

June • July 2010

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Tour*

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& the 1st Annual
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Remembered*

... and more



The Morgazette
The Newsletter of the Morgan Sports Car Club of Northern California



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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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:

- **Aug 20** for Aug-Sept issue
- **Oct 22** for Oct-Nov issue.

Classified ads placed by members will run one time. Please notify the editor if you wish to place the ad again.

The **Morgazette** is now available in an on-line format as a web PDF. It can be downloaded at the club website or contact the editor.

Welcome

NEW MEMBERS

Hank and Cathy Feenstra
1609 Kingsford Drive
Carmichael, CA 95608
916/482-8162
cathyfeenstra2@comcast.net
1970 green and black +8

Scott Pettit
3342 Santa Fe Street
Riverbank, CA 95367
scottpettit@sbcglobal.net
1957 black and red +4

Wick and Mary Goodspeed
2335 Waverley Street
Palo Alto, CA 94301
wgoodspeed@sbcglobal.net
1963 dark green +4 four seater

NEW ADDRESS

Neil Miller
14308 E. Buffalo St.
Gilbert, Arizona 85295-5906

Dennis & Barbara Musante
315 Jacaranda Dr.
Danville, CA 94506-2124

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

Cover Photo: From the Tulpenrallye, by Jochem Kentgens



* MSCCNC Club Sponsored Event

Other events are listed for information only

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

JULY

Flyer

* **16TH - 18TH FRIDAY-SUNDAY • MogWest**
Cambria, CA. Co-Coordinators: Audrey Haines & Gerry Willburn.

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

19TH MONDAY • Morgans Over America V Farewell Banquet - Oakland Yacht Club 6 PM.
MUST have sent in **reservation/check** by June 5.

A Note from a New Member

I purchased my +4 in 1966 at the factory. I took delivery of the car from Peter Morgan after spending two days at the factory photographing the assembly of the cars and meeting the craftsmen. I took the photographs for Sutton & Pfluge in L.A., the only West Coast sales outlet at the time. (They assisted in making sure the car would be ready for pick-up.)

I drove the car all through country lanes in southern England and then on to Denmark where my brother was working at the US embassy in Copenhagen. I then went on a road trip up through Norway and Sweden.

I've been the sole owner of the car for 44 years. Since I'm not a joiner I did not get involved with MSCCNC during this time. However, due to some very fine mechanical work performed by Mike Anthony and his assistant, the car is ready to roll. After dealing with the DMV over a period of 10 months, the title (which they lost) was reprocessed and insurance by Hagerty has give the car new life for country tours and participation in club rallies.

So, I've joined up!

Ted Roberts

'66 +4 2 seater

AUGUST

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

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

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

SEPTEMBER

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

OCTOBER

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

***16TH SATURDAY • Oktoberfest,** Marj Scooros & Bart Weaver. 1-day run, Dinner & Talent Show.

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

NOVEMBER

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

DECEMBER

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

***26TH SUNDAY • Combined Boxing Day Wendell Bain + Baron Roche & Jan Barton Mem. Run**
Jerry Gurley

Look at this empty space...

There's lots of room in the second half of
this year to plan another event!

Try a half-day run...

Host a garage tour...

?

Any volunteers?

Phil Eisenberg



Phil Eisenberg became a stalwart of the MSCC of Northern California sometime in the '70s, about the same time as I became active in the Club. But you can't talk or think about Phil without thinking about Andy, his lifelong lovely wife who always accompanied Phil on every adventure, Morgan-wise or otherwise.

Hailing from Albany, New York, they, like so many of us, migrated West. When I met them Phil was a buyer for Ford AeroSpace in Sunnyvale and Andy was one of the upper echelon of the Stanford Library. Their home in Los Altos was a virtual art museum. Phil loved to put on rallies, getting lost on most of his own as well as other's. We did the Arizona Governor's Cup rally together in 1990, planning to meet in Laughton for an over-night stay. Somehow Phil headed north to Arizona from Northern California and was 8 hours late. He was the first winning recipient of the Captain Wrongway Peachfuzz Award and would have been the perpetual winner had he not decided to ride with someone else who was not as directionally challenged.

One of my favorite memories was being the first car behind him in one of his rallies at the start and watching him start one way, then the other, headed off in the wrong direction, first turn out. He loved restoring Morgans, always having a project car as well as a driver. His interest were varied, sometimes a Plus 8, sometimes a Plus 4, sometimes a 4/4. He built a beautiful car for

Andy, a +4 four seater fitted with a Fiat engine and an automatic transmission, similar to the Fiat powered, AT equipped DHC I owned at the time.

They spent five years restoring a home in downtown old Santa Clara which can only be described as a mini Herst Castle when Andi was done with it. Phil was one of the original organizers of the November Turkey Trot, a baton shared with Bob Schmidt and later passed to Bob when Phil and Andy moved to Scottsdale. They often came to parties and murder mystery dinners at our home in the Santa Cruz Mountains, Andy always so elegantly attired and Phil, always eager with his friendship.

The sale of Ford AeroSpace had forced Phil, an ever bundle of energy, into early retirement. They sold their incredible home as the neighborhood was beginning to transition to something other than what it had been and bought condos in the Bay Area and Scottsdale, hoping to spend more time with family and friends. Andy became the director of the Native American Art Department at a museum in Phoenix, truly one of the world's experts in that field. Phil kept on with his projects and would still come to Cambria, MogWest, every year.

Last year we learned that Andy had passed away, a true shock to all who knew her and Phil. Phil tried to cope by throwing himself back into Morgan projects and family. He showed up, accompanied by his grandson, at the Morgan Factory and at Cheltenham last year for the Centenary celebrations and seemed truly jubilant and seemed to be coping with the loss of his lifelong best friend and companion, his wife Andy. However he was recently diagnosed with a recurrence of cancer a short while ago and chose not to battle anymore but to allow things to take their course and, no doubt, rejoin Andy somewhere, rallying in a Morgan, somewhere, still headed in the wrong direction-----

Bon Voyage dear friends and, "it's a left, not a right, Phil! Phil, Phil, left — go left! Phil, where you going? Phil-----"

Your faithful scribe,

Dennis Glavis

A Further Note:

Hard to believe that our two very dear friends are no longer with us. We will always remember the good times we had with them on many a Morgan venture. We laughed and shared stories with them. We will miss Phil and Andy so much. Our hearts are filled with sadness, but with lots of memories over the many years we knew them.

Sadly,

Lynne and Jerry
Gurley

Photos: Donna D.

Message from Our President



Here we are closing in on Summer, and we have had a wonderful Follow Me Tour on May 25. Bob Murray organized another great weekday event. There were 4 intrepid Morgan drivers' along with many more tin tops. Thorley warmly greeted us at the Murray's home with hot coffee and goodies. Headed out to Larkspur to visit Price Family Dealerships: what a beautiful collection of cars Tom Price had on display! We then were welcomed to have our lunch surrounded by a very nice variety of Classic Cars. With a great BIG thank you to Tom we headed out towards Lucas Valley Road. Ending the run at Rancho Nicasio with a lovely dinner. Thanks again Bob and Thorley.

This is written very much "on the fly" as George and I prepare to go on MOA V, leaving June 10. Elaine & Phil Fisher (Elaine has helped organize the last two MOA's) are very involved in MOA V, along with Linda Cannon, and Ken Miles from Canada. As of this writing, our biggest hurdle will be if the snow has melted over Tioga Pass, if not we are going to have to go around through Bishop to get to Tonopah...(We've just learned the road is open, June 7!)

Looking forward do not forget to sign up for MOG WEST, forms and regalia are in this issue. This event brings the Northern CA club and Southern CA club together for fun, rally, barbeque and good Morgan roads. And Elaine has also organized a MOA V farewell banquet at Oakland Yacht Club on July 19th when MOA'ers come back to share some of the "on the road" stories, and wish all those who travelled to this event Bon Voyage,

Some Very Sad News, Bob & Sunny Schmidt lost their oldest son Bill, a month ago. Bill helped Bob restore his 1938 Morgan to show at the Pebble Beach Concours in the 1990s. Our prayers and sympathies go out to Bob and Sunny, along with their five other adult children and grandkids.

Also the loss of Phil Eisenberg, who died last month. Dennis Glavis has written a wonderful tribute to Phil. Phil and Andy (who passed last year) were long time Morganeers and great friends to many of us on Our Morgan Roads. And now, just before we leave on MOA, we've learned Robert Couch of Morgan Spares and a master restorer has left us as well after a long illness. God Bless Them All.

Take care, all of you, *Kathy Tollworthy*, President

MOG Tivities Bits

MOA V KICK-OFF!

By the time you read this Phil & I are with MOA V winging our way north through the Rockies towards Alberta. Back on June 9th, local clubmembers joined us at our home in Walnut Creek to welcome the US, UK and Euro Mogs (who had just cleared US Customs that morning) and help prep and wash the chariots. And we celebrated Marie's birthday, too! You can follow our adventures on our MOA weblog noted below.

For those of you going to MogWest, we'll be joining you! MOA V will rendezvous at the traditional Carmel Crossing/ Hwy 1 Friday, July 16 that morning around 10 am. Then, we will all drive down together on Hwy. 1, stopping at Nepenthe and on to Cambria that afternoon.

Remember, you can travel with us on the weblog, with



day by day entries. Also, there are links to fellow travelers Richard and Susan (UK), Michael and Sherrie (Belguim). Happy Morgan Roads to All!

<http://www.fishershightonmoav.blogspot.com/>

Elaine and Philip Fisher, Activities Chairpersons



Robert Couch, Morgan Restorer

20 August 1950 - 5 June 2010

One very significant Morgan personality and pioneer in his own field is no longer among us. After several severe illnesses, he finally left us on the 5th of June 2010, at the young age of 59. Yet he did leave his mark in the Morgan community. I will touch some highlights of this.

Bob's first involvement with Morgan cars happened in 1977 when he was approached by a man named Jack Artley. Jack was looking for some interesting cars to add to his collection and wanted him to have a look around in England. This job was accepted and while in England, Bob came across a Morgan with very interesting history, a TT Replica, known by its registration number CAB 652. Peter Morgan also had campaigned this car in his young days.

A deal was struck, the car was shipped to the USA and Bob embarked on a meticulous restoration job for this car. This was completed in the spring of 1980. The outcome was fabulous! Jack was invited to participate in the Chinetti concours at Lime Rock Track. Its opposition came from high class (and high \$\$) cars, like Ferrari,



Porsche and others.

The famous racing driver René Dreyfus of Bugatti fame had the major task to decide on the overall winner.

Only a Porsche and the

Morgan remained. The Porsche owner had done no homework at all and admitted that the car to him was an investment. Yet, both Bob and Jack were able to tell enthusiastic tales about the Morgan and its history, so the little car carried away the OVERALL prize.

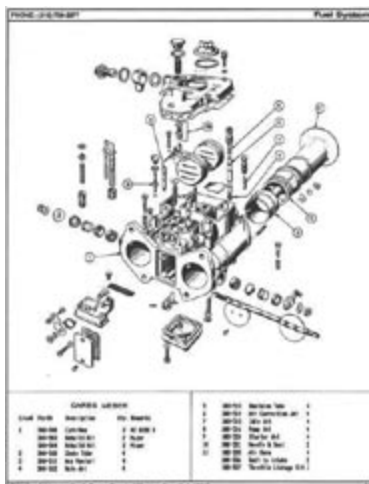
The accompanying photograph was taken at Lime Rock Park by former German Morgan owner Klaus Spangenberg.

The car was featured in "Salon" in the August 1980 issue of the major American car magazine Road & Track, which is a honor in itself. Also in Automobile Quarterly Vol.30, No. 2 the car appeared with two pictures, which proves its historic importance.

John Artley also passed away in the meantime and the TT Replica returned to England in 2010. It's now in the hands of a well respected English Morgan collector.

Bob Couch had made his name with the restoration of this historically significant Morgan and many others would follow over the years. His working standards were very high and this was of course appreciated by his customers. Without exception they ended up with a beautiful Morgan once he had taken on the job of restoring it.

Bob also was a pioneer in another field with Morgans. He created the first detailed parts catalogue for Morgan, which was one of the mainstays of his business. The catalogue, first printed in 1984, was



aimed at the Morgan +4 from 1950 - 1968. This after all was the model which sold best in the USA. The catalogue contains exploded views of many different parts. As an example, a page with exploded views of a Weber carburettor will be shown. This catalogue long was an important reference in the spares department of the Morgan Morgan Company itself.

This is yet another proof of Bob's high standards of knowledge.

Later, a similar project was taken on by Melvyn Rutter, who produced his own Morgan parts catalogue, aimed at all Morgan four-wheelers.

After selling Morgan Spares Ltd. to Larry and Linda Eckler, Bob went into semi-retirement, but kept working on Morgans. The Ecklers keep Bob Couch's spirits alive in their Morgan agency, which also has brought various significant Morgan restoration-projects to a good end.

Bob will always be remembered in the Morgan-community as a person who achieved goals not met previously.

May he rest in peace, Hermen Pol, Morgan History Services
morganhistoryinfo.services.officelive.com

— • —

... Robert Couch slipped into eternity early this [month]. At his bedside were Sidney and their son Will, as well as Robert's sister Susan. Robert was diagnosed with a brain tumor three years ago for which he underwent surgery, radiation and chemotherapy. He had a new lease on life until this past January when he was again diagnosed with another brain tumor. We will make details known of any services to be conducted here on the East Coast as they become available. Thank you, Linda Eckler

— • —

Early this month, Robert Couch, master Morgan restorer and co-founder of Morgan Spares, passed on. Robert was known and internationally celebrated as a great builder of Morgans and was always eager and happy to talk with anyone about anything having to do with our Marque. I met Robert and his wife Sidney (who is a wonderful folksinger) at their lavender farm near Sequim, Washington some years back. We had a wonderful half day visit, good conversation, humor filled, a lovely afternoon, all from a passionate man whose passion are Old Morgans and we who love them, too. Thank you Robert, I was so fortunate to have that afternoon with you, Rest in peace. [Ed.]

The Murrays' Mid Week Follow Me Tour

Story by Bob Murray • Photos by Gordon Craig

May 25 turned out to be unseasonably wet and we had only four Morgans show up – Marj. Naughton, Bob Lamar, Murray Dashe, and Phil Fisher with the rest of us in our “other stuff.”

After Thorley welcomed everyone with coffee and goodies at our house in Larkspur, we drove only a short distance to Tom Price's auto collection also in Larkspur. Tom Price gave us a very interesting tour of his collection telling us about the cars and including interesting stories about them. We then had the lunches we had brought with us in one of the showrooms surrounded by the cars and his collection of bronze automotive art and racing posters. It was a wonderful collection, building, and host – hard to leave.

We then drove out through West Marin and along Tomales Bay to Nick's Cove for a drink. Pat Kuleto, who owns it, has designed many restaurants and has done a great job here. It probably looked familiar, because it has been featured in many magazines and newspapers.

From there we drove to Rancho Nicasio for dinner. It is not crowded there in mid-week but gets very crowded on weekends, so plan ahead (www.ranchnicasio.com). Proprietor Bob Brown greeted us with some very rockin' boogie woogie on the piano and a great dinner menu. We had the place to ourselves. What Fun! From there it was a short, pretty drive to 101 or 37.

In spite of the weather it was a pleasant and traffic free day.



Two car guys with slightly different collections.

Clockwise from right: Ferrari California LWB; 1995 McLaren V12 Three Seater; 1932 Alfa Romeo 8c supercharged 2300; Mercedes Benz Roadster; Alta set up for hillclimb racing with dual rear wheels



Dale Barry and Larry Ayers at Buttonwillow. Photo used with permission of Vanhap Photography.



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Buttonwillow • All British Extravaganza

Story by Donna D • Photo used with permission from Vanhap Photography

After 14 years of trekking down to Buttonwillow Raceway Park near Bakersfield, to participate in the PreWar race group of the All British Extravaganza, Karen Barry and I have been touted as the “mavens of camaraderie.” Everyone in the PreWar group joins in and enjoys the sustenance of our bountiful lunches and post-race champagne and hors d’oeuvres. Let’s face it, food is always a magnet – and the greasy-spoon alternative at the track is not too appealing. Besides, I like being a maven.

The cars are splendid and there’s always something to be talked about, before, during and after each practice and race. However, conversation does often turn to other topics – and why wouldn’t it, with the broad backgrounds the PreWars bring with them: astrophysicists and scientists, designers and artists, chiropractors, doctors and nurses, e-commerce entrepreneurs, musicians, paralegals, pecan farmers, professors and teachers, wine-grape growers ... I’m sure I’ve forgotten some! What’s also fascinating is that some of the racers have been competing for many years and regularly travel cross-country and internationally to race their vintage vehicles.

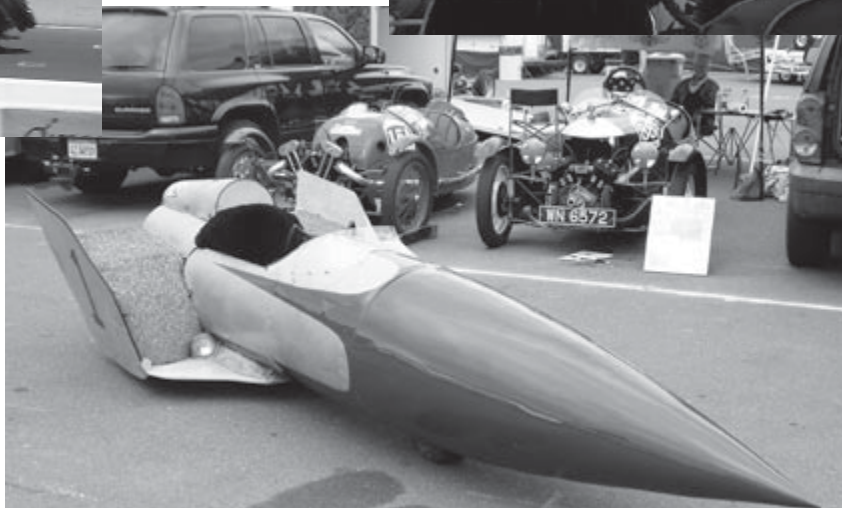
This year, we had a slightly different experience with the PreWar Exhibition Race. This is the event where we dress up in period costume and racers can take passengers and

“pretend” to race. When we were getting ready, I noticed a young boy standing by one of the flat rad Morgans, anxiously looking around. So I asked him if he needed help. He said he wanted to ask the owner of the Morgan if he could go out in the exhibition with him. The boy, Jayce, was dressed in a racing suit and was quick to say, “I’m a racer, too, and I was really hoping to go out on the track. I’ve raced carts since I was little (he’s now 12) but money is tight right now so I had to give it up for awhile!” He said it so honestly, with no expectations. So I took him over to see Red, Larry’s 1930 Morgan Super Aero, and Jayce made the appropriate noises of admiration. Well, my heart melted and told Larry I’d give up my “seat” if he would consider taking Jayce in Red. Larry told the boy to bring over his parents and perhaps he could ride with him. Jayce was back in a flash with his father, but it wasn’t until Brian Blain (1917 National racer) vouched that Larry was safe and what a treat it would be to ride in such an historical racer that the father agreed. It turned out that Brian was giving a ride to the boy’s mother, so Larry and Brian dined back and forth, providing a memorable thrill for that family!

There’s so much more to vintage racing than the trill of racing these old machines – it’s sharing the history and camaraderie – and I think we have a new fan!

Not just a show car – Tom Price wheels the Alfa to 3rd in the PreWar Group.

Ready – Set – GO!



All in the family? – it has got 3-wheels, but a fiberglass body, rear mounted lawnmower engine, and pointy nose. Nope, this definitely fell from a different branch of the tree!

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Sonoma Historic Motorsports

June 4th through 6th • Story & Photos by Gordon Craig

The Sonoma Historics began in fog each morning for the practice runs, but burned off by mid-day for the Group races. Alas, it would warm up to a string of misfiring engines and mishaps for most of our Morgan Club racers. Well, almost.

Saturday, the two Mogs racing were Dennis in "Skimpey," a +4 Flatrad #100 and Brian Howlett in his Sebring Comp +4 #111.

Dennis had great fun dueling with MGTDs in the back third of the pack, keeping his line as the front runners lapped him and most of the '48-'55 Sports Racing & GT Group. Dennis and "Skimpey" had the best time of it, even finishing ahead of two XK-120s, as the other races would prove out.

Brian qualified for pole position in the '55-'62 GT Group, which has everything from Corvettes to Lotus, Elva, Porsches, to MGA twin cams. Brian and a Twin Cam traded the lead four times for the first half of the 12 laps, pulling away from the field with just over 2 minute laptimes. Then, in the sharp corner of Turn 11, #111 began missing coming out and the MG sped away. Brian made up the distance the rest of the race and was closing at the finish. Later, he reported the engine had loaded up in an over-long hold on the grid due to clearing the course from the previous group final.

Sunday, Larry Ayers and Dale Berry in their trikes and John Willburn in the Peerless Ambro Special (with lots of Mog in it) competed in their respective finals. "Red Johnnie" did not fare so well in the Pre-War Group, metal fatigue in an 80 year old cycle fender strut forced Larry to pull into the grid and remove the flapping wing, and



**Tres Amigos
Dennis, Larry, & Dale**



**Brothers Willburn
on the grid**



**#111 in pole
position**



**Sans wing, Larry
revs to reenter race.**



**Stewart Smith
ready in Lotus II**

although he was allowed back on track, the JAP engine began misfiring, so he pulled off after four laps total. Dale Berry in his #88 trike completed 9 steady laps by the end, cheered on from the stands every time he came round. Tom Price brought his 1936 Alfa Romeo 2300 to 3rd place. Just days before he had hosted us to his private collection in Larkspur and fired up #136 for us (see "Follow Me Tour"). It was great to see him and #136 in action.

John Willburn had an exciting time of it in the Peerless Ambro yellow bodied special. He was back in the pack moving up with a group of five, turning 2'14" laptimes when he braked too late in a tight turn, spun out and came to a stop in the infield, it's all on video from his onboard camera. The motor stalled, restarted, but then the entry onto the track again was a dicey affair with little sightlines offered for oncoming traffic, but he got safely back on with a misfiring motor for the rest of the race. Morgan Clubmember Stewart Smith brought his '57 Lotus II to 17th in a tight middle pack battle of Lister bodied specials and other Lotus, all finishing on the final 14th lap.

The Sonoma Historics are a fun and exciting event, not just Old Morgans, but Old Iron of every stripe – early drum brake NASCAR, Can-AM, Formula Open Wheelers, Trans-Am Muscle, a great line up of Type 57 Bugattis, Alfas, sports bodied specials of the 50s, nearly anything you can think of is out there and moving. It's great to see and experience... come out next year and enjoy all these old beauties! Support our Morgan Club racers, too!

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

2005 MORGAN ROADSTER 275 original miles, one owner. Climate controlled storage from new. Maserati Rosso Pontevicchio Metallico exterior Yarwood Biscuit leather, Ostrich embossed, piped in Red leather LeMans '62 bumper conversion MotoLita wood rimmed steering wheel with alloy mounting boss and MMC winged logo horn push. The very last delivered new Roadster from MorganWest

2005 MORGAN AERO 8, Rolls Royce Garnet exterior/caramel colored leather piped in cream; dark red mohair softtop, 2,900 miles, one local owner from new, stainless steel rear valence mesh trim, Factory side exhaust, Alpine stereo CD, As new.

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

2003 MORGAN Plus 8 35th Anniversary Edition Pacific Blue Metallic Magnolia Leather Blue Mohair Fabric Top and weather equipment Factory AC Stainless Steel Wire Wheels with double eared knock offs Blue Mohair Spare Tire cover LeMans '62 bumpers front and rear One of fastest Plus 8s anywhere-over \$25K in dealer installed accessories! 1,761 miles



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

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

2002 MORGAN PLUS 8 Fountain Blue metallic exterior, Blue leather with grey piping, 2,000 original, one owner, SoCal miles, Stainless luggage rack, Alpine stereo CD, Absolutely as new.

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

1964 MORGAN +4+ 1 of 26 ever built. Ex Knut Hallen collection. Invited to and shown at the 2009 Pebble Beach Concours d'Elegance. Every nut and bolt restoration by MorganWestorations, just prior to this. Full SuperSport specification motor. None, absolutely, none better

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1963 MORGAN plus 4 SuperSport Chassis number: 5352. Purchased to be a race car from new. Rare SS delivered with a factory hard top. Never had a soft top--no pins on the top of the windshield and no top bows were ever installed. Motor is fresh.

1956 MORGAN PLUS 4 Roadster British Racing Green Exterior. Black top and weather equipment. Tan leather. Stunning restoration. Very correct.

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

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

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

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4PM Jun 2 2010

The SLRs - 2010 Silverstone

Story Direct from The Morgan Wire, www.GoMog.com



All 3 Morgan SLRs turned up at Silverstone Raceway on Friday May 15th, 2010 set to make history. The three legendary cars, 1960s creations of Sprintzel Lawrence Racing (aka Chris Lawrence, pilot of the TOK 258 the LeMans winner) have long been considered the most beautiful of all Morgans, raced together for the first time in almost fifty years on Sunday, May 16th at 12:15. Simon Orebi Gann's beautiful Red (SLR I), John Emberson newly acquired (SLR II) and Keith Ahler's veteran Green (SLR III) took off with many enthusiasts and a fine field of other competitors present.

The drama started early. The Emberson and Orebi Gann SLRs were both due to test on Friday. The former missed the first session but otherwise ran well. On the other hand, the other car stumbled on three occasions, throwing a tappet adjustment suddenly, within a couple of laps of starting. As a result, it hardly ran all day. In the evening, the engine builder, co-pilot and Rick Bourne opened up the engine and noticed a bent rocker arm.

On Saturday, the day dawned well and all three cars went out for the qualifying session. The Emberson SLR (piloted by John Emberson and Bill Wykeham) qualified 9th and the Ahlers' SLR (piloted by the father and

Bourne) failed on the first lap with exactly the same symptom as the day before in testing, and the newly fitted rocker arm was once again found to have bent. With some very efficient and rapid mechanical work, the engine was patched up enough to get the car qualified, although the revs had to be kept within 4000 rpm. (As these engines generate most of their power from 4000 rpm + upwards, the performance prejudice was substantial and the car qualified in 39th place.) However, in true British racing spirit, overnight the engine was stripped down, a sticking valve diagnosed and unstuck, and the engine rebuilt on the spot. With crossed fingers it was rolled out on Sunday for the Race.

The one hour, two driver race began promptly the following morning. At the end of the first 20 minutes, the order was the Ahlers' car, then the Orebi Gann's followed by Emberson's. A Triumph broke a half shaft on the (fortunately slow) Brooklands left hander, and the car rolled. The

son team of Jack and Billy Bellinger) did even better, achieving 7th in a grid of 50 cars.

Sadly, the Orebi Gann SLR (piloted by Simon Orebi Gann and Rick

safety car was used for 10 minutes while the marshals cleared driver (unhurt) and remains of car wreckage. At the end of the safety car period, the Ahlers car stayed out but the other two SLRs came in for a driver change. The Emberson car changeover was so slick that they emerged from the pits just ahead of the Orebi Gann car and looked like it might over take the Bellingers!!

However, a couple of laps later, sadly the Emberson car pulled off with a blown head gasket. With the number of cars in the race, the clerk if the course decided not to operate the normal process of making the pace car pick up the leader car, which luck gave the Ahlers car near a lap gain. The Orebi Gann car managed to unlap itself and made up half the next lap when the chequered flag came out.

The result for class GT3 was:

1. Ahlers Morgan SLR
2. Austin Healey 3000
3. Orebi Gann Morgan SLR (with the fastest lap by 0.015 second showing how well matched the cars are)

A historical first was achieved: the three SLRs started the race. At any one point, it looked like any one of the cars could have been first. With no damage to the cars so all the drivers are awaiting eagerly for the next Special Race Day!



Behind the Wheel • Tulpenrallye Diary

by Jochem Kentgens



Traditionally, the first week of May in the Netherlands means the Tulips start to flower, Spring is here, the weather is warming and Summer is not far off. Thus the 57th edition of the Tulpenrallye began with the promise of Spring for Historic and Vintage drivers and navigators in 4 classes of vehicles and driving abilities (Expert,

Sporting, Touring and Vintage/before 1950).

But Morgan Clubmember Jochem Kentgens (owner/driver) and Kasper Pruysen (navigator) of Amsterdam met full on Winter conditions as they launched "The Flying Dutchman" (a restored +4 Rallycar built by Mike Anthony) on her week long Maiden Voyage of 1900 miles of challenging Day Stages through the French and Swiss Alps, the foothills and valleys of Northeastern France and the low country through Belgium and the Netherlands. It started with a long drive to Vichy for the Start with hundreds of other competitors, then day after day of routes and controlled TSD sections (time, speed, distance) and Test drives as prescribed by Rallye Officials. Each car is required to carry a Speed Pilot, a kind of timing clock authorized by the Rallye. At no time were they given complete maps of the entire route, only daily point to point maps which were confirmed on completion and returned to at checkpoints, then the next set issued. They could not carry any other navigational aids or maps of their own, not even a compass. Mobile phone use, except for emergencies, was banned. No car radios, either.

The weather was either rain, or sleet, or snow and constant fog, or combinations of all at any given time, limiting visibility and it was muck and wet, soggy bottom driving all the way. A kind of limbo on two fronts comes into play: One, you never know where you are going next, and Two, getting there, who knows what's next? Then again, lunchtime and dinner were welcome refuges from the slings and arrows of the road, all arranged for at chateaus or castles along the entire run of the Rallye. Ah The Rites of Spring! Here follows Jochem's firsthand account of Tulpenrallye. Editor

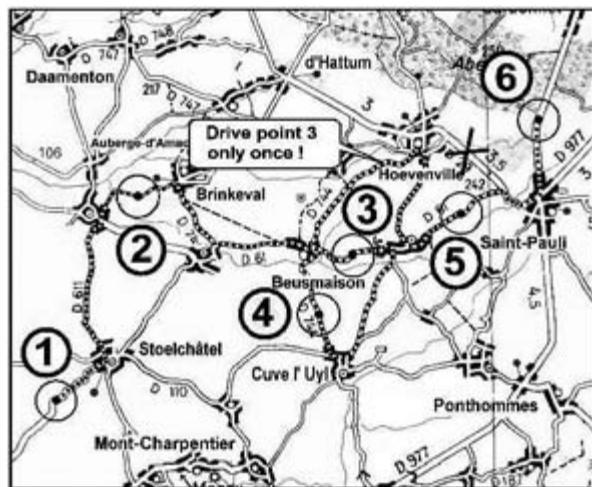
Sunday May 2 • Drive to Vichy from Amsterdam

We left Amsterdam at 5 in the morning, in order to reach Vichy in good time. Dark clouds packed the route, heavy rain and bad visibility. A wiper broke near Brussels in Belgium. First bit of stress! Fortunately we were able to mend it ourselves

on the hard shoulder. After 10 hours of rain we arrived in Vichy. Car was fabulous, doing 70 mph steady all the way. Our 1959 Morgan is not new anymore although

recently fully restored. I didn't push the car any further so she did 600 miles since full restoration and freshly built engine. Starting tomorrow it is no more mr nice guy on her, hahaha. Our rallye documents are checked and we had our Welcome Drinks in Vichy. Many friends. Good sleep and soon we'll start.

I will send an update every night!





Monday May 3 • Start Vichy to French Alps foothills, Vals-les-Bains

This morning we awake rather nervously. At 08:30 start time, nerves could be felt in the entire car, until the moment we left, set off at 08:43! Rain and sun. Top on, top off. Immense slippery roads, snow, hail. This in May 2010!

Nearly lost the car on one instant, lots of gravel on the road in fast 4th gear corners. Oversteer left, right, left, just got it right...

Various mountains were tackled and we drove all day. Super cooperation!

Doubts about the performance. At the end of the morning we were classified 8th. Not bad for a debut in the Sporting class. The results over the entire day had not been revealed at the time of writing. Tomorrow another early start, so on to bed early. We suppose we reached a place in the top 30 over the first day.

[They actually finished 8th in their class, ed.]



Tuesday May 4 • French Alps to Aix-les-Bains

The car is excellent in the mountains. Climbs like no other car, lowered front end, negative camber and wide wheels and tyres make roadholding fabulous in slippery hairpins. Unfortunately yet again bad luck for mid-afternoon once a flat tire right behind. I noticed it in a downhill fast corner, suddenly broke out and did not feel right. Apparently the tire slowly deflated. So 15 minutes wasted by changing and that while the weather was good and cars whizzing by. But we are risen from the 39th to the 31st spot by the end of the day.

Tomorrow at 08:00 hours, before the start, find a tire center to get the tube replaced and then full speed toward the top 25!

Wednesday May 5 • Into Swiss Alps to Murten, Switzerland

Wednesday morning, 0700 hours... Again pouring rain... Quick breakfast, then bailing the Morgan empty and then to the tire center!

Later Wednesday

No appropriate tube can be found in this country where no one speaks English...

Now the deflated tire and wheel is given to the (rallye) service team and we are allowed to proceed without a spare tire in the Alpine... On a very narrow front wheel spare, going is slow... but no bad luck today and Kasper is back at it, navigating spot on. At the end of the day we have climbed to 21st place.

Thursday May 6 • Murten to Vosage Mountains to Pont-les-Mousson

Disaster! Thursday was a day to forget.

We started from 21st place with very small time differences down to spot 15. So the prospects were good and we are focussing on a top ten position. Realistic but everything must come together now! But a delay penalty led to the



Tulpenrallye cont'd

first frustration. When we drove towards a circuit test (two flying laps against the clock) we wanted to make up time and we drove too fast. In one of the villages, the organization set up a laser gun control. It is important that everyone driving through the villages is quiet, not to hassle the locals so the Rallye people deal with the permits, licenses, etc. We know and recognize the importance of this. Still, frustration and the desire to make up more time prevailed rather than this awareness and we were much too high speed, and flash! I am embarrassed to say that we did 120 kph (75 mph!) where 60 kph (36 mph) was allowed. Ouch! That gave so much penalty that we tumbled down the standings 300 pts. (3000 seconds!)

Still, We also enjoy the driving, but bad luck becomes our haunt. Another broken wiper ensures Kasper cannot see to navigate. It poured the whole day of rain.

Besides the 3000 disciplinary points we properly maintained position until the finish after that.

Friday May 7 • Pont-les-Mousson to Wavre, Belgium

Friday set to start from 39th position. Again day of pouring rain. And again, bad luck... Morgan won't start and the moisture seems the problem. Car has been in pouring rain

all night in front of the hotel. Dry out the distributor cap, spark plug wires, etc... many helpful people with many opinions. Occasionally the engine fires but only two or three pips, then dies. Then a flat battery and really nothing... Service team is on its way but we can forget the morning stage, we are towed to Nancy by lunch. We find a vintage service station and the rest of the day tracking down a bad condenser.

That cost us the rally, we drop to 68 out of 90 by the time we get to Wavre.

Saturday May 8 • onto the Finish, Noordwijk, Netherlands

Though our standings go bad, we finished the Rallye... without the bad luck and stupid mistake we might have finished 15th or so. But the most important thing is we finished and FD has had its shakedown and really performed wonderfully overall, the car is really an absolute delight to drive. The problems were minor and could have happened to anyone and we learned a lesson: Stay dry and carry spares! Now the car will be prepared for the Historic Zandvoort Trophy next week. Three races on the famous former F1 track in the Dutch dunes.... Nobody said FD would lead an easy life!!

bw, Jochem and Kasper "Flying Dutchman"



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4-4 or 4/4?

by John Merton, Morgan Owners Club, Australia



The conventional wisdom, in quite a number of books and articles about Morgans, is that the first production 4-wheelers, sold from 1936 to early 1951, were called 4-4's before World War 11 and 4/4's thereafter.

But is this right?

Well, we have contemporary advertisements, magazine articles and features, and the cars themselves to help us decide.

First, a selection of advertisements, pre- and post-war. The Factory advertisement in October 1936 for the Olympia Motor Show used "4-4" as did another that month for Maskells, the London Morgan agent. But another advertisement that month called it a "Four.Four" (*NOTE dot actually in the middle*). In November 1936 it was described as a "4.WHEELER .4.CYLINDER" (*NOTE dots again in the middle*) and another advertisement, in 1937 varied this to:

"4 wheeler

4 cylinder"

Other advertisements in July 1938 and December 1939 carried no designation, nor did a Company "greeting" in December 1942.

Things were little more settled after the War. March 1946 and January 1948 advertisements still called the car a "4-4" but one in September 1949 labelled it a "4.4".

What of the magazine reviews and articles? The few that I have add a little bit to the maze. "The Autocar" was steadfast in calling the cars "4-4's". Of the five pre-war articles I have, from February 1936 to September 1938 all but one (which didn't have anything) went this way, as did a wartime article (November 1941). But "The Autocar" persisted in this description even after the War, calling the post-war cars "4-4's" both in July 1946 and January 1948 articles! And talk about diehards! As late as September

1956, it labelled the new Series 11 car a "Four-Four"! Incidentally, it seems this article was the first time ever the front suspension was incorrectly called a "sliding pillar" design, rather than the correct and traditional "sliding axle" designation.

The "Light Car" took the opposite view to "The Autocar". Articles in August 1937 and August 1939 both used the "4/4" designation.

I've only two contemporary articles from "The Motor" and both are post-war. Both select the "4/4" designation.

But there is a final word on the matter.

Despite what is printed in various places, the primary source must be the cars themselves.

What do they show?

Well, the Coventry Climax engines in most of the pre-war cars had an Identification Plate on the engine which showed both engine and chassis numbers. It also showed clearly that the engines were supplied by Coventry Climax, not by Triumph as some writers would try to have us believe. I'm sure all of us have a copy of Craig Atkins' excellent book on Morgan racing in Australia (plug!). In it there's a photograph of the ID plate from Jim Boughton's 1936 racer, chassis number 079. And it clearly establishes the car as a 4/4, not a 4-4. This tallies also with the advice I received from one of the world's leading Morgan historians, that internal



factory correspondence in the 1930's commonly referred to the cars as 4/4's.

So if you have a pre-war car with a Coventry Climax engine check the car's ID plate. It may tell you a lot!

And certainly the claim that the cars were 4-4's before the War and 4/4's thereafter is hogwash. But where and how did it ever originate?

Richard Thorne 4/4 4 seater prototype, photos supplied by Michael Palmer



[Left] **Goby in first trike, 1974**
and [right] **now with his own**
trike, 2010.

Goby recently bought this 1934 MX from Larry Ayers and reported back on his experience learning the trike's particular traits and how to drive it.



First Impressions

Story and Photos by Goby

Goby's 1934 Morgan D671 three-wheeler sports powered by matchless MX engine The first 20-miles (15 May 2010) (or how I drove to the Blue Pig in Cape May, NJ for my Sunday nosh of eggs Benedict and returned without injury to body or spirit).

Background

The Morgan three-wheeler cars(sic) were at the height of their development in the mid to late thirties. The vehicle was a cheap (in relative terms) form of transportation, I don't know if Mr. Morgan thought of it quite in these terms but the targeted demographic must have been the working class in Britain. The vehicles appeal was mostly due to the pure sporty-ness of the machine and became every British schoolboy's dream car, including the author.

The Steering Wheel

It is too big and makes it more of a challenge for old farts (me) to get in and out with some degree of panache'. The fix was to replace it with a DC3 control wheel and interestingly the feel of the steering forces ended up very close to a DC3 at cruise speed.

The First Mile on D671

OH MY LORD... WHAT THE X\$##... ARE YOU KIDDING ME?!!

The cacophony of the staccato exhaust noise (symphony), the very noisy gearbox, the smell of petrol and oil and the general rock and roll of the beast result in SENSORY OVERLOAD.

Approaching the first stop sign... BRAKES, BRAKES, where

are the brakes? The brakes on the Morgan consist of:

a) foot pedal which operates the rear brake, which any motorcyclist knows is a (mostly) useless device without the use of front the brake and will deliver you to the scene of the accident be it at a slightly lower speed, but not by much.

b) And by a ratcheting lever on the left side of the drive shaft housing which operates the front brakes. When used together with the foot pedal they sort of work, operating the system as Mr. Morgan intended requires the dexterity of an accomplished one-armed paperhanger. Even after one masters the required hand gymnastics in the cockpit, one has to remember to keep the ratchet released when done with the brake lever, not doing so will become apparent in a short order by the acrid smell of burning brake lining!

The Gearbox

Dear oh dear, what can you say about the gearbox. Lets put it this way; it's the Moss box in my old Austin Healey on steroids. There is very encouraging description in the Morgan literature on the subject of shifting down from third to second using the double declutching method...well you can double declutch until the cows come home but if you are not lucky enough to get it just right, and I mean just right, loud grinding noises will issue from the (lets be kind and call it) the gearbox. I guess no one at Morgan's engineering considered using chamfered gears.

The MX Engine

It runs and it makes a lovely noise, but WHERE IS THE BEEF? (it's a North American term). The acceleration is, let's

" NO apology is needed for introducing this chapter, as although a person may be an accomplished car driver or motor-cyclist, he will very possibly feel a little at sea on taking over a Morgan, as the control and general feel is altogether different from other types of motor vehicles. Nevertheless, so simple is the Morgan that one can almost unhesitatingly state that it is possible to learn to start, drive control, and stop the machine in well under an hour even if he be a complete novice to the machine, providing the tuition is undertaken on a road which is comparatively free from traffic...."

Chapter 2, DRIVING AND RUNNING-IN, The Morgan Motor Company 1930-1938

be kind and call it slightly under whelming, if I was brave enough to push it to its limit, I estimate that the top speed (of this steam engine) will be somewhere in the mid sixties.

The Engine Controls

The choke, ignition advance/retard and throttle are on the steering wheel. I thought this would be a bit of a challenge but after a few miles I got used to it and seems quite natural to have the throttle by thumb power.

The Suspension

Lets just say that it works after a fashion, but to be fair to the beast post flight inspection revealed that the sliding axles are worn and the left axle shaft will need to be replaced. I will hold my final opinion after I replace all the components.

Memo to Myself:

1. Restrict top speed to 45-MPH until overhaul of front end
2. AVOID ALL POTHOLES AT ALL TIMES, even if doing so causes a fright to dear old ladies and cats on the sidewalk.

The Electrical System

Originally the car was powered by a 6-volt dynamo run by the output of the rear drive. That means that when the car is not moving over 25 to 30 miles an hour, the system is not being charged. In the case of this car it has been modified to a 12-volt system with the installation of an alternator, however it's still runs in the same way. In the case of this car, the alternator does not come on charge until 35-MPH but it will stay on charge down to 15-MPH.

A ridiculous system!

"After hours of effort, everyone involved was injured or exhausted, or both".

From Road test of the
DBD34 BSA Goldie

anything wrong with that) red and cream to a dark British Racing Green with a charcoal gray (or green) leather interior.

8. Install new polished stainless-steel magna wheels with BRG hub and rim centers with gold pin-stripping.
9. Nickel plate front-end stay and diagonal bars.

Conclusions

I think operating a Morgan Three-wheeler requires a high degree of optimism and bloody-mindedness of purpose, while I am sadly wanting of the former, I more then make up for it by the latter.

After the initial shock of the first mile, in the next 18 miles I felt quite at home with this magnificent piece of mechanical anachronism. The last mile of my first twenty mile adventure in the Moggie was especially interesting in that I got to enjoy the flora and fauna of Lower Township New Jersey as I pushed the bloody thing back to the hangar. I RAN OUT OF PETROL DIDN'T I! It took me back to my first set of wheels in the early sixties, a 1940's vintage Villiers moped that I named "Melvin". Melvin was a great asset in my early training regimen: Traveling between Chiswick, Ealing, Hammersmith and Acton half of my trips

were on Goby leg power and the other half by internal combustion (when it ran). Most Saturdays were spent paddling/motoring to Ealing high street to visit the motorbike shop that still stocked parts for Melvin.

In the case of D671, I think she is a keeper even if she will cost most of the funds acquired by the sale of my 2005 Bentley Continental. After all how could it be otherwise, the beast somehow appeals to my non-religious "Calvinistic" disposition.

Things to Do to D671

(a schoolboy's dream/agenda)

1. Install a new MX2 engine, and make it a Super Sport.
2. Install new exhaust system.
3. Overhaul the suspension system.
4. Re-engineer the brake system so that stopping when required is not a long term goal.
5. Install a new mini-racing alternator driven directly by the engine so that I can drive the beast with all light on as required by local ordnance without worrying about a discharged battery.
6. Install a machine-polished stainless steel cover over wood structure under fuel/oil tank bay.
7. Change the color from the very gay (not that there's



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**MogWest
Judges:
What
are they
looking
for?**

A. Interior Cleanliness and Smartness (25 Points):

The following points will be considered when judging the Interior:

1. State of the Upholstery (Seats)
2. State of the Interior Trim (Panels)
3. Cleanliness and State of Carpets
4. Woodwork and Dash
5. Condition of Instruments
6. Fitments (Knobs, Switches, Handles, etc.)

B. Exterior Cleanliness and Smartness (25 Points):

The following points will be considered when judging the Exterior:

1. Cleanliness and Smartness of Paintwork
2. Paintwork under Wings
3. Fitment of Doors and Bonnet
4. Condition of Windows and Windscreens
5. Condition and fit of Top and Sidescreens (DHC only)
6. Plating , Bumpers and Brightwork

C. Engine Compartment Cleanliness and Smartness (25 Points):

The following points will be considered when judging the Engine Compartment:

1. Bulkhead and valences
2. Underside of Bonnet
3. Engine (Block, Crankcase, Rocker Cover[s])
4. Engine Accessories (Carburettors, Distributor, etc.)
5. Wiring, Pipes, Hoses, Control Rods
6. Lack of "Over-Restoration"

D. Chassis and Wheels (15 Points)

The following points will be considered when judging the Chassis Components:

1. Condition and Smartness of Tires & Wheels
2. Condition and Smartness of Springs & axles
3. Condition and Smartness of Radiator Shell or Grill
4. Condition and Smartness of Chassis and Silencer(s)

E. Authenticity (10 Points)

When judging Authenticity, points will be deducted for things such as:

1. Non Original Type of Windscreen
2. Non Original Type of Wings (Fiberglass, etc.)
3. Non Original Components (Radios, Lights, etc.)
4. Excesses of Chrome

Non-deductions

Marks will not be deducted for things such as:

1. Modifications required by law (Sealed Beams, Turn Lamps, Updated Tail Lamps, etc.)
2. Any part which has been replaced that is indistinguishable from original.

MogWest Concours • How are Classes determined?

2009 Winners

PREMIER

Ken Miles (DHC)

RESTORED

Bata Mataja (4/4)

DRIVER +4

Ted Robinson

DRIVER 4/4 & +8

Merlen Kearney
(4/4)

PLUS 8

MaryAnne Dutra

V6 & Aero 8

Ira Wolk (Aero 8)

DHC

Mollie Miller

4 PASS

Linda Cannon

SPECIAL

Chris Dutra
4-Pass

3 WHEELERS

Larry Ayers
(1928 Aero)

Benchmark Class

This class is for all CARS which have won a BEST OF SHOW award at Mog West. These cars are included in the Premier Class but are not eligible for a second BEST OF SHOW.

Class A. Premier Class

This class is for all CARS which have won a first place (except DRIVERS CLASS) award at Mog West in the last three years.

Class B. Roadster Class

2 Pass, 4 cyl. This class is for all two seater roadsters (both +4 and 4/4) that have been painted or had new interiors within the last ten years and Drivers Class winners over the past three years.

Class C1. Drivers Class +4's and 4 pass roadsters

This class is for all four seater and +4 two seater roadsters with paint jobs and interiors over ten years old.

Class C2. Drivers Class: 4/4 and Plus 8

This class is for all 4/4 two seater roadsters with paint jobs and interiors over ten years old and Plus 8s with over 40,000 miles.

Class D1. Plus 8s

This class is for all +8s with less than 40,000 miles or restorations less than 10 years old and drivers class winners over the past three years.

Class D2. All V6 Roadsters & AERO 8s

Class E. All Drophead Coupes

Class F. Four Seater Roadsters

This class is for 4 Pass with paint jobs or interiors less than ten years old and drivers class winners over the past three years.

Class G. All Three Wheelers

Class H. Limited Production Morgans

- a. Competition Prepared
- b. Super Sports
- c. Plus 4 Plus
- d. Special Bodies
- e. Others

No Class?

Your car can be shown on the field without having it be judged.



2009 BEST OF SHOW • Dennis Glavis Snobmog

Member Classifieds

FOR SALE: 2003 Plus 8

Colors of the car are two tone pearlescent. Body is light green and wings are dark green. Green Mohair top and interior is saddle color with green piping. Wire wheels. Long list of factory and other options.



Signed by Peter, Heather and Charles Morgan plus all others at the factory involved with the build. Unique car with a unique history.

Less than 450 miles on car. Located in New Mexico

Price: \$75,000.00

Contact: Patrick Madden

Phone (575) 915-5058

e-mail pmaddenesq@yahoo.com

FOR SALE: 1961 MGA Coupe



1600 cc engine, 5 speed gearbox • California car, completely restored by 3rd (and present) owner in 2002, rust free, body straight, no accidents, 7,800 miles since rebuild. Original body panels, new front spoiler below bumper. All good, original chrome, new rubber gaskets for body and glass. Painted "Paprika Red" (Jaguar color). New clutch slave and brake master cylinders, 2004.

Pictures and further information upon request.

Asking \$25,000 USD - or make offer

Contact Viggo Riddersholm, vriddersholm@yahoo.com or

Gordon Craig, lismoregordon@sbcglobal.net

MogDOGS

Morgan Rescue & Restoration

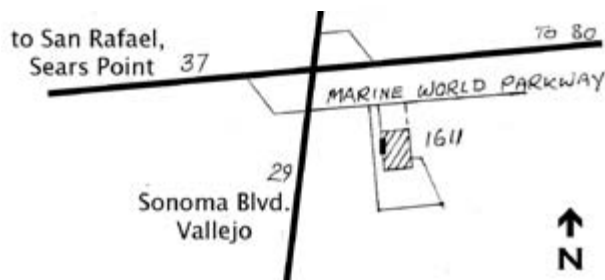
Series 1, 4-4, and +4 parts available

1611 Marine World Parkway

Vallejo, CA 94589

831.917.6999 Contact: Michael Anthony

Message: lismoregordon@sbcglobal.net



Share Container to the UK?

Anyone shipping their Morgan to the **UK** in the coming 3-4 months?

On behalf of a friend, I am looking for a share-the-expense of a container situation. Her car is a restored '67 Dodge Dart, 6ft. by 17ft. It is in storage in Paso Robles, so could be shipped either from L.A. or the Port of Oakland. Please contact me for details, Gordon Craig, lismoregordon@sbcglobal.net

From: Dennis Glavis <dennis@morganwest.net>
Date: June 1, 2010 12:43:05 PM PDT
Subject: 100500PRESSRELEASE.doc, Morgan Statue Project



Press Release • Morgan Statue Project Facing Closure

Background

In early 2004 a statue was proposed in memory of the founder of the UK's sole remaining British owned car manufacturer in Malvern, Worcestershire where Morgans have been hand built for over 100 years. This resulted in the design for a life size 'living statue' of founder H.F.S. Morgan, his son and the iconic Morgan 4/4, which will offer visitors a photo opportunity to sit in the car. The statue by the UK's leading sculptor, Leslie Johnson FRBS is planned to be located outside the Priory Gatehouse built in 1480 and is set to become a major tourist attraction in the West Midlands and the UK. (Ref: www.morgan-statue.org)

Funding

The current estimated cost for the project has now risen to £300,000 due to the increase in material prices. This is still much less than a comparable statue due to the three Trustees working on a voluntary basis and not involving any paid staff.

When the project was initiated in 2004, funding was not considered to be a problem as Arts Council England indicated to the Chairman that the statue would "very likely" attract an 80% maximum grant from them through the National Lottery. However, after London was awarded the 2012 Olympic Games, National Lottery funding has been prioritised to this event. The maximum grant that we can now expect from this source is £100,000.

To date the Trustees have succeeded in raising donations of almost £60,000 from the Morgan Motor Company, Ford Motor Company and Morgan clubs and enthusiasts around the world.

Planning Permission and Support

It was totally exceptional for the statue to be given planning permission in front of a Scheduled Ancient Monument and Listed Building in a Conservation area and be supported by English Heritage.

The Morgan Statue enjoys excellent support from the Foundation's Honorary Patrons: Lord Montagu of Beaulieu, Sir Stirling Moss OBE, John Surtees OBE and Charles Morgan as well as enjoying strong support from the Malvern Councils and the local population.

A great deal of time, effort and expense has been spent by the Trustees. It will be a major loss to the West Midlands and the UK if the Morgan Statue is not realised.

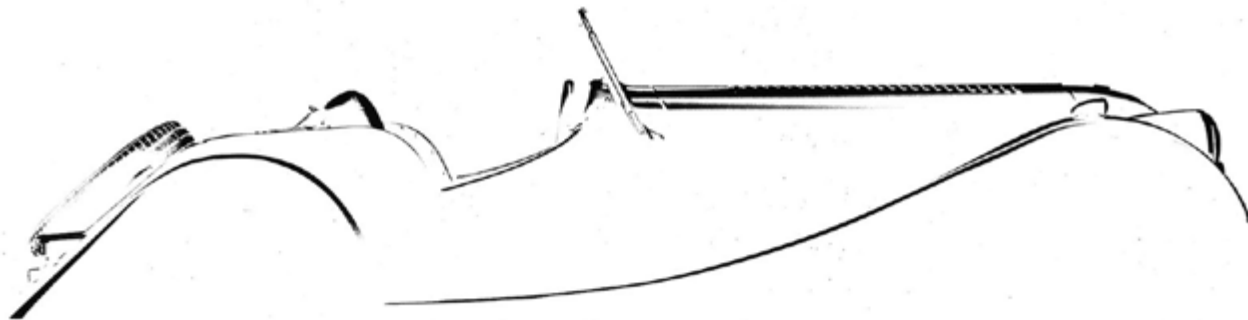
Closure

The Morgan Statue project will close on 30th September 2010 if the remaining funds or a Guarantor are not found by that date.

Morgan Statue Foundation (MSF) Trustees
May 31st 2010

Trustees and Contact Points:

Roger Moran MSF Chairman 5 Stradbroke Road Southwold IP18 6LL Tel: 01502 722122 GSM: 07920 054422 roger.moran@yahoo.com	Brigadier Mike Selby MSF Vice Chairman Ivydene 12 College Road Tel: 01684 564953 GSM: 07046 408819 michael.selby@virgin.net	Brian Iles MSF Secretary 8 Bank Street Malvern WR14 2JN Malvern WR14 3DD Tel: 01684 575336 iles5349@btinternet.com
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