the beautiful vineyards and hills of the Ironstone Winery. This event is a fund raiser for 4-H, Future Farmers of America, and the California State Fair Scholarship Fund.

As our 1992 +8 is too new to show in this concours, we traveled on Friday from Sutter Creek to our Groveland house to pick up our 1970 Morgan for this Saturday show.

The weather report had been changing all week with rain possibly predicted for this day. Although it was quite chilly at intervals, it didn't rain.

Upon arrival at the site before 9 AM Saturday, we were given a box with our 2 lunch tickets, 2 "cans" of wine, 2 Ironstone wineglasses, and nuts/candy all for our \$75 entrance fee.

Several MSCNC members entered this event, although not all in Morgans. More members attended to enjoy the 370 or so antique and classic cars and vintage travel trailers, trucks, motorcycles, amphibious cars, wooden boats and more.

Autos were expected to be original, and only "restored" to original status. Prizes were "Best of Class" and "Award of Merit". A parade of winners occurred at 3 PM. Also, there was an exhibition on the track with the very old race cars, which is really fun to watch and dusty for the drivers.



Phil & Elaine Fisher's 1970 4/4 4-Seater



*Howard and Joan Edson's red and black 1965 Plus 4;
Paul Marchant's "Silver"/ Black 1965 +4 SS*



*Larry's entry
and award*

One MSCNC member winner was Larry Ayers with the

Martin Swig Memorial Award for his very unique 1929 Morgan GN. Larry had raced against Martin Swig, so was very honored to win this award. Other MSCNC member Award of Merit winners were Gary Marquis for his beautiful 1972 Citroen Maserati SM Coupe; Dave and Donna White for their lovely 1927 Pierce-Arrow Series 3 Runabout; and Robert and Bernice LeMar for their 1959 Rolls Royce Silver Cloud I Saloon.

Other Club entrants were John and Jan Grosetto in their 1964 Red Elva MK7-S Sports Racer; Howard and Joan Edson in their red and black 1965 Plus 4; Paul Marchant in his "Silver"/ Black 1965 +4 SS; Roy and Davina Lane in their BRG 1958 Morgan Automatic Drop Head Coupe; and Philip and Elaine Fisher in our 1970 Chromium Yellow 1970 4/4 4-seater.

Although there may have been more MSCNC attendees, we spoke with Susan Morgan, Tim Waller, Alice Gentry, Paul Tullius and Morganeer Michael Anthony who all enjoyed the show.

Although the date hasn't yet been published for the 24th Concours in 2020, most likely it will be Sept 19 or Sept 26, 2020. Save the date and do try to enter your Morgan if it is "old enough", or another of your historic cars, or just attend.



Gary Marquis' 1972 Citroen Maserati SM Coupe



*Roy and
Divina
Lane's 1958
Automatic
Drophead
Coupe*



Dave and Donna White's 1927 Pierce-Arrow Series 3 Runabout



Bob and Bernice LeMar's 1959 Rolls Royce Silver Cloud I Saloon

*John and Jan Grosetto's
1964 Red Elva MK7-S
Sports Racer*



Susan Morgan and her 1968 +4 Roadster

A common question I get from people whether it be at car shows, cars and coffee events or anywhere else I and the Morgan happen to be is "Why a Morgan"? To answer that question, I must go back to my youth, 17 years old to be exact. My then boyfriend owned a TR4 and I had saved up a fair amount of money to buy a British car for myself. We had found a beautiful used 1965 Morgan 4/4 in Gross Pointe, Michigan that belonged to a Doctor and was for sale. After riding in it with the owner, I fell in love with the car. Not having enough cash to purchase such an elegant car, I asked my mother if she would co-sign a loan so that I could purchase this gem. Of course, the answer was NO, so I purchase a 1961 TR3 instead.

Fast forward to 2012. Getting a little older and wanting to perhaps relive a little of my youth, I began a search for another TR3. After all, I had good memories of that car. Being unable to find a suitable TR3, I Googled "Morgan" just for fun. Well, low and behold a beautiful Morgan came up on the screen. It was a low-line body Plus 4 roadster and resembled the 4/4 I had wanted to purchase at age 17, color and all. Of course, I didn't know the difference between a Plus 4 and a 4/4, let alone a low-line body Plus 4! Regardless of my ignorance about these cars, I purchased the car anyway and had it shipped here to California. It was located in Orlando, Florida where it had been in storage for almost 27 years.

A ground up restoration, including an all new wood chassis from the factory in Malvern, had been performed by the previous owner in 1985. The car had been driven only 6,000 miles since its restoration until I purchased it in 2012. Needless to say, there were some issues that needed correcting after purchase. These issues along with other cosmetic upgrades have been completed during the past 7 years since I have owned her. Her name is Emma and true to her name she is a British brat!

I enjoy driving, polishing and showing my Emma. She has given me great joy and I can't imagine my life without her. I hope to see you on the road soon! Cheers, Susan!





FlogMog 24 ~ Dave

Our Side of the Story by John & Barbara Burks • Photos by Burks, E.Fisher, T.Kamstra, B.Button

September 24-27

The 24th annual Flog Mog was a quiet memorial for Dave Sneary. He participated almost every year by planning, organizing and providing tangible gifts like hats, badges, and dash plaques to the participants of the fall Flog Mogs in conjunction with John Burks. This with no expense to the club or fellow participants. The rules for the Flog Mogs were to have no rules — just show up and have a good time — enjoy each other and the cars that brought us together and travel byways that excite the wild and explorable roads that are available in our area, yet rarely driven. He is more than missed. As were others dearly loved.



Mount Shasta from Bill Button's Morgan



As friends gathered on Tuesday in Sutter Creek many had started early to drive greater distances. Bill Button started from Seattle to pick up Tcherek Kamstra in Portland, who had been visiting her daughter. They drove in the rain and cold weather to Ashland for the night with John and Barbara Burks. Barclay Schaw carried any extra clothing and car parts to join the group on

Monday. The weather warmed as they explored Hwy 89 and Lassen Park for a Monday night "Babbling Brook" experience in Quincy. Our joy was heightened as Tcherek was introduced to these areas of Northern California and Lake Tahoe.

Sutter Creek's Days Inn or Sutter Hotel became headquarters for which ever experience one wanted. (Ask Elaine about her free stay at the Sutter, however uncomfortable — the forty five minutes in the elevator may have been well spent).



Firemen rescued Elaine from a stuck elevator.

Tuesday night our president, Greg Powell, set up a Pizza get together at Gold Dust Pizza. Welcoming was warm and full as people found the small town delightful. John handled out route sheets and dash plaques and explained the only rule of Flog Mog — Have a good time.

Wednesday morning each started whenever to drive up Hwy 49 to Georgetown for lunch. (Well covered by Bill and Tcherek's stories) follow by a great dinner at the Sutter Hotel arranged by the Greg Powell.





Susan Morgan's Morgan in Georgetown



Lunch at the Corner Kitchen in Georgetown



Bob Panero's Morgan in Georgetown

Thursday was a day of perfect Morgan weather and fantastic driving experiences unequalled on any road — maybe in the world. After a much needed stretch at Lake Alpine Grant and Angie found coffee on their way to Markleville. Rumor has it that Angie and Barbara bought the same T-shirt for less than \$6.00. The rugged few experienced Hwy 4 for 20 miles; a wide, smooth one lane, hair-pin turn "highway". This being one of the best Morgan roads even for the passenger and the driver. An exciting morning especially for the bees that found Bill Button and Tcherek.

The Party that evening at the Powell's lovely Plymouth home was again the highlight of togetherness. Lynn and Karen provided salad and a pot of fantastic beans, some hors d' oeuvres and the ice cream sundaes provided by the Burks. Following Flog Mog custom all brought their beverage of choice and a BBQ item.

The next morning was highlighted by an opening of the trailer by Dave and Donna White of their absolutely stunning 1927-28 Pierce Arrow Roadster, on its way to Murphys Ironstone Concours. If you missed this you missed a treat. [See the article on Ironstone in this issue.]

For the Burks this was a mere 1500 miles trip, but for the more serious driver, Bill Button, it was more like 2500 miles. Not bad with him soon to celebrate his 90th birthday.

All found their way home one way or another with the reminder that the 25th Flog Mog will be extra special considering it could be anywhere in the world. We hope you will join us for another adventure next fall.



Part of the party at the Powell's home in Plymouth.

FlogMog 2019 • My Point of View

Story by Bill Button * Photos & Comments by Tcherek Kamstra

Flog Mog 2019 was notable because of those who were not in attendance.

Mr. and Mrs. Tollworthy
Gordon and Maggi Craig
Bob and Thorley Murray
Dave Sneary

Again this Year I invited Tcherek to be my Navigator, Nurse, Photographer and Good Friend. I was to pick up Tcherek near the Pacific Raceways in Portland. She was visiting her Daughter. Of course I got lost and an hour later they found me. My plan was to drive over Crater Lake to the Burks in Ashland where dinner waited and we would spend the night. Late start, rain and the fear of snow, I stayed on I-5 to Ashland.

To Quincy via Shasta with a run on the loop at Lassen National Park was a short day and the next day to Sutter Creek via the West Shore of Lake Tahoe. Great to see old Friends from prior Flog Mogs.

1st day was a Run to Georgetown for lunch on roads you will never find on a map. What fun. Thanks to John Burks we followed him and let him lead the way. 2nd day was to Murphey over Hiway 4 to South Tahoe and back to Sutter Creek on Hiway 89. A bee stung me on the lower lip and it swelled up a lot. No real problem but it was fun to watch Tcherek jump about in this small car trying to avoid the bee's cousin. First time on Hiway 4 I hit a deer, second time a bee stung me. Must be a message.

Great Barby at the Powells. But as I can not drive at night left early only to find I had no brakes. With some interesting driving and a terrified Tcherek I made it back to Sutter Creek. The next day poured brake fluid into the reservoir and all was good.

Trip back to Bodega was a traffic nightmare. Bill met us near Hiway 101 picked up Tcherek and I beat it to Garberville where I would meet John and Barbara. They had taken a different route and I found myself in back of them. Next day to Brookings and the next a 9 hour slog to Seattle in light rain, medium rain, heavy rain, a little sunshine and lots of traffic.

A great Morgan Drive as usual. Tcherek's photos tell the driving story.



Driving toward Mt. Shasta



Don't even think about "Share the Road."



My Side of the Story by Tcherek Kamstra

Bill Button has left out a couple of details. Since this was my first time on FlogMog, I was a bit unprepared for the sheer gorgeousness of the landscape. Having just returned from a stunning 3 Wheeler tour of the Swiss Alps, I thought that I had seen it all. I was wrong. Bill and I drove on roads just as twisty as the ones I had encountered in Europe, with views just as stunning. This was true even before we actually reached the FlogMog starting point in Sutter Creek, as we were following John Burks' and Barbara's Morgan from Ashland, Oregon down through Northern California.

Following the delicious breakfast that Barbara prepared, John made sure that our route was the most scenic one possible, and this was evident the moment that Mt. Shasta came into view, followed by Lake Tahoe, which looked like an enormous glittering jewel. Barclay Shaw joined us in his Mini, and he guided us to a great lunch stop. We stayed at the Ranchito Motel in Quincy on our way down. This place has so preserved its 1960s vibe that I half expected to see Rock Hudson and Doris Day tumble out of a room at any moment.

The Bee Sting

The attack of the insects occurred on the one day that Bill and I decided to be independent and venture out on our own. Despite sticking to the carefully planned route, we spent much of the drive without another Morgan in sight over Highway 4. This is a narrow two lane road with lots of hairpin turns and sheer drops up to 10,000 feet (which seemed to all be on the passenger side). I stopped looking down at one point, and Bill was very kind to keep the car at least 8 inches away from what was really an alarming depth to the ground below. After stopping to take in a lovely vista, Bill mentioned that he had perhaps been hit by an insect, as he was experiencing some pain on his lower lip. A quick investigation of the car's interior (mind you, he

is in these moments navigating some pretty precarious turns) turned up some likely culprits. A number of angry looking insects, among which were some apparently vengeful bees, one of which was suspiciously located on Bill's shirt.

Bill casually mentioned that he felt as though he had a fat lip. I kept stealing sideways glances at him and tried to control my alarm as his face swelled to 3 times its normal size. Some thoughts that occurred to me as we both waited to find out if he was allergic to bee stings:

"Keep him talking, as long as he is talking he most likely has use of his airway."

"I wonder if those 4 people we passed an hour ago might have an EpiPen."

"It really is time I learned how to master a manual transmission."

"I wonder how much further to go until we reach a town with a pharmacy" (glancing down at GPS)
"TWENTY-EIGHT MILES????"

"Was that really a termite I just saw amongst the killer bees in this car?"

Fortunately at the bottom of this mountain, we did encounter some Morgans, and after applying some ice, Bill's face returned to somewhat normal size. It was only at this point that I could make jokes about how ladies in Los Angeles are paying big bucks to have lips as swollen as Bill's were.

En route back to the Sutter Hotel, I marveled to myself about what a great driver Bill is. When John Burks who was guiding us back swerved around a chair that had just fallen off a truck on the freeway, Bill quickly followed suit and maneuvered around it, reflexes fully intact. Bill always talks about what a great driver John is, and I'd say that both of them have impressive driving skills. That evening we had another lovely meal with the FlogMog gang, and for those who have not yet attended one of these runs, do yourself a favor and join us next time!

Errata Etcetera

From the July-August issue



In the MOA article, page 15, this photo was erroneously identified as "Chris Panero..." but it is actually a photo of Francine Marquis.

Sorry for the error because it doesn't give credit to the right person.

At the end of the MOA group photo on page 16, it says that Grant and Helen Welch were missing, however, it is Grant and Helen Wallace, not Welch, who are missing.

Thanks to Elaine Fisher for correcting those mistakes I'm sorry they were not caught before publishing. D

Black Monday on Saturday

19 Oct 2019 • Text and photos, Larry Ayers

Head for the hills and the windmills behind our organized leader, Bob Panero, who promised us a viewing of a large herd of animals from the wilds of Africa at our lunch stop in Rio Vista. His promise rang true when we arrived at Foster's Big Horn. However, before that, in a caravan of 9 Morgans and a few tin tops, we traversed a couple of bridges, ran our machines through mostly-desolate yet tranquil countryside, racking up mile after mile of great roads with nary a wild animal in sight, but viewed a slew of windmills, shades of Don Quixote.

At lunch, enjoyed by 23 of us, a Bison burger and garlic fries went down rather easily as did the excellent board meeting conducted by our esteemed president, Greg Powell. Nominations for next year's club officers, and a few other items of business, were the call of the day. Please read the details in the next Morgazette if you will.

Following lunch, most of our group continued on the run, heading West toward Fairfield and a final stop

at Thompson's Corner after a brief layover in Suisun for a view of the Sacramento River and a bathroom break. No, not in the river please. This stop was also a photo opportunity for many. A group photo ensued. And then we were off to an interesting "biker bar" in Cordelia, a stone's throw from Fairfield. If you haven't visited Thompson's Corner, you've missed a treat (?) and a challenge to count the number of women's bras suspended from the ceiling of the saloon. Is your size up there someplace? I won't tell if you don't.

The event wound up here, and many thanks to Bob Panero for his excellent tour organization and the many hours he put in creating 2 route sheets and 3 maps. And, a grateful thanks to Greg Powell for the board meeting and to those enthusiastic club members, Bob Frisbey, all the way from Santa Cruz, and to Susan Morgan, who journeyed down from Folsom. Be safe out there, and have fun until next time.



Morgans gathered at Macdonalds in Dublin.



George Tollworthy with Angie and Grant Larson



*(Above) Morgans arrive at Thompson's Corner, Cordelia.
(Left) Bob Panero and Paul Marchant enjoy the festooned bar.*



Meeting Minutes

Lexa Most, Secretary

A lunch/business meeting occurred at Foster's Big Horn Restaurant in Rio Vista during "Black Monday on Saturday,"

a run organized and planned by Bob Panero. Thank you, Bob, for a fine event! Present were approximately 20 people, including President Greg Powell, Vice President Wendell Bain, Treasurer George Tollworthy, Secretary Lexa Most, and Board member Elaine Fisher.

Greg called the meeting to order, followed by a moment of silence, remembrance, and a toast to the memories of Thorley Murray and Gordon Craig.

There followed discussion of **upcoming club events:**

Turkey Trot, November 12, 2019. Contact: Martin Mieger

Christmas Party, December 8, 2019 at Zio Fraedo's Restaurant in Vallejo. Flyers to be mailed soon.

Contact: Elaine Fisher

Boxing Day, December 26, 2019 in Sonoma. Contact: Wendell Bain

January Planning Meeting: Need space for approximately 40 people, preferably centrally located in Bay Area. Date and time are negotiable. If any club member has a location to suggest, please contact Angie ASAP.

Angie reminded members to please consider activities for next year and contact her with any ideas.

Lexa requested affirmation of the motion of June 6, 2019 that was passed via email vote of the BOD: "That the MSCCNC arrange with Minuteman Press of Vallejo to provide copying and mailing services for the "Morgazette" as per their estimate of June 4, 2019, including postage costs not included in that estimate." The motion and email vote were affirmed.

M/S/C Elaine: **\$100.00 donation per person be made to the American Cancer Society in memory of Thorley Murray and Gordon Craig, and \$100.00 donation to Kidney Foundation in memory of Dave Sneary.**

Meeting adjourned. Next meeting: December 8 at the Christmas party.

Recorded by Lexa Most, Secretary

Nominations for 2020 Officers and Board Members:

The following persons were nominated from the floor for club office for 2020:

President: Paul Marchant
Greg Powell

Vice President: Elaine Fisher

Treasurer: Martin Mieger

Secretary: Lexa Most

Board Members: Wendell Bain

Tcherek Kamstra

Lynn Powell

George Tollworthy

Ballots will be mailed out by Registrar Bob Koupal, with results to be announced at the Christmas Party.

[Note: There also will be an opportunity to write-in choices on the actual ballots.]



Lunch followed by)Business Meeting in Rio Vista



Fuel Injection

By Bill Button

Wholly razzlefratz, I just installed a MSD aftermarket FI in My +8 Bitsa replacing a very reliable Carburetor. It is Thanksgiving and I am trying to entertain myself as well as learn something about Fuel Injection. On "GOMOG" I found a writing about a Rover Hotwire Fuel Injection system. The technology is pretty standard for EFI nowadays. They are packaged differently by the Manufacturers. One of the units in all the EFI system is a TPS – Throttle Position Sensor. My Jeep has one a Morgan has one and My MSD TBI has one. Read this and keep in mind a Fuel Injection Technician must charge about \$100 and hour to sort problems.

Attention then turned to the TPS itself.

The TPS was first removed from the plenum, and a volt meter used to monitor the TPS wiper voltage as its shaft was rotated by hand. It was found that reliable operation could only be obtained when the TPS shaft was pressed into the body of the TPS by roughly 1mm, as it was being rotated. In effect, the wiper wasn't making reliable contact with the track until the shaft was physically pressed home. It is a frankly astonishing fault – begging all sorts of questions about the quality of these ridiculously expensive parts! The fault was

observed on two TPS parts – both less than 1 month old, and both sourced from different companies. The condition did suggested the possibility that this was a deliberate design characteristic – and that perhaps the plenum shaft was somehow recessed too far towards the throttle (leaving too big a gap). But that couldn't be the case given the throttle shaft is held in position by a rotating butterfly and so can't move left or right assuming the butterfly is capable of opening/closing. Measurements were then made to compare the length of the TPS shaft with the depth of its female counterpart in the plenum. With the TPS fully screwed home in the plenum, a gap between the two surfaces of 1.08 to 1.23mm was found. If that gap was reduced to zero, the shoulder of the plenum would ride on the shoulder of the TPS shaft. Two washers were then fabricated, in such a way that they locked onto the TPS shaft, and resulted in a gap of -0.74 to -0.59mm (ie: the TPS shaft was pushed into the body of the TPS unit by 0.59 to 0.74mm when screwed into the plenum with these two washers on the shaft). This fixed the problem – and it has never occurred since.

The Carb is looking better all the time.

2019 Niello Concours at Serrano

Photos by Susan Morgan

[Description from their website] Now in its 16th year, the Niello Concours at Serrano is the region's finest showcase of motorcars. This family-friendly event has grown with each year since it's inception, and the 2019 event is sure to be the most memorable. With automobiles displayed as far as the eye can see, the green at the Serrano Visitors Center is a stunning one. With a fashion show, live entertainment, Ride & Drive test drive events and branded

specialty patios and boutiques, the Niello Concours at Serrano is an event you won't want to miss!

<http://www.nielloconcoursatserrano.com>



See also: Susan's story in this issue's centerfold.



The Blackhawk Annual All-British Car Show

20 Oct 2019 • Text and Photos by Larry Ayers

As if the previous day's Morgan Club event wasn't enough for us, six of the club members displayed their treasures at the Blackhawk Museum's parking lot. While enjoying the company of the owners of 150 British vehicles of most makes, we had the privilege of ballot voting for the favorites in each class. Six Morgans were on display, ironically the same number as the previous year. Surely, we can muster a number larger than six at the next annual event. The more the merrier as they say.

A side perk for all entrants was a raffle ticket for donated items (no winners in our club were drawn) plus a small goodie bag, and a pass to the Blackhawk Museum. Several of our club members visited the museum, myself included. Classic cars, a Wild West exhibit (on the entirety of the 2nd floor) and an African Art display (excellent) were the main features.

The Morgans on display were: Richard and Melanie Smith – '63 +4 two seater roadster; Paul and Mary Lukes- '65 +4 four seater roadster; Phil Fisher – '05 Aero 8; Martin Meager & Lexa Most – '03 Plus 8; Paul Marchant – '65 +4 SS, and my '05 Aero 8. Proud trophy winners were Richard Smith with a first, and Martin Meager taking 2nd. Congratulations to those two for holding up the Morgan Club's banner and to the others for their participation in this popular event that featured good conversation and excellent Fall weather. Let's do it again in 2020 with even more Morgans on display.



Paul Marchant's Supersports



Paul Lukes and Mary Gottschalk 1955 +4; Richard Smith with 1963 +4



Rare sight of two Morgan Aero 8s of the same year, 2005.

A beautiful Autumn day in which to see and be seen at the Blackhawk Museum.



From Dennis Glavis, via Kermit

About 5 years ago I commissioned another **"Leaky Cup" trophy for the Put-in-Bay vintage race event**

And with Kermit's help it continues to be awarded, this year to Dave Morgan. Great event I hope to Participate in someday as you have to take your car on a Ferry to get to the island of Put-in-Bay... old Style haybale course.....

9/27/2019 • Leaky Cup PIB 2019

The Leaky Cup was awarded last night to Dave Morgan from Georgetown, Ontario, Canada adding international prestige to the Put In Bay Vintage Sports Car Races held August 25 & 26, 2019. Dave drove his green and white 1964 1275 Austin Mini Cooper S to become the fastest "Morgan" at this years race.



I met Carl's son at an event in Monterey and he told me a version of the story. I said the Morgazette would love to have something like this, can you ask your father to write it up for us? What [Carl] did write follows.

I think it's a cool story and the photo really sells it. I hope you guys like it and that it's worthy of being in the Morgazette. Please let me know!

Greg Powell

From: Carl Magnusson

Date: August 31, 2019

Subject: Monterey and Morgans

Hi Greg,

It was indeed a pleasure to meet you, chat about Morgans and study your excellent example!

In about 1965 I had finished my architectural studies at Chalmers Institute of Technology in Gothenburg, Sweden and got to know the Swedish import agent for Lamborghini, Lotus, Alfa and Morgan. He commissioned me to design his showroom and in return would offer me a 10% discount on a car purchase so. I choose a 4+ 4[seater] Morgan as I we needed a family car to transverse America.

I chose it in white (upcharge as the default was Ivory), bumpers and brown leather interior and luggage rack.

My initial plan was to visit the Malvern Links works on my way to NYC but time ran out so Peter Morgan said that he would deliver it to the docks in his name so I could import it into the US as an used car. The tag of original owner P.M. was knotted to the steering column.

As I couldn't afford to ship the car in the hold, it went on deck and upon arrival was no longer White but Grey. At the customs office I declared the car and officer

looked at the car and stated "no duty on old used cars".

With my wife, sons Kolin and Gregor plus a Yorkshire terrier and ample camping gear we set of to Los Angeles with \$90 and a job waiting at the other end. At about 30 centa a gallon at Stinky Gas stations it was a spectacular trip. The Moss gear box was excellent except when missing a shift it nearly shattered my hand.

Cruising through Arizona I realized I could grind my nails by lowering my hand to the pavement but chose not to.

It was so solid and reliable that one night at a supermarket I bought another very used drophead from a musician that was on his last legs. So was the car.

Eventually the boys grew up to the point it was time for the VW 21 window van which we still have in our family. Kolin, on the left, living in Boise and Gregor in the center, living in Santa Cruz continue their enthusiasm in sports cars of course.

The Plus-Four remains in our memory as the practical car that took the family across America.



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