



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

September ~ October 2017

Inside

Reports on:

- FlogMog
- Car Shows
- Run for the Hills in England

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STATION

SEASON 4
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FIVE



The Mirage.



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

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•

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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:

Dec 12 for Nov-Dec 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 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

Rich and Deanna Joy
Fair Oaks, CA 95628
1965 green and black +4

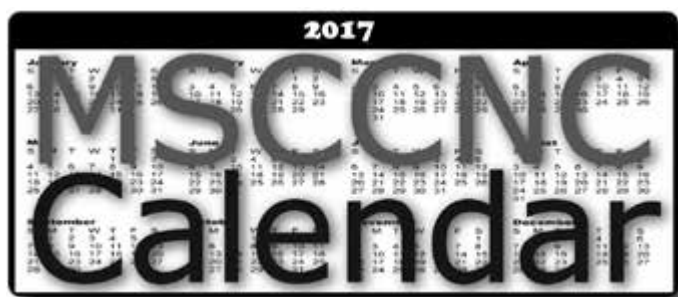
Geoff Sharp and Donna Hansen-Sharp
Los Altos, 94022
1958 green +4 four-seater

Changed Address:

Edmund Arnold
Conroe, TX. 77304

Club website: ***www.NorcalMog.com***
maintained by Tcherek Kamstra

**Cover Photo: The mirage... FlogMog 2017
by Gordon. (Mirage magic by Donna D.)**



*** 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

*11 or 12 **TBD** • Turkey Trot/Gobble Wobble - contact- Michael Rubin, Gordon Craig

DECEMBER

*10 **SUN** • Holiday Party – Elaine Fisher/Donna DellArio
 *26 **TUES** • Boxing Day – contact – Wendell Bain

JANUARY 2018

*13 **SAT** • Planning Meeting – contact- Ellen Jo Baron

NOTES FROM THE ACTIVITIES CHAIR:

Dear fellow Morgan Club Members,

Well, this turned out to be a pretty tough month for a lot of you to say the least! Please accept our condolences and encouragement for all you are going through. As many of you already know the Octoberfest Run was cancelled, out of respect and concern, in light of what was going on.

The **FlogMog** was wonderful. The weather was ideal, the friends that participated were wonderful, so I encourage you to think about joining it if you can next year. There is a SpringMog and a Fall FlogMog usually 3 to 4 days long midweek . It is always an adventure in new territory and so much fun with beautiful drives and a convivial get together each night.

You might be wondering about the **November Turkey Trot** activity. It is still in the planning stage, with apologies from Gordon and Michael. This Fire Storm has delayed their progress but I am assured that soon we will have a flyer to send out to you. Save the dates of Nov. 11th and 12th. I don't know which day it will be, but it will be on that weekend.

You should have already received the invitation to the **Holiday Dinner Party** planned by Elaine Fisher (our prez.) and Donna Dell'Ario (our Morgazette designer). It is in a new location. You might want to stay the night. They have negotiated a fabulous price at the hotel. This is a night that gets you into the holiday spirit, so plan to come, get your reservations in early and stay late.

End this year with **Boxing Day** Dec. 26, which is coordinated by Wendell Bain. Wendell tells me that he and his home have survived. He is still planning on doing Boxing Day but in light of the devastation wine country has suffered, he will most likely move the event to the Marin Area. Watch for more details as time gets closer.

And FINALLY... I am accepting **proposals for next years' activities**. The proposal does not have to be fully planned out, but a rough idea and date needs to be presented so that a calendar can be set up to provide the members with adequate planning time. We are open to overnight plans, day trips, weekend trips...even got a plan brewing for renting or transporting your Morgan to tour England in August (possible fall FlogMog). No idea is too radical as long as you are willing and able to organize it and see it through. The calendar is finalized at the Morgan Club meeting on Jan 13th. All, who want to participate in the planning, are welcome.

Feel free to run your ideas by me...4angiogrant@gmail.com or call 650 593 6335.

Happy Halloween, Happy Thanksgiving, and the best of all the season has to offer.

Angie



Odds 'n' Sods

By Gordon Craig, Editor

For the time being, I'm staying away from the awful Firestorm events that played out this past month in Sonoma/Napa counties; in future Morgazette issues I will report on the rebuilding of our vintage car community that suffered so much loss, but now is not the time...

Instead, I offer "Rally Heroics, Tales of Two Morgans" **FlogMog XXII had some long riders, including Lisa Holley and Bill Button driving Lisa's 35th Anniversary**

+8 coming to us from Sun Valley, Idaho. After FlogMog, Lisa and Bill took a "wrong" turn and ended up coming to Diamond, Oregon, a wonderful hotel stop we visited on a SpringMog Tour of 2016. As they left the next morning, suddenly they became part of the herd. "Herding Cows", Lisa writes, "...with my +8, only one of them gave Bill a glare and a head toss!"



The next piece is a rumination on the "Real Navigation" driving in a Rallye requires from **Dennis Simanaitis**, former editor at large of Road & Track and Morgan +4 owner, now an online publisher of his own blog, <https://simanaitissays.com>. If you are not careful, he can become a habit with a cup of Morning Joe. Many thanks to Dennis.

RALLY HEROICS

ON-BOARD TRIP computers have taken the fun out of cars. And maybe saved a few relationships.

I'm thinking of the competitive motorsport activity of time-speed-distance rallying, still practiced here and there by traditionalists and with cars of older vintage. For example, the Monte Shelton Northwest Classic Rally, out of Portland, Oregon, is a wonderful TSD event held annually, often in early August. (NWC 2018 is late July.)

By the way, such events are in contrast to the World Rally Championship taking place around the world. The idea of a traditional TSD rally is to follow a set of carefully, if devilishly, written instructions describing a route run at precise, and frequently changing, speeds. Along the way, checkpoints monitor progress, typically to the nearest second. Some of these checkpoints are readily recognized; others are hidden.

What with changing speeds, misreading directions, taking wrong turns, and regaining lost time, TSD navigation gets applied again and again. It's at its most fun, that is, most highly chaotic, in an open sports car, with rally instructions as well as scribbled TSD calculations fluttering all about.

Traditionally, there are two classes of TSD rallying: light or heavy, depending on the calculation method. Light entry uses a stop watch and, for doing calculations, nothing more than a slide rule or its circular counterpart, a Stevens Rally Indicator.

Heavy entries in a traditional rally might use a Curta, (a hand-cranked mechanical calculator) or a Halda Speedpilot (a mechanical computer linked to the car's speedometer).



Above, a slide rule. Below, a Stevens Rally Indicator.



Left, a Curta; image by Larry McElhiney. Right, a Halda Speedpilot; image from mgaguru.com.

Whichever class, heavy or light, (and I tip-toe through this next aspect) it has always been common knowledge that guys are better at math. Hence, you would think, pure logic would put the better math person in charge of

Continues on page 23 ►



The Prez Says...

By Elaine Fisher, President

How very sad that our beautiful wine country and the residents have been ravaged by the horrible fires that have swept through the area and destroyed so much and taken so many lives. As of this writing, I am unaware of any MSCCNC members who have lost their homes, but know that several have been evacuated. We are here to help any of them in any way we can. Please let Gordon or me know of your situation.

Gordon and Mike had a great event planned for Oktoberfest in that area that was cancelled, and hopefully we can resurrect it next year. Nominations for officers will be held at the Turkey Trot coming up instead, so we will need a quick voting turnaround. If you are interested in serving in any office, please let me know so we can include you in the nominations.

On a happier note, we are now legally the (not THE) Morgan Sports Car Club of Northern California. The Secretary of State finally accepted our Amendment to change our name and it is recorded officially in the Business Search on the SOS website. They had to go back a long way to dig our original Articles of Incorporation out of the dungeon, but now they are on-line for future reference. George has changed the legal name at the bank as well. Thank you everyone for voting on the Amendment that made this possible, and especially a big thanks to George who made numerous trips to the bank to facilitate this change. Lexa will be editing the Bylaws so we will again be discussing and voting on their changes, which won't be many.

For any of you who missed FLOG MOG, you missed a wonderful event. The weather was perfect, the roads both very long and straight and very winding, and all had a great time. Please read the articles in this Morgazette and plan on joining us in the next Spring MOG and Fall FLOG MOG. Spring MOG planning is already underway and will be a great event.

Invitations for the Holiday Party on December 10 have been mailed out. This is a new venue in Vallejo that is on the Vallejo Marina and we hope that it will be satisfactory to all. The room is bigger, the bar is adjacent to the room, and hopefully the food will be hot and not overdone. I will again have evaluations for you to complete to help us plan for 2018. I hope to see you all there for a fun evening of socializing.

The 2018 Planning Meeting is scheduled for Saturday January 13th. Please start thinking of events for 2018.

Have a Very Happy Holiday Season.



Hello, All. I'm excited to welcome you to Vallejo for the Holiday Party this year. Zio Fraedo is the finest restaurant in town. Located at the edge of the Vallejo marina and facing the Mare Island waterfront, the view out the banquet room windows is pleasant — and all will be festively decorated. Best of all, the restaurant has a very good reputation for its food. I've eaten there for many celebrations and personally can attest to that quality.

Even though there are no hotels close by, there are some within 10 minutes drive.

The invitations have been sent out — please RSVP positively! Donna D

Zio Fraedo Restaurant, Harbor Way, Vallejo • The venue for this year's Holiday Party



3 WHEELERS:

New 2017 Morgan 3 WHEELER
Polished Alloy Land's End
Trials Edition // 5 OF 5 FOR THE
WORLD - LAST ONE AVAILABLE

2016 Morgan 3 WHEELER
Triple Black

2015 3 WHEELER Black, Electric
Blue leather // HUGE PRICE REDUCTION
ROADSTERS:

New 2015 Morgan ROADSTER '65:
Montblanc White/Sable Leather,
340HP // BEST IN SHOW - MOGWEST 2017

2005 Morgan 3.0 ROADSTER
BRG Metallic/tan, 1,800 miles

2000 Morgan Plus 8 Cranberry
Metallic/Magnolia Ivory
with dark red piping

1998 Morgan Plus 8, Rosso
Corso with Tan leather & weather
equipment, 5.6k miles, 2 owners
from new, stainless steel wheels,
stereo, luggage rack, as new

1970 Morgan Plus 8, Yellow,
Black Leather, newly rebuilt
3.5 liter, V8 16 valve engine

1967 Morgan Plus 4, DHC, Ivory/
Green Wings, Ivory leather

Morgan

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Authorized Morgan Motor Car Dealer

(310) 998-3311

WWW.MORGANWEST.NET

WWW.PERANAWEST.COM

WWW.ALLARDWEST.COM

DENNIS@MORGANWEST.NET

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405

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

1963 Morgan Plus 4 SuperSport,
BRG/Black leather

1959 Morgan Plus 4 DHC, BRG/
Black Wings, black int. very nice

1953 Morgan Plus 4 FLATRAD
WITH CYCLE FENDERS // SON OF SKIMPY,
AKA, SKIMPY II, BRG/black fenders

1935 Morgan F2 VIN #F246

OTHER MARQUES:

Allard J2X, Mk III

2008 Tesla ROADSTER, almost
new, every option, Red

1985 Renault R5 TURBO
White Metallic/Tan

1972 Lotus Elan Sprint Lagoon
Blue over Cirrus White

1965 MGB Iris Blue

1959 Austin-Healey BUGEYE
SPRITE, Red/Tan, body off
restoration, perfect

Three Trikes – Three Shows

Story & Photos by Larry Ayers



The Belles of the Concours pose with Larry's 1927 JAP SS Aero



At the Martinez October Autofest: Larry's 1971 +8, Paul Marchant's 2013 5-Speed Trike



Larry's 2013 5-Speed Trike at the Vallejo Waterfront Fair

The 21st Ironstone Concours on September 23 was attended by about 350 vehicles placed in 23 classes. It's always an enjoyable show on the beautiful grounds of the Ironstone Winery in Murphy's CA. I entered my (newly-acquired, May this year) 1927 Morgan JAP SS Aero, "Scarlet," in the Micro and Mini Cars Class, but nearly didn't attend because my Dodge Durango tow vehicle was involved in a freeway collision several days earlier with a young gal who couldn't control her Mustang GT, and whose fault it was. Since my tow vehicle was in the repair shop, Mike Anthony came to the rescue and pulled my trailer to and from the show.

We didn't place in the winner's circle as a 21-window red and white VW micro bus, in immaculate condition, won the class, and a black split rear window VW beetle took 2nd. What am I doing in this class, nobody told me it was for VWs! I should have entered the antique motorcycle class. Kidding aside, my Morgan trike was the only Morgan attending the show surrounded by so many exotic and beautiful collector vehicles. There was a lot of interest from the crowd including Morgan Club members, Roy and Davina Lane, Howard and Joan Edson, and Rod Miller, who were showing other cars or just visiting. Many thanks to Michael Anthony at Mog Dog Restorations for his help.

On Saturday, October 7, the Martinez Yacht Club hosted their first car show featuring a slew of hot rods, customs, garage creations, a food fair, and live music. We attended in my 1971 +8 and Paul Marchant brought his 2013 Morgan 5 Speed trike. Okay, that's two shows and 2 trikes.

The Vallejo Waterfront Fair, held on October 7 and 8, featured a number of booths for various products and information, and a car show sponsored by "Boyz Under The Hood." I attended on Sunday with my 2013 Morgan 5 Speed trike, and was welcomed with a catered lunch and a great parking position on the field. Low riders, hot rods, and customs with sparkling metal flake paint were the attractions. With the only three wheeler (and Morgan) in attendance, I related stories about the new Morgan trike as well as the vintage ones, and enjoyed a pleasant afternoon in the sun. Three shows with three trikes! Want to see more? Bring your vehicle to the next car show and entertain the spectators. Have fun!

FlogMog XXII - Return of the High Plains Drifters. Sept. 25-28

Story by Gordon • Photos by Bob Panero, Elaine Fisher, Angie Larson, Dave & Donna White, Barbara Burks & Gordon

"Why Go to Mars When We Can Have Nevada?"

(Attributed to Drifter/passenger Bob Frisbey as we "flew" over the "Roller Coaster" on Hwy 6/95 South enroute to Tonopah, NV)

Very good point indeed, Mr. Drifter. Early Fall driving through the Sierras to the High Plains of Nevada and looping back to home base California for four days is certainly a cure for a lot of complaints, namely the one about getting out to the wide open spaces, drive, and drive some more. East through the Central Valley, you realize this ain't your 1960s Dads breeze to the Sierra foothills any longer, and certainly not so for many decades. So you get to Sonora on Hwy 108 on the first day and head for Pinecrest and the commotion, heavy Valley traffic of the day peels away like potato skins.



Pinecrest, **the start point of FlogMog at Carol Pitman's cabin** and the front yard is littered with Morgans: half a dozen +4s, an early +8 (which unhappily had to go home with the "wheel shakes"), two Aeros, three 35th Anniversary +8s, an '06 Roadster, a blue TR3 and a couple of tintops. Carol welcomes us



with an open pit fire outside, another fireplace inside, and a ready all-Chicken dinner with salads and fixings for the whole 20+ crew, who are BYOB. Aside from the usual Bay Area suspects, Mogs have come from as far as Sun Valley, Ashland, Arcata and Seattle. What a nice welcome to the next three days, **Thank You Carol.**



Next morning we're off and **climbing up the Sonora Pass (9600 ft. elevation)** and we notice a half dozen hikers with full packs trudging here and there by the side of the road. They are assembling at the Pacific Crest Trailhead, just east of the summit, forming a group that will trek south to the border. We keep heading east towards Bridgeport, deep in the Toiyabe National Forest, past Bodie, still in California towards Mono Lake, which is considerably fuller on its banks since we last saw it two years ago.

We're on Rt. 395 by now, gas up at Lee Vining, 6 miles later turn left on 120 East skirting the south shore, then to Benton for lunch. Just over to the State line, we head straight for Coaldale and junction 6/95 south to Tonopah. **We have to stop a couple of times for road paving and pilot cars,** and then we come to the "Roller Coaster", a series of straight ahead, loop de loop climb, crest, descend, bottom out to the next set. Its like this for at least a dozen miles, possibly 20, you lose count,



kept busy gauging the climb to the blue sky and plunge over to the big yonder before you. You're doing at least 75, maybe 85, one big elevator after another. This is not a time for a spongy suspension, nope, the stiffer the better, and hold it steady as she goes. And by the way, did I mention the altitude? You've descended a couple of thousand feet, still your sea level light headedness catches up with you.

We arrive in Tonopah that evening to the revived and storied Mizpah Hotel, once the tallest building in Nevada and peopled with the ghosts of 19th century notables like Wyatt Earp, Jack Dempsey, Howard Hughes and Jean Peters, which like all legends of "who slept here" are subject to whoppers. (Go to Wikipedia.org/Mizpah Hotel

for the story). **The resident "Lady in Red" ghost**, however, is celebrated in portrait and statue, a lovely lass run afoul of her husband, murdered in a rit of jealous fage. Like our steeds, **the Mizpah features beds on wheels, so you never stop rolling.**

Wednesday morning we head north along the Big Smokey Valley to Austin for the "loneliest road in America" the old Overland Trail U.S. 50, due west amid the canyons of the Clan Alpine Mountains. We get to the "**Middle of Nowhere**"—MiddleGate, a four corners kind of place where there is nothing in any direction you care to look. But we've been here before, ten years or more on another FlogMog where amid thousands of others we left a dollar bill inscribed with FlogMog on the ceiling of the bar and grill. **We look and search and strain our necks but alas cannot find it**, hidden along with tens of



FlogMog, cont'd

thousands of dollars, Euros, pound notes, yen, you name it stapled and pinned—Take our word for it, it's there. We come across a pair of cyclists on a Across the USA trek. They left Connecticut in the middle of June, and have been pumping 18-25 miles a day in mid summer heat ever since, they plan to finish crossing the Golden Gate Bridge by mid-October. They have probably done that by now. We passed them just before Fallon, by nightfall we're in Yerington.

Thursday morning coming out of Yerington would prove to be an eventful day. Heading back to California more and more moto riders keep coming our way. At first you pay no attention, but it becomes squadron after squadron by the time we get to Markleeville for a spot of lunch. Also, one of our own is having one flat after another, not punctures, slow leaks, same side, even when he borrows a spare, on and on. After Markleeville, more and more oncoming motos, until suddenly everyone comes to an abrupt stop. Running 3, sometimes 4 abreast, a couple of Harleys tangle and dump their rides, and it takes a while to clear the road and get the injured riders underway to First Aid back in Markleeville. Then I remembered: Before this FlogMog I had checked Pashnit.com, the all things moto website and the Annual Autumn Run to Reno was on for the coming weekend. We were to see thousands upon thousands coming up over Carson Pass as **we descended past Silver Lake on 88 west** into Jackson.



Kirkwood Lodge was teeming with hundreds and hundreds of parked motos waiting their turn to go over the pass. In the middle of this swarm were some of our Flog Mogs having a chat.

That afternoon we make our way to the Powell Ranch outside of Plymouth via the Jackson Ridge Road to Hwy. 49, Sutter Creek and Drytown, back in California's 49er Gold Country. As we arrive, **Greg Powell is getting his #33 +4 race car ready for Sonoma Raceway** and the CSRG Charity Challenge beginning the next day. He has loaded the pick up with tools, spare wheels, gas cans, a paddock cover, sleeping tent and cots for the three day practice and feature race events. He cranks over the TR engine, and ex racer **Dave Hammond puts his ear to the sweet sound** of 2000 rpm race cam idle.

With a **Trail's End dinner catered by the Powells** and with special guest Dean Jackson joining us, so glad to have him with us, he made the trip from Moraga with





Mike and Kathy Gerdt. All of us, 20+ of some of the best road buddies west, north, south, east of the Pecos, we're all here in the quiet glow of the setting sun, our Morgans parked in the pasture. **Many thanks to Carol Pitman, Lynn and Karen Powell, John and Barbara Burks for all the hospitality, driver directions and all the miles in between with our fellow Mogs. Yes, why go to Mars indeed!**

FlogMog XXII post notes..... We all stayed over at the Sutter Creek Inn and Friday was our getaway day. For **Dave and Donna in their 35th Anniversary +8**, "We were headed back over Highway 88 from Sutter Creek to visit Donna's sister and to go to a Memorial Service on Sunday in Minden. The car started running poorly quite a ways up the hill and when we stopped at a traffic control,



would barely continue up the hill. There was no cell service. We had uphill either direction, and the flagman said we only had a couple of miles to Kirkwood, so we continued that way in first gear where we called a tow. Since Minden was where we wanted to be, and the tow was a lot closer that way, we had the car towed to Reno. The L R dealer in Reno did not even want to look at the car so we took it to an independent sports car dealership and they were great to deal with. No further problems after they replaced the MAF (Mass Air Fuel) sensor, and a nice ride back to Arcata, although the a.m. temps going through Lake Tahoe were in the 20s."

After nearly 30 years of FlogMogs, day runs and many other Morgan Club events, **Edmund Arnold** and his family have moved to Conroe, TX, just outside of Houston. Shortly after FlogMog he left in his 35th Anniversary +8 on the long haul to his new home. He and his family had moved in to their new home in early August. When Hurricane Harvey hit in late August, the house became an island in the immediate neighborhood, fortunately they suffered no water damage at all. When the waters receded, Ed came back here to retrieve the +8, do one last FlogMog and wrap up his business affairs. He will still remain a member of our Club, his roots go so deep with us. Ed looks forward to connecting with as many Texas Mogs as possible as he and his family enter a new chapter in their lives.

All the best to you and your family, Ed, we will miss you.

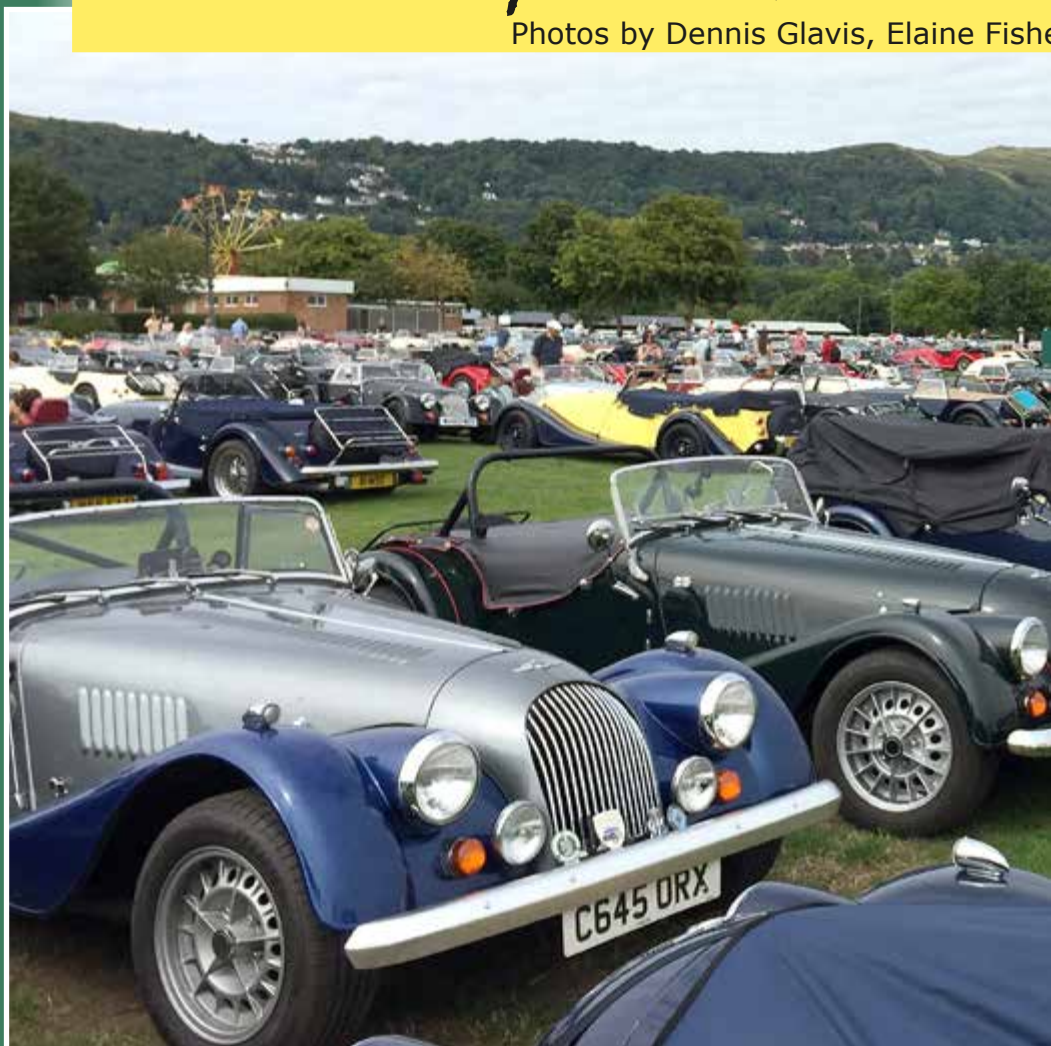


Toiyabe National Forest

Run for the Hills • M

Photos by Dennis Glavis, Elaine Fisher

*Dennis Glavis' report
starts on page 14*



The Morgan gathering and celebration in Malvern



Salvern, England 2017

er, Tcherek Kamstra & Marita Scieszka

*Tcherek Kamstra's
report starts on page 18*



rn took place the last weekend in August 2017.



Musings on Run For the Hills, Malvern

Story & Photos by Dennis Glavis



Following 3 days of walking all over London, trying to drain all of Covent Garden's Pubs of their supplies of Ale and IPAs, Pamela and I headed north to Malvern in anticipations of a huge expected attending crowd for the events of the Morgan Motor Company's "Run For the Hills".

Staying at the Abbey Hotel

We met up with Charles and Kiera for coffee and swapping stories about the children, travels and the anticipated Bank Holiday Weekend's Morgan events. Dinner in Ledbury with dear friend Matthew Parkin and some of the best venison I've ever tasted...



Friday was a Factory Open House

and I was to pick up my 3 Wheeler for the event's weekend's use... can't go to a Morgan event without a Morgan... the Factory field was quickly loading up, perhaps some 500 Morgans of every variety that day alone. My head was spinning with color, model and options input... wait, here are the Kleins, now Hermen, now all the fellows at Morgan, Dennis, Leddy, Verity, Steve, Mark, Mark, and Mark ad infinitum of friendly familiar faces and smiles... worth the trip alone!!

Friday evening MorganWest, David Crandall and Tcherek Kamstra hosted an American style BBQ at the White Way Cottages for the Americans and MOA veterans and friends attending RFTH... beautiful typical British pastoral setting for more camaraderie and catching up...

Back to the Abbey bar and all the dealers from the Continent and the UK were there, more swilling and gabbing until the bar closed...

Saturday, 8AM and time to convene at the Factory for the Pickersleigh 3 Cavalcade Morgan 3 Wheeler 18 mile drive to the 3 mile away Three Counties Fairgrounds where RFTH was being held. Some 50 3 Wheelers, old and new, gathered for a breakfast noggin...old friend Brian Clutterbuck pulled in behind me...more great stories and adventures of 3 Wheeling daring do to swap. There's something about being a 3 wheeler



EV3



A mighty crowd of 3-wheelers convening at the Factory



Concours, plus, of course perhaps close to 2,000 Morgans on the lawn... every famous historic Morgan one has ever read about, folks picnicking amongst them...parts and accessory tents, Morgan Motor Company tents, free grooming for the gents at the TonselierBarber Shop, likewise for the ladies at the Beauty Parlor...all set up in vintage attire.

Saturday night and it was Black tie Gala dinner time. I donned my tuxedo, Pamela in her stunning gown... ravishing, if I don't say so myself...I wiggled my almost never worn dress shoes on only to have the heel break off in my hand... it was Sketchers and black tux for the evening, beats electric blue running shoes, I guess... we dined and danced till 1am... beautiful décor everywhere courtesy



Pamela & Dennis Glavis

owner that intensifies the friendships, the shared experiences, the hell bent for high water attitude... now here comes two young ladies, a young boy and a puppy driving in an F4.

With Steve Morris and the MD of Selwyn's leading the way in the EV3 we set off on the road to Ledbury, then doubling back thru stunning tunnels of tree lined roads on an 18 mile caravan to the RFTH site, doing a parade lap at the Fairgrounds to the cheering attendees...the always friendly citizens of Great Malvern had also lined the streets cheering us on as the surreal band of these vehicles of another time roared, putted, the EV3 hummed, along. What a splendid feeling...!!! The programs included AutoSlalom, FunKhana, stunt riding by motorcycle teams, stunt flying by a staggering biplane, Balvenie Whiskey tasting, a

Musings on Run for the Hills, cont'd



Fred & Carolyn Klein, Elaine & Phil Fisher, Pamela & Dennis Glavis, and friends



of Sarah Baldwin and Jayne Jones... new friends including the featured speaker, perhaps modern times greatest living explorer, Sir Ranulph Fiennes. We shared a table with dear friends Melvyn and Syndi Rutter, also the London Dealer and "the Undertaker", Brian and his hilarious girlfriend, Ruth.

Came the dawn... back to the field for me; under the covers for recovery time for Pamela... gifts to buy for the MorganWest gang and others, new stopwatches to offer as accessories, more time behind the wheel of my 3 Wheeler.

Pamela joined me a bit later and soon it was time for entertainment, first, the Rockabellas, a kind of Andrews Sisters, WWII vocal trio and Pamela was the first up to form the Conga line that soon numbered hundreds. Then

the British Symphony and guest arias performed... beautifully done... the Overture of 1812 and Elgar's compositions were accompanied by a visually stunning fireworks display, done British style, very close, very low... what a wonderful way to end the day, end an absolutely marvelous weekend so full of life, love, friendship, mechanical thrills and stimulations... input overload...Morgan life at it's best...

Now home to Waldo and Lewi... squeeling like little piggies, not knowing who to run to and lick first...life is good...

Your Faithful Scribe, Dennis

A Few More Notes from Lyle Honess, Melbourne

Could not have asked for better weather. Yes a UK heatwave at 25 yesterday, if only they knew what a heatwave was... Plus 40 in Aus...

Morgans every where you name it any colour type or size...

Many Aussies here and also done Kiwis and lots have met in the various Morgan tours around the world...

Highlight would be the BBQ on Friday night as organised by David and the 3/4 USA club with the notable presence of Charles Morgan and Dennis Glavis.

At the finale in Sunday night with fantastic fireworks. noted looking for some fine food was Charles Morgan in the black t shirt with no name in it but Dennis with a very red t shirt with BIG Morgan script. Yes all good and BOTH WILL be coming to Australia in the near distant future.

Yes, Dennis get on to this and Win some brownny points with your wife. No tin top for you Between Roger and myself a Morgan or two just send us your flight details soon...

Many thanks to David for organising the BBQ!



**Morgans every where...
you name it...
any colour type or size...**

An American in Malvern - Morgan's Run for the Hills

Report by Tcherek Kamstra • Photos from Tcherek & Marita Scieszka

I have seen a lot of Morgans in my lifetime. However, until August of 2017 I had never seen upwards of 1500 Morgans in one day. This stunning display was gathered for Morgan Motor Company's Run for the Hills event, and what an event it was!

I was attending not only as a Morgan dealer (Isis Imports - Morgan Cars USA) rep; my Morgan Car Badges partner Hermen Pol was to be among the vendors providing a vast array of badges for sale. I could not pass up the opportunity to meet in person so many of the persons with whom I have corresponded for years. And what better way to meet them than by holding the biggest Badge Concours to date? That alone would be an epic undertaking, and one I couldn't pass up.

Prior to the weekend's festivities, a few of us (headed by David Crandall) made ourselves at home at Whitewell Cottages, and planned to have a cookout, American style. The scenery could not have been lovelier, and for a BBQ, this turned out to be a very international affair. Pamela and Dennis Glavis came to help me represent the California contingent along with Elaine and Phil Fisher. Julia Woolgar was a name I could now put to a face, and the crowd continued to grow. Hermen Pol was followed by Nigel Bradford (contributing writer for MOG Magazine and supplier of copies to read plus Malvern beer) and when I heard the words "Is that you, Tcherek?" I turned around and was happy to welcome Charles Morgan to our by now



Charles Morgan

quite glamorous get together. Food and drink were plentiful and the setting was a picture in itself. The official weekend event had not even started yet, and I was already having a great time.



Elaine and Phil Fisher



Nigel Bradford and Hermen Pol



David Crandall, Lyle Honess and Dennis Glavis

On Saturday I arrived at Three Counties Fairgrounds and as I made my way to find Hermen, I could not help being impressed. It seemed as if there were Morgans in every direction as far as the eye could see. Rows of Three Wheelers here, a field of Aeros there, a booth with the 3 SLRs assembled together (this was bittersweet as I still miss seeing the red one in the garage at home) and several other groupings for the many Morgan clubs. Beyond these were a sea of Morgans as the majority of persons attending the event were able to park on the grounds. The electric EV3 could be spotted making its way around the crowd of Morgan fans, who had several areas of interest to explore. Special attractions, circuits around the track, numerous options for food and drink were competing for one's attention, and that was before reaching the Morgan Dealers area and various Morgan-related merchandise shops. There was a lot to see, way too much to fully explore, especially since I had an enormous amount of car badges to examine for the Badge Concours awards.

Fortunately, with Hermen's aid I had enlisted some guest judges to assist in locating the most worthy award recipients. Several notable badge collectors came to my rescue, as well as some helpful Morgan owners (from several countries) which made my job much easier. Between us we were able to assess most of the cars with badges. Therefore I had time to stop and talk with several persons whose names were familiar but whom I'd not yet met in person. This was my favorite part



Hermen Pol & Tcherek Kamstra

of assessing the many badge bars throughout the grounds - meeting others who share a love for Morgans!

Badge Concours Results

Awards were given out in several categories, below are just some of the winners:

- Frank Lomax
- Patrick Arnoux
- Ken Sparks

Grand Prize Winner - John Rivett took top honors. His blue Aero 8 with a double row of badges plus additional badges on the grille, making for an impressive display. (I did my best to remain impartial, and completely overlooked the fact that 3 of the badges featured were my own designs.)



John Rivett's badges glorifying his Aero 8

Saturday evening I watched as the elegantly dressed group departed for the Gala Dinner, after which I succumbed to jet lag and crawled into bed. The next day was equally Morgan packed, blessed with warm sunny weather, and included a meeting with the Morgan Roadster 100 Register group, to discuss my badge design for their All Morgans' Day event at Blenheim Palace next July. I am very excited about this badge, and happily the artwork met with their approval.

The weekend was brought to a close by Malvern's own English Symphony Orchestra giving a Summer Proms concert on the big stage in

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An American in Malvern, cont'd



the central arena. Proms concerts are a tradition started in the Royal Albert Hall in London. The Last night of the Proms always features some popular classics and some very traditional patriotic numbers, namely Elgar's Land of Hope and Glory and Parry's Jerusalem. The Brits love to get up and sing and wave Union Jacks to the music as if their lives depended on it. Sunday evening's program contained such classics as Freddie Mercury's Barcelona in tribute to that City's recent troubles; The James Bond Theme accompanied by suitably daring Morgan action on the big screens; a beautifully moving sung version of Elgar's Nimrod, this time accompanied by a film of old friends including Peter Morgan; and a medley from the Sound of Music. Climb Every Mountain struck the right note with Malvern's mountainous hills as a back drop. Then onto the main features,

Tchaikovsky's 1812 Overture, complete with a veritable Fourth of July's worth of fireworks, and the Brits favourite sing song. The crowning moment of a memorable evening. Then the last act as the 1000 or so Morgan's filed out of the darkened car park. The scene was reminiscent of the final scene of Field of Dreams, with lines of headlamps threading through the darkness. Morgan had built it, and from all over the World, we came.

Special thanks to all who helped make this such a great trip - from acting as my personal taxi, providing me with photos, or assisting with judging the badges - many persons contributed to this article. Most notably Marita Scieszka, Gerard de Gier, Nigel Bradford, David Crandall, Hermen Pol, Mark Evans, plus too many others to list here. A huge thank you!



PS: Morgan racer Greg Powell sent me this follow-up he wrote for "Bring-a-Trailer" (BaT), the online vintage car clearing house. BaT is where Greg saw the advert for #33 and won the bid to his great surprise....the rest is history unfolding as published last issue and now into the summer racing season....

Also, a correction, the #33 story in May-June issue stated erroneously "In early 2004 it was announced that #33 would be the Featured Vehicle at the Elkhart Lake Vintage Festival (ELVF)."...In fact, #33 was one of 34 Morgans in the Featured Marque Race at ELF that year, for the record. Editor.

August 16, 2017

BaT Auction Success Story: 1958 Morgan Plus 4 Roadster Races In Monterey

This timely update is from the buyer of the 1958 Morgan Plus 4 Roadster that was purchased via BaT Auctions on 03/24/17



"Winning this auction blew my mind. I have wanted a vintage race car for years, and after I learned about the car last fall, I was thrilled to be the winning bidder. The weekend after the auction, I hardly slept; I could not stop



thinking about this car and the responsibility that I would soon take on.

The best decision I made was to arrange to meet the owner, Pat

Starr, in Minneapolis. As it turned out, the weekend was also the date that Intercity Lines would pick up the car. I



spent 2 full days with Pat and his wife, Margery; the first reviewing the car and the spares with Pat in his garage + a short, but fun, test drive around the block. The last day involved loading the car into the transporter, then a nice tour with Pat and Margery of the Twin Cities. The trip made the purchase feel even more

significant because it made me feel connected with the car's history and its longtime owner and caretaker.

The car arrived in California on the 18th, and I spent the first 4 days getting to know the car more closely and preparing the car for its first race two weeks later with SVRA in Sonoma. My original plan was to use my own SCCA race number for the car, but after the full history of the car began to sink in, I decided instead to return the appearance of the car to what it was for most of the 60's & 70's, to renumber the car to 33, using period photos that Pat provided.



The Sonoma weekend could not have gone better! After the first test drive on track on Thursday, I saw that I had a lot to get used to: the flexible steering wheel, the steering response when on the rumble strips, and the feel of the locked rear end. Over the next 5 sessions, I got more familiar with the car, and eventually improved my best lap time by over 18 seconds. The car ran flawlessly.



A highlight of the weekend was being invited to participate in the Saturday afternoon parade to the Sonoma Town Square for the Historic

Race Car Festival (a charity event for Speedway Children's Charities). My mom accompanied me on the drive to the Square, and a highlight was letting two excited toddlers into the car.

Next up for the car will be racing in California this fall. I am considering the VARA event at Willow in September as well as the CSRG event in Sonoma.

I feel lucky to have this car, Greg P. @afterapex"

PS "The car recently competed in Group 2 at the Monterey Pre-reunion, finishing as high as 11th place. The event was awesome and I was thrilled to be on track with Ferraris, Porsches, Alfas and an Aston Martin. The car was also shown in the car week kick off last Friday night in downtown Monterey."



Odds 'n' Sods, cont'd from page 4

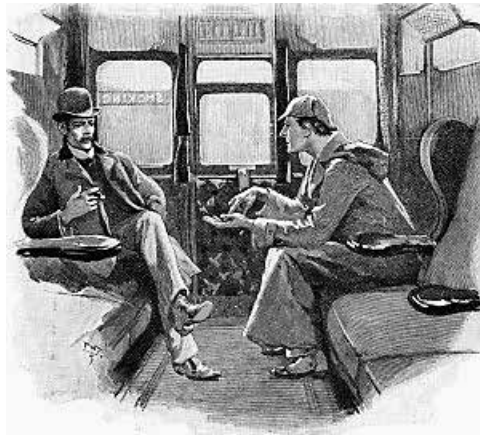
the complex navigation. Driving, more or less, is the easy part. But common knowledge also has it that guys are better at driving fast.

Pause here for appropriate heckling.

This often leaves the wife/lady friend in the unenviable position of performing complex navigation in a car being driven too fast.

The basic formula for this activity is a simple one: **speed = distance/time**. Indeed, it's the sort of thing that Sherlock Holmes performed entirely in his head: "We are going well," said he, looking out of the window, and glancing at his watch. "Our rate at present is fifty-three and a half miles an hour... The telegraph posts upon this line are sixty yards apart, and the calculation is a simple one."

*Watson and
Holmes in
train travel.
Image by
Sidney Paget.*



On the other hand, Holmes was sitting in the First Class compartment of an English train, not bouncing around in the passenger seat of a classic English roadster.

Here, I share rally heroics of a personal nature. Not mine, but Wife Dottie's.



In one of its more placid moments, Wife Dottie admires the red rocks of Sedona, Arizona, on the 1993 Copperstate 1000.

By way of background, the Morgan roadster's doors are cut away low, ostensibly to give clearance for properly flaying elbows whilst countering slides. What's more, Morgan door-latch hardware wouldn't impress a homeowner's security for a screen door. Added to this, Morgan chassis flex means that an errant bump in the road might, at least in theory, defeat the efficacy of door-latch alignment altogether.

This is why the passenger of an export-market (i.e., left-hand-drive) Moggie always feels more confident of the driver's cornering hard to the right rather than hard to the left. Right-cornering dynamics tosses the passenger firmly against the driver, as opposed to trusting that cutaway door and its questionable latch.

It's beside the point that such rally driver/navigator intimacy interferes with elbow flaying.

So there's Wife Dottie as (my very capable) navigator, perhaps getting a bit queasy looking down at her calculations as I corner with gusto to the right and with relative prudence to the left.

"Pull over," she said, "I'm going to be sick."

"We can't; there's a checkpoint sign ahead," I explained. (Stopping within sight of a checkpoint is prohibited.)

"I'm going to throw up," she stressed. So, forgoing a potentially zero-error stage, I pulled off into a recess. And, indeed, Wife Dottie threw up, next to a parked tour bus of visiting Japanese.

Other wife/lady friend navigators react in different ways. As an example, rest stops along a rally route are, at best, rudimentary and, at worst, open-pitted insults to hygiene. Wife Dottie returned from a particularly rustic rest stop and reported hearing another woman saying brightly, "Oh, my goodness. My slide rule seems to have fallen down that hole...."

At the end of a day's rallying, another navigator told Wife Dottie, "I'm going to our room and have an attitude adjustment before dinner."

Yes, TSD rallies can be fun.

In retrospect, we'd have been better off with Wife Dottie at the wheel. And, come to think of it, doing the navigating as well. ds

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