

September • October 2013



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

**Inside: Monterey MotorSports Weekend • Rocambolesque Morgan
• Put-In-Bay • Concours and Member News . . . and more!**



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.

Club Officers 2013

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mogstaines@gmail.com

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The Morgazette

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

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

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

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

- **November 29** for Nov-Dec, **Dec 16** for Holiday party photos.

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.

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

Gabriel D. Orebi Gann
1926 Blake Street, Apt. A
Berkeley, 94704
510/665-4296;
215/882-4823
2003 dark blue +8

Richard and Martha Saylor
29 Linda Vista Drive
Monterey, 93940
831/372-9215;
831/224-5128
1959 midnight blue +4

Bob and Eileen Dayton
8949 Laguna Place Way
Elk Grove, CA 95758
916/684-4520;
916/947-9368
1968 two-tone silver DHC

Jack Fuller
2051 Lilac Lane
Alpine, CA 91901
619/889-3761
1966 dark red 4/4

Club Event information:

<http://msccnc.blogspot.com>

Cover Photo: *Morgan line-up at Scots Games, Pleasanton.*
Photo by Wendell Bain.



* 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)

October

FLYER *7th-10th – MONDAY-THURSDAY • FLOG MOG tour. Contact - Dave Sneary.

FLYER *18th-20th • Oktoberfest & Talent Show. Contact - Audrey Haines.

November

FLYER *9th SATURDAY • The Turkey Trot, Contact Gordon Craig & Tim Waller.

December

FLYER **Changed Date!!** *14th SATURDAY • Holiday Party, Oakland Yacht Club. Contact - Elaine Fisher.

*26th THURSDAY • Boxing Day Run- Contact Wendell Bain.

January 2014

*12th SUNDAY • Oyster Run XX, Marin County, Contacts - Larry Ayers & Donna Dell'Ario.

*TBD • Planning Meeting & Potluck, Place and contact tbd

The year is rapidly coming to a close, with only a few more events this year for you to enjoy your Morgan. FLOG MOG, a driving tour will be happening when you receive this. Audrey and Dave Haines are hosting a wonderful Oktoberfest & Talent Show starting at their home in Loomis over the weekend of Oct 18-20. Gordon and Tim will be Trotting the Turkeys November 9. The flyer for the Holiday Party on Dec 14, CHANGE OF DATE is included. Again this party will be partially subsidized by the Club. Get your reservation in before December 1.

Philip and I will be unable to be Event Chairpersons next year, so if you are interested in taking over this fun job, please let Morgan Staines know.

/s/ Elaine & Philip Fisher

Business Agenda

Biz meeting agenda for Oct. 19

Meeting time: Saturday late afternoon
Call to order

Minutes

Old business

Treasurer's report
MogWest
Other?

New business

Consideration of gift for Tony
Nominations for Club Officers
Other?

Adjourn



Were you there for these events during this year? Do you wish you had been?

Would you like to do some more events next year?

***Think about the Planning Meeting in January ~ We need a host and a date ~
Could you help?***



Letters to the Editor

Long time Morgan Club member Kevin Rivette has sent me "An Open Email to Mark Evans....and Morgan Motor Company Management."

The subject is the Morgan 3Wheeler and its inherent "bump steer", and what to do about it. It is a lengthy letter, with footnotes and links to various photos and supporting documents. To do it and its subject justice, it is published in its entirety on the Morgan Club Blogspot: <http://msccnc.blogspot.com>

I urge you to please read it fully, it is a thoroughgoing analysis of the M3W handling by the owner, and what he did to make it work for him. Kevin is to be commended for his diligence, effort and loyalty to our Marque (and our west coast dealers) in pursuing a solution. The opinions expressed by Kevin are his own, however, and do not in any way represent my opinion or an editorial stance by the Morgazette, or the Morgan Sports Car Club of Northern California.

For some time now, MMC has independently developed and equipped newer M3Ws with a solution that is quite similar to what Kevin achieved. In future, a retrofit to older M3Ws should be made available by MMC, pending arrangements with the dealer network.

Within the club membership, there a growing number of new owners of M3Ws. Please write me with your opinions and observations about them. I'll be happy to publish your views and accounts of driving them anytime in future issues.

* * *

On Sunday, November 10, a Special Run & BBQ will be held in L.A. to benefit long time Morgan mechanic and friend to all Mogs Tony McMahon. If you've gone to MogWest or any of the Historics races at Sonoma or LaGuna Seca in the past decade or more, you have probably met Tony, working quietly and amiably in the background getting many unsung things done. Recently, He has been diagnosed with Stage 4 cancer, and is fighting for his life and support of his family. Please see the accompanying Morgan +4 Club Phil Hill Bonsai Run flyer for more details.

Our heart goes out to him and his family, Tim Waller and I have decided to dedicate our "Turkey Trot" run to him on that same weekend, November 9. We will be "passing the hat" and sending on the proceeds to Tanya McMahon, care of Morgan West.]

* * *

Ever wonder what it costs to put on a doo like MogWest? Chancellor of the Exchequer George released the pluses and minuses recently and here they are in the box on this page.

We Mogs know how to throw a party, and make a little profit, too.

MogWest 2013 Financials Report

submitted by Chancellor of the Exchequer, George Tollworthy

Total income \$17,429.00

Total Expenses \$17,356.54

For a Profit of \$ 72.46

Costs as Follows:					
Diocese	\$100				
Church	\$100				
Pines Deposit	\$600				
Regalia Norcal	\$1,417.68	\$824.88	\$778.59		
Trophies	\$1,927.70				
No show					
Refunds	\$120	\$135	\$25	\$135	\$200
		\$130	\$110		
Bureau L M	\$540				
PBLSA	\$135				
BBQ	\$5,205				
Flyers	\$235.47				
Supplies	\$175.63				
Pines Lodge	\$4,663.59				

BLM is Bureau of Land Management. PBLSA is the Lighthouse. Our policy is to refund no shows if we can. Ted has some left over regalia to sell.

Gerry Willburn and Audrey Haines have confirmed the third weekend of July for MogWest 2014.

* * *

Everywhere She Goes!

Seems everytime Susan (new member, "new" Morgan) goes somewhere, she wins another trophy.

Her beautiful 1968 "lowline" +4 roadster won "First in Class" at the "Second Annual British Fall Classic" in Morgan Hill September 16. Says Susan, "I do drive and show the car. It is nice to see others enjoy it at the shows. I was up at the Blackhawk museum on the first Sunday of September for their informal car show and they were thrilled to have a Morgan. The museum curator is a Brit so he gave me preferential parking. Lots of people asked lots of questions about the car. At the British Fall Classic, the sponsors knew nothing about Morgan's so when I drove up to the podium to accept my trophy they handed me the microphone to give a little background about the car. It is fun to educate people about these magnificent cars. Hope to see you soon." Keep on Moggin' (and educatin') Susan!

Cheers, and Happy Trails, gordon



Presidential Points

By Morgan Staines, President

know ^{1, 2, 3, 4, 5, 6}

Start out ahead of where you want to go. Lift the shift knob slightly and push it as far forward and to the left as it will go. You are now in Reverse. Well, I at least am in Reverse. You might have a different box with a different pattern than mine, so you might be somewhere else. But let's just say we are all in Reverse. Let the clutch out slowly while simultaneously starting to press down on the accelerator. You are now moving backwards, watching carefully where you're going . . .

Sometime in late January 2014, somewhere in northern California, our annual planning meeting and potluck will take place. You'll want to be there, because many of your Morgan friends will be there, and there will be planning and meeting and potluck. The exact date and location may be disclosed elsewhere in this publication, as the shadow government might seek to share these details with you without my finding out. Happens to me all the time. I think that's how I got to be President.

The 20th (yes, 20th!) Oyster Run will occur on Sunday, January 12th, in Marin County, under the guidance of Larry Ayers and Donna Dell'Ario. Look for a flyer in this issue, or the next. Or both. Flyer or no, get this date on your schedule, put on your mack and get out there.

On December 26th, Boxing Day, Wendell Bain will once again host the appropriately named Boxing Day Run. Best way I can think of to avoid actually doing what you're supposed to be doing on Boxing Day.

Our annual Holiday Party will be held on *[Changed Date!!!]* Saturday, December 14th, at the Oakland Yacht Club in Alameda. Way more fun than your usual office party, which is why you must make reservations. I have no reservations about attending this event, so I will be making my reservations to do so. You should too.

Trot on out to the Turkey Trot with Gordon Craig, on Saturday, November 9th. See the flyer, which is a bit curious since most turkeys can't really fly. That's why it's called the Turkey Trot.

October 18th – 20th, you'll want to be in Loomis with David and Audrey Haines, enjoying our Oktoberfest and Talent Show. Part of the talent show will be driving your Morgan around Gold Country. Another part of the talent show will include your current officers attempting to run a business meeting and, more importantly, seeking to nominate new talent to do these things next year. This event is pretty flexible – you can do all or part, just be sure to let Audrey and Dave know. A good time will be had by all. *[See agenda on page 3]*

Depending on the speed or lack thereof of your mail carrier, you have just arrived home from Flog Mog, October 7th- 10th, where you had a great time with John Burks, Dave Sneary and a bunch of other hardy and hearty Morganeers. Or you just missed it. Or you're packing the car to go, right now. Have a great trip!

Let off the accelerator, push in the clutch, and pull the shift knob back. You are no longer in Reverse. Now put it in First Gear and GO!

See you on the road . . .



1 This word was inadvertently omitted from last month's column.

2 And it seemed like such a good column, too.

3 Until I discovered this mistake.

4 How can I show it off to my mom when it's got a mistake in it?

5 \$%#@#&!

6 Let's move on.

Morgan 3 Wheelers at Monterey Motorsports Reunion

August 2013 • Story by J. Dale Barry and Larry Ayers • Photos by Donna and Dale



There were two Morgan 3 wheelers at the annual Monterey Motorsports Reunion races at Laguna Seca Raceway in Sonoma, California over 15-18 August 2013. These included a 1930 Morgan Super Aero of Larry Ayers and a 1934 Morgan Sports Racer of J. Dale Barry. Both 3 wheelers raced in the pre-war Group 1 that included 25 pre-war cars. Some examples were a 1938 Aston Martin, a 1921 Rajo-Ford, a 1935 Alfa Romeo Tipo C, a 1934 MG Magnette, a 1938 BMW 328, a 1934 MG NE, a 1929 Lagonda, a 1935 Railton and a 1932 Miller-Scofield champ car. Photos of the pre-war cars in Group 1 including the two Morgan 3 wheelers are on-line at

the Monterey Reunion web site www.racephotosonline.com.



OFFICIAL ROLEX RACE RESULTS



Rolex Monterey Motorsports Reunion
Mazda Raceway Laguna Seca

Date: 8/15-18/2013
Length: 2.238 Miles

Group 1A - Pre 1940 Sports Racing and Touring Cars

Pos	No.	Name	Hometown	CarDescription	Disp	Laps	BestTm	InLap
1	26	Steve Walker	Amity, OR	1935 BMW 315 Special	2000cc	8	2:12.643	3
2	16	Ivan Zarembo	San Rafael, CA	1935 Railton Light Sport Tourer Rdst	4200cc	8	2:12.115	7
3	2	Richard Parsons	Millthorpe, ENG	1930 Frazer Nash Interceptor	1496cc	8	2:16.064	3
4	50	Peter Mueller	Gruenwald, GER	1938 BMW 328	1971cc	8	2:17.634	3
5	12	John Hampson	Santa Barbara, CA	1934 MG K3 Magnette Sports	1087cc	8	2:20.545	4
6	54	Len Auerbach	San Francisco, CA	1938 Aston Martin 2 L Sht Chas Ulster	1922cc	8	2:20.203	8
7	6	Noel Park	Palos Verdes, CA	1917 Chevrolet 490 Speedster	2800cc	8	2:28.020	6
8	32	John Kerr	San Luis Obispo, CA	1932 1932 Miller-Scofield / Ford	3310cc	7	2:10.550	3
9	24	Pete Thelander	Westminster, CA	1934 MG NE	1271cc	7	2:34.088	3
10	4	George Wingard	Eugene, OR	1913 Mercer Race	7374cc	7	2:35.715	4
11	9	Dick Deluna	Woodside, CA	1917 Hall-Scott The Four-A-7A	9900cc	7	2:44.035	6
12	151	Larry Ayers	Vallejo, CA	1930 Morgan Super Aero	1084cc	7	2:47.135	7
13	29	Graham Wallis	Nipomo, CA	1929 Lagonda 2 Litre Speed	1954cc	7	2:48.185	7
14	35	Alex Curtis	Scottsdale, AZ	1935 Frazer Nash Colmor	1660cc	7	2:48.790	6
15	88	J. Dale Barry	Westchester, CA	1934 Morgan Sports Racer	1300cc	7	2:48.721	7
16	20	Brody Blain	Visalia, CA	1911 National 40	4967cc	7	2:47.731	7
17	17	Eric Ramos	Visalia, CA	1916 National AC	8029cc	7	2:49.685	6
18	121	Arthur Basham	Los Gatos, CA	1921 Model T Ford Rajo-Ford Racer	1750cc	7	2:52.965	7
19	14	Ed Archer	Hayward, CA	1915 Ford Roadster	1750cc	7	2:38.251	7
20	2	John Kent	Hayward, CA	1917 Ford Model T	1500cc	7	3:01.135	4
21	77	Alan Patterson	Sausalito, CA	1934 Lagonda Rapier	1098cc	6	3:09.584	4
22	16	Brian Blain	Visalia, CA	1912 Packard	7080cc	5	2:55.461	3
23	53	Terry Sullivan	Monte Sereno, CA	1932 MG J2	860cc	5	3:38.700	2
24	153	James Nix	Los Gatos, CA	1926 Ford Model T Boattail Speedster	1750cc	5	3:58.984	3
25	99	Michael Jacobsen	Simi Valley, CA	1934 MG NA Magnette	1440cc	3	2:28.567	3
26	1	Rick Rawlins	Balboa Island, CA	1931 Alfa Romeo 6c 1750 GS	1750cc	2	2:47.829	2
27	5	Peter Mueller	Gruenwald, GER	1970 Porsche 911 S/T	2000cc			
28	27	Jan Voboril	Topanga, CA	1924 Ford T Barber-Warnock	3000cc			
29	91	Tim Sharp	Gold Canyon, AZ	1938 Austin 7 Special	850cc			

Margin of Victory 10.159

Timing and Scoring - Patty & Bill Dwyer

Race Length 17.904 Miles, Time of 19:24.357, Average MPH 55.356

Fastest Lap by: John Kerr. Time of 2:10.550 on Lap 3 at MPH.



The Laguna Seca raceway is a 2.2 mile convoluted oval road course with 11 turns including a hair pin, a 90 deg left turn and the famous cork screw that features a 10 story drop in about one-half mile distance along with 5 turns. The entrance to the cork screw is a blind turn where one cannot see the bottom and one must line up on a tree to make the turn without going



*For awhile Dale's trike was a "Morgan No-Wheeler"
as he replaced all three tires.*

*Brian Pollock visited the paddock with his recently restored
1936 Barrel back MX4.*

*As usual, Jay Leno stopped by to talk trikes with Larry and Dale.
Donna and Brian with son looked on.*

off course into sand and gravel traps.

In total, Morgan 3 wheelers completed 21 laps during the 4 track sessions much to the delight of both drivers and spectators. Transponders are required that result with the number of laps and lap times being recorded.

The two Morgan 3 wheelers have been to this event over 10 times so have become accustomed to the track and posted lap times of 2:47 and 2:48 with a top speed of about 70 mph. Both finished mid-pack. Neither racecar experienced any difficulties or problems over the long weekend.

The Monterey Motorsports Reunion this year had a pre-war racecar row and many of the pre-war pits were decorated with historic photos and the drivers wore period clothing. The pre-war row was a big hit with the 40-50 thousand spectators on Saturday and Sunday and the Morgan 3 wheelers were a big attraction to them. Many commented that they had never seen a real Morgan 3 wheeler



before, only in a museum or in a photo. Many photos were taken of the two Morgan 3 wheeler racecars. Several of us were interviewed by race magazines and official photos taken of the drivers in period dress standing by the Morgan 3 wheeler racecars.

We were fortunate to have three Morgan 3 wheelers in our paddock area since Brian Pollock from Washington State was able to park his freshly restored 1936 MX2 barrel back car with us for part of Saturday. It was a huge

hit with the spectators since there was a photo opportunity to record not two but three of the rare Morgan 3 wheelers at Laguna Seca vintage races.

We are now looking forward with anticipation to being part of the premier pre-war racing class at the Circuit of the Americas (COTA), the new Grand Prix track in Austin, TX in late October.

Cheers

and keep on triking,
Dale and Larry

(Dale is a member of SoCal Club)

Other Race Results:



OFFICIAL ROLEX RACE RESULTS



Rolex Monterey Motorsports Reunion

Mazda Raceway Laguna Seca

Date: 8/15-18/2013

Length: 2.238 Miles

Group 5B - 1947-1955 Sports Racing and GT Cars

Pos	No.	Name	Hometown	CarDescription	Disp	Laps	BestTm	InLap
1	125	Dave Zurlinden	Redwood City, CA	1953 Tatum GMC Spl S/R	697cc	8	1:49.700	3
2	15	Rob Manson	Barcelona, SP	1952 Manning Special Mercury	4834cc	8	1:50.556	8
3	77	Don Pepperdine	Monterey, CA	1949 Baldwin Special Rdst	1900cc	8	1:53.784	3
4	3	John Buddenbaum	Bend, OR	1949 Jaguar Special Don Parkinson	6250cc	8	1:52.503	3
5	4	Graham Smith	Capistrano Beach, CA	1950 Allard J-2 Le Mans	3000cc	8	1:57.523	7
6	111	Doug Sallen	Monterey, CA	1952 Morgan Plus 4	5900cc	8	2:01.138	6
7	93	David Brown	Fallbrook, CA	1955 Cooper Type 39 Bobtail	1000cc	8	2:00.655	6
8	162	Richard Clark	Monte Carlo, FRA	1952 Porsche 356 Pre A	1500cc	8	2:02.736	8
9	154	Clinton deWitt	Sacramento, CA	1955 Porsche 1500 Super Cont. Coupe	1500cc	8	2:03.494	5
10	91	Alex Curtis	Scottsdale, AZ	1955 Mercedes Benz 300SL Gullwing	1100cc	8	2:01.230	3
11	71	Steve Marx	Costa Mesa, CA	1954 Mercedes Benz 300SL Gullwing	4949cc	8	2:03.338	5
12	33	James Alder	Reno, NV	1952 Jaguar XK 120 OTS	1466cc	8	2:05.093	4
13	49	Pen Pendleton	Los Angeles, CA	1961 Alsbury Special	750cc	8	2:04.986	3
14	58	Michael Cleary	Carpinteria, CA	1955 Cleary Spl H Modified Race Car	1500cc	8	2:04.546	7
15	156	Edward Carden	Los Angeles, CA	1961 GSM Delta	1500cc	7	2:08.774	3
16	72A	Jeff Marx	Costa Mesa, CA	1955 Mercedes Benz 190SL	2996cc	7	2:10.202	3
17	24	David B. Duthu	Houston, TX	1955 Jomar MK IV D Sports Racer	2200cc	7	2:09.273	7
18	191	Gary McFarlane	Oklahoma City, OK	1960 DaleTholen H Modified Thundermu	783cc	7	2:11.673	7
19	17	Jack Perkins	San Jose, CA	1954 Bristol Warrior	1991cc	7	2:17.908	5
20	54	Richard Ravel	San Jose, CA	1954 Chevrolet Corvette	1520cc	7	2:21.108	7
21	61	Dick Deluna	Woodside, CA	1955 Chevrolet Corvette	4300cc	7	2:20.637	7
22	11	Bruce Glascock	Caldwell, ID	1950 Crosley Almquist	1500cc	7	2:20.040	7
23	100	Dennis Glavis	Valencia, CA	1953 Morgan Plus 4 TT/LeMans Special	3781cc	7	2:28.148	5
24	199	Dennis Kazmerow	Califon , NJ	1960 Devin D	1700cc	6	1:59.616	4
25	14	Stanley P Gold	Burbank, CA	1952 Porsche Am Rstr356 Heuer K/9-1	1500cc	6	2:30.756	3
26	87	Robert Williams	Sunnyvale, CA	1952 Siata Daina Barchetta	3781cc	6	2:31.047	6
27	8	James Buell	Blanchard, ID	1949 MG TC	3800cc	6	2:44.164	5
28	123	Ron Goodman	Cecil Hills, AUS	1954 Porsche 356 Pre A	1700cc	5	1:58.380	4
29	80	Tom Trabue	Nashville, TN	1956 Denzel 1500 International Sport	5867cc	5	1:59.595	3
30	7	Steve Walker	Amity, OR	1960 BMW 700S	1477cc	5	2:12.378	3
31	55	Karim Marouf	La Jolla, CA	1951 MG TD	748cc	4	1:59.394	3
32	158	John Muller	Scottsdale, AZ	1958 Dick Williams Fordvette Special	1971cc	2	2:12.149	2
33	75	James (Jamie) Cle	Sherman Oaks, CA	1963 Cleary N				
34	72	Leland Osborn	San Miguel, CA	1955 Crosley				
35	16	Noel Park	Palos Verdes, CA	1955 Chevrolet				
36	25	Erickson Shirley	Vail, CO	1954 Ferrari 5				
37	31	Al Arciero	Foothill Ranch, CA	1958 Lister K				
38	41	Rick Cannon	San Jose, CA	1954 Cannon Mark IV	750cc			
39	76	Kevin Pitts	Newport Beach, CA	1961 Jabro Mark III	3850cc			
40	86	Bernard Juchli	Palo Alto, CA	1955 Jaguar Hagemann Special	1300cc			
41	88	Tom Claridge	Los Gatos, CA	1953 Kurtis 500S	1499cc			

Note: Jeff Abramson and Ron Carrico raced Morgans in another Group, but sorry, we did not get the results sheet.

Margin of Victory 08.608

Race Length 17.904 Miles, Time of 16:16.930, Average 65.976 MPH

Fastest Lap by: Dave Zurlinden. Time of 1:49.700 on Lap 3 at 73.444 MPH.

Timing and Scoring - Patty & Bill Dwyer



At the Stecks, "Morgans in the Meadow," August 16

Photos by Donna, Elaine and Gordon

Where Else But Monterey?

Every year mid-August means Pebble Beach and other concours, Speed Week, the "Rolex Reunion" at Laguna Seca, numerous street and auction house sideshows in Carmel and Monterey, and best of all, our own Morgan insanity on Friday nights at the Stecks. Again this year they graciously opened their home for North and South Morganeers to come and celebrate our Marque.

There were Morgans old and new, from the patina laden +4SS of Frank Homet to the street legal "Baby Doll" of Greg Solow (complete with Scotty guard dog). Side by side, various +4s with various modern engines/gearboxes, from Miata to GM Eco-Tech. A line-up of Flatrads to boot, too.

It was a Bring Your Own BBQ, with plenty of sides



and starters supplied by the Stecks. Many thanks to them, and all who came, great turnout. Oh, last but not least, Tim Waller brought the BYT (Big Yellow Taxi) Ferrari. Cheers, gordon.



Bradley-Burks Wedding, a Morgan Union

Ashland, Sept. 14 • Story and Photos by Gordon



1 • Piper calls us to gather.



2 • Bill Button and other folks...



3 • The Arch in the Meadow.... [below] 4 • Bev and Tom, "Ave Maria"....



5 • The story of the rings....

Barbara Bradley and John Burks tied the knot last month, a lovely affair held at their manse, set in the heights above Ashland, Oregon, with breathtaking views of the Siskiyou mountains in all directions. Beautiful, warmish weather, over a 125 of us – Barbara has a huge family, and most of us FlogMogs were there.

As a piper called us to gather, Beverley Morgan (accompanied by husband Tom) sang "Ave Maria", a reading of Walt Whitmans poem "Miracles" by Barbara's brother and John and Barbara's personal vows to each other, all were jewels in a moving ceremony under an arch of flowers on the meadow in front of the house. Long time friend and fellow Mog Dean Jackson presided as Best Man.

And then the rings, oh the rings, they were commissioned by J&B to a jeweler they found on Mull, in Scotland earlier this year (they both have ancestry there) and so were designed with appropriate Celtic coil and grace. They arranged for them to be mailed to "Ashland, OR"

in plenty of time for the ceremony.

Weeks, then months, go by, and no rings....finally, a frantic call to the jeweler, he sets about a trace, they had ended up delivered to a Burks in "Ashland, OZ"! The Burks in OZ had just received the package, and quickly reposted them "Oregon, U.S.A." along with a note of congratulations, oh, the rings, they took a Morgan journey of their own:)

Their day and ours went on into the evening, John's new Morgan Garage with two poster lift festooned with balloons and crepe served as main banquet hall, and a string quartet played a set of country and ballads on the stepped hill patio behind the house. Then a local pianist named Dave got on the ivories in the main parlour and stepped it up with barrelhouse r & b, soon joined in with Tom and Bev in a cooking trio and everyone got to dancing and singing with Beatles to Ray Davies to Poison Ivy" to "If I Only Had a Brain" from "Over the Rainbow", among many other nuggets far into the night.



7 • We're hitched!.....



8 • The banquet hall...



6 • Vows are spoken.....



9 • Dave at piano, Barbara leads the stompers...

The whole day was a huge cheer for love, and going on, wonderful.
Many Happy Trails, Barbara and John

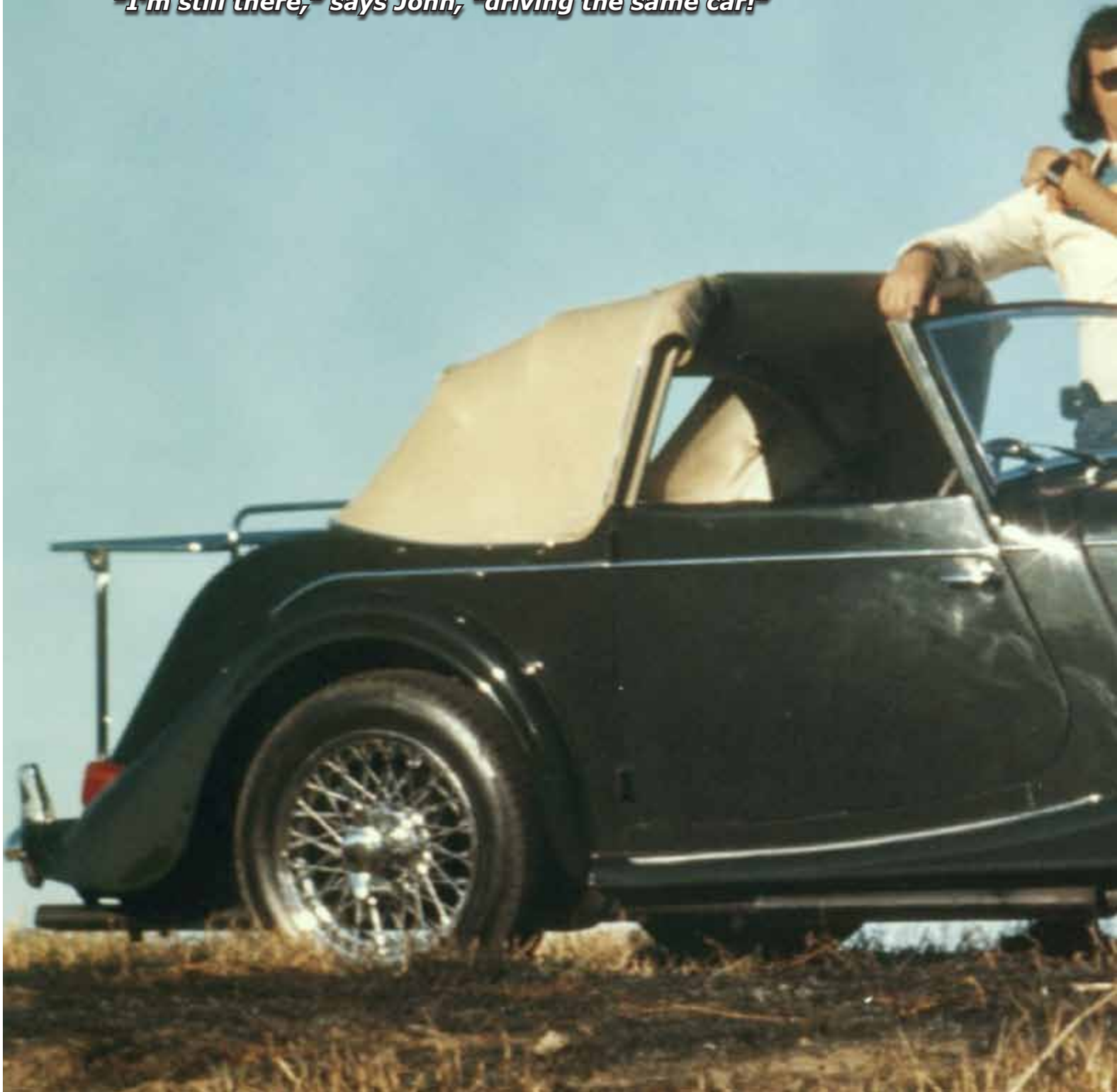
1967 +4 DHC Super Sport (rhd)

***"Lawrence Tune" TR engine, last of 9 MMC models,
documented by Hermen Pol, Morgan Historian,
owned by John Hardgrove since May of 1972***

***On a run to Locke in the Delta with navigator Maria Reyes,
photo by John Blakemore, circa 1974***

Ah, the '70s, 40 years later....

"I'm still there," says John, "driving the same car!"







New MORGAN Plus 4
60th Anniversary Badge

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2009 MORGAN AEROMAX

2008 MORGAN AERO 8

2005 MORGAN ROADSTER British
Racing Green/Mulberry Red leather,
Green Fabric Top, 11k miles.

2005 MORGAN ROADSTER Silver Blue

1967 MORGAN PLUS 4 FOUR
SEATER Supersport

1965 MORGAN PLUS 4 FOUR SEATER
BMW Laguna Blue, new chrome

1963 MORGAN PLUS 4 FOUR SEATER
Ivory/Dark Red - REDUCED

1962 MORGAN FLATRADIATOR
Skimpysan

1962 MORGAN PLUS 4 SuperSport
Roadster Soft Yellow body/Black

1959 MORGAN PLUS 4 DROPHEAD COUPE
Kingfisher Blue, stunning restoration.

1953 MORGAN PLUS 4 ROADSTER
BRG, Brown Leather

1952 MORGAN Plus 4 Butterscotch

1934 MORGAN 3 WHEELER Ivory



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XLH SPORTSTER

TVR 3000 S CONVERTIBLE PROTOTYPE
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1964 JAGUAR E-Type
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The Rocambolesque Morgan from Monaco

Story and Photos provided by Douglas Hallowell

Wherein our international correspondent from Paris, Douglas Hallowell, pursues the real identity of a rare Plus 4 Competition roadster, establishes that the car is genuine, and who was the famous first owner! A fantastic story shrouded in mystery, a "Rocambolesque"! - editor

During the years 1963 to 1967 the Morgan buyer had a choice between the top of the range Plus 4 (in either 2 or 4-seater form) and the lesser expensive 4/4 roadster.



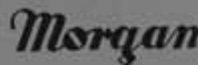
However, only the Plus 4 range was offered in 3 distinct body styles: traditional, Drophead Coupé & coupé (Plus 4 Plus). Furthermore, in 1965/6 the roadster was listed in the factory catalogue in these 3 versions: standard



high-bodied Plus 4, Competition & Super Sports.

In early 1966, **Philippe Cousteau**, younger son of noted oceanographer **Jacques-Yves Cousteau**, opted for a Plus 4 Competition in Kingfisher Blue livery with several options. With no official Morgan dealer in the Principality of Monaco, the headquarters of the Cousteau Society, Philippe had to place his order with Parisian importer Jacques Savoye. Registered E978 in Monaco & bearing chassis number 6255, his Morgan was handed over to him on July 7th 1966. Only 2 other Competition models, chassis numbers 6156 & 6346, were sold in France but 6346 is the sole currently accounted for & resides in Luzillat (south of France).

Along with the Plus 4 Plus & the Drophead Coupé, the Plus 4 Competition became one of the 3 rarest models of the Plus 4 range. In its short lifespan from October 1965 to April 1967, a mere 42 (44 according to Hermen Pol) of these cars were ordered by customers from 11 countries. It was dubbed 'The Poor Man's Super Sports' on



Prices for the full range of cars 1965/6

	Basic	Purchase Tax	Recommended Total Price
4/4 Series V 1498cc Ford Engine	£590	£124 - 9 - 7	£714 - 9 - 7
4/4 Series V Competition Model	650	136 - 19 - 7	786 - 19 - 7
Plus 4 2-Seater	695	146 - 7 - 1	841 - 7 - 1
Plus 4 4-Seater	725	152 - 12 - 1	877 - 12 - 1
Plus 4 Drophead Coupe	780	164 - 1 - 3	944 - 1 - 3
Plus 4 Competition 2-Seater	775	163 - 0 - 5	938 - 0 - 5
Plus 4 Super Sports	950	199 - 9 - 7	1149 - 9 - 7
Plus 4 Plus	1055	221 - 7 - 1	1276 - 7 - 1

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TELEPHONE: MALVERN 3104

PRINTED IN ENGLAND

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	£	s.	d.	P.T.	£	s.	d.
Wire Wheels and Hubs (Knock-on Type)	32	10	0		4	15	0
Special 4-Branch Exhaust System for TR Engine	20	0	0		4	5	0
Oil Cooler	25	0	0		5	4	0
Air Cleaner	7	10	0		1	11	3
Heater (Smith's) fitted	12	12	0		3	12	6
Leather Upholstery	10	0	0		2	1	8
Sliding Sidecreans, Plus Four two-seater and 4/4 only	7	0	0		1	9	0
Special Colour Paint, or Upholstery	10	0	0		2	1	8
Rear Bumper	5	0	0		1	0	10
Tonneau Cover, four-seater	10	0	0		2	1	8
Two-seater	9	0	0		1	17	6
Fog Light or Pass Light, including Mounting Bracket and Badge Bar	7	3	6		1	9	8
Badge Bar only	3	10	0		10	5	
Brooklands Steering Wheel	3	10	0		14	7	
Wood Rimmed Steering Wheel	8	0	0		1	13	4
Windscreen Washer	4	7	6		10	3	
Seat Belts, Lap Type...	6	0	0		1	3	0
Lap and Diagonal	9	10	0		1	19	7
Luggage Carriers, Chrome tubular, four-seater D/H Coupe and Plus Four Plus	13	10	0		2	12	1
two-seaters, wire wheels	12	10	0		14	7	
Painted flat steel, two-seaters disc wheels	3	10	0		5	4	2
Armstrong Selectride Shock Absorbers on rear	25	0	0				
16 inch Disc Wheels and Tyres							
Dunlop S.P. 41 Tyres							
Avon Turbospeed Tyres							

Available for all models, prices on application

Rocambolesque, cont'd

account of being 22.6% cheaper than a Super Sports yet 11.5% more expensive than a standard roadster. In order to distinguish it from the standard high-bodied roadster, it sported a lowline steel body very similar to the Super Sports' lowline aluminium body. And to justify its price and model name, it received, as standard equipment, 3 features which were normally options for Plus 4s: a tubular Derrington exhaust manifold, 72-spoke wire wheels (with matching wider base tyres) & Armstrong 'Selectaride' shock absorbers activated by a switch on the driver's side of the dashboard.

Peter Morgan, nevertheless, maintained the high-line body style for the Plus 4 range thereby distinguishing it from the 4/4 — the Super Sports being an exception to

this policy. It was only in 1965 that Peter consented to review that policy by offering the Plus 4 Competition model alongside the standard Plus 4 roadster. In reality, this new model's *raison d'être* was simply to gauge public reaction to its lowline body style. Fourteen months later, in December 1966, the standard Plus 4 roadster finally adopted that lowline body, thereby putting an end to the experience and brief production of the Plus 4 Competition.

Philippe Cousteau remained the proprietor of his Morgan for several years; even perhaps until the day when, during a visit to the north of France, it ended up in a garage, most likely due to a breakdown.



So far, it has been impossible for me to establish if he was still the owner at the time. Notwithstanding, the fate reserved for the Morgan — several months later — proved to be 'rocambolesque' (ed. note — translation: incredible).

Without any sign of life from the car owner, the garage ended up with an unpaid bill, probably burdened by parking fees. And tragically, at approximately the same time, in June 1979 to be precise, Philippe

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died in a horrible landing accident while piloting his PBY Catalina flying boat, the 'Calypso'. Although pure assumption on my behalf, this drama may possibly explain the abandoned Morgan in the French garage, in which case the Monaco license plates of the abandoned Morgan would have provided a further obstacle for the garage owner...

However, in 1979 the garage owner found a radical solution to his problem. He made a fortuitous discovery in a local scrapyards in the shape of a wrecked 1966 Morgan 4/4, and purchased its French title! Subsequently, it provided new identity and a means for disposing of the abandoned Morgan... After filing down the car's chassis number, a new ID plate was created usurping the 4/4's identity as a replacement for Savoye's original plate on the bulkhead. All it then needed was an unsuspecting buyer, which he soon found. After purchasing the mystery Morgan, the new owner undertook a partial restoration of the wooden frame as well as upgrading the bog-standard TR4A's performance, whilst preserving the original SU carbs.

Interestingly, towards the end of 2006 I discovered an ad in a French weekly magazine for this Morgan. After a lengthy phone conversation with the seller, I realized something was seriously askew. Confronted with my probing questions, the seller ended up revealing the car's history since 1979. Given what

appeared to be a fraud, I decided to pass on the opportunity of buying what was 1 of 27 LHD Plus 4 Competition models (I know, what was I thinking!). Then, in 2008, I encountered yet another ad for what turned out to be the same Morgan.

I contacted the new owner, who confirmed that the engine number matched the one stamped on the bonnet halves. That convinced me that the engine is original, thus allowing me to research a step further...

By means of cross-referencing, one can indeed obtain the chassis number using the engine number. Consequently, my own data indicated the chassis number to be 6255, thereby determining the true identity of this intriguing Morgan. In 2009, at the owner's request, the factory supplied a certificate with all the specs of his car. When the owner solicited the importer's help in 2010, he was kindly informed by Mr Mahul of the original owner's identity and the car's registration number. Checking later with licensing authorities in Monaco, he learned that archives only date back to 1980 but that the registration E978 had subsequently been re-attributed twice.

Thirty four years later, as of April 2013, with its newly acquired (French) replacement title & restituted ID, the ex-Philippe Cousteau Morgan can once again take to the roads in total legitimacy. What a happy ending!

> Mystery Solved: As this story unfolded I couldn't help thinking that Philippe's family might be interested in the discovery of his Morgan. I did some research and

contacted his wife and children and to my surprise got an immediate response from Philippe's wife Jan, including a

photo of them with the Morgan on their wedding day in Paris in Feb 1967! Alas, according to Jan's email, they only owned the car for five years and then traded it in 1971 for a Lotus Elan. The next owner of the Morgan she remembered had crashed it soon after taking possession, and she assumed the car was a total loss. She was delighted to know that the car was saved and still exists, but said her family is not able to purchase it. So the Morgan Plus 4 Competition was NOT, after all, owned by Philippe when it was abandoned in northern France. <

Editor's Note: Douglas did some extensive research and sleuthing to put this story together. In so doing he also discovered another interesting 'story within a story'. Bertrand Moutard-Martin, the current President of the Morgan Club de France, knew Philippe Cousteau when they were young boys. Here is his remembrance (translated from French by Douglas):

"I knew Philippe COUSTEAU when I was a kid. My parents had a house in Ste Marie sur Mer, and Philippe spent his holidays in Pornic, 3 kilometres away (quite far on a bicycle!). My parents sold the house when I was 14. I was already a keen apnea (free diving) fan and did so in the company of Philippe who was 2 yrs older than me. But I never saw him again. However, I have never forgotten how I once got my shoulders stuck in a rock crevice, with Philippe to release me by tugging at my feet. Proof that it's always safer to dive accompanied!"

North American Morgans meet at Put-in-Bay, Ohio

Story & Photos by Duncan Charlton

You try to bring all the spares you might need, but... don't you hate it when that one part you meant to pack (but mislaid) is the very one you need?

Our trip to Put-in-Bay required a drive of nearly 1400 miles each way but we were determined not to miss this opportunity. This would be the last ride in our 1936 Super Sports because en route for home we would drop it off at the home of its new caretaker, Marshall Miller of Kansas City. We arrived on the island via the ferry, found our hotel, and took the Morgan for a ride to scout the area. We soon gathered with the early arrivals for dinner, and forgot all about the intermittent short in the ignition switch. I went to start the car the next morning for the fast parade laps around the old road course and found that there was no spark and the coil was very hot to the touch. Installing a good coil borrowed from Peter Ballard's Sports demonstrated that my coil was the problem, but my spare coil, I realized, was on my bench at home in Texas. The car was scheduled to race the next day, and here we were on an 3-square mile island with no motorcycle shop!

Bob "Kermit" Wilson had called me last September with the suggestion that we call a gathering of Morgan 3-wheeler owners concurrent with the vintage road races at Put-in-Bay, where, four years running, organizers had put together a low-key race week for under-2 liter sports cars built before 1963, recreating the 1950s sports car racing series that had taken place on the island's streets (the course included a main straight nearly a mile long — those 1950s races must have been exciting,



A small sampling of the field of racers, with Duncan and Lee Charlton's Super Sports to the left of the 1950 Lester MG Special and Glenn Miller's blue SS in the background

indeed), but, given modern realities, would set up a race course on the airport's runway and taxiway instead. Realizing that the new 5-speeder had not had a proper coming-out party on this continent, we contacted the Morgan factory and the USA dealers in hopes that they would support the event. None were able to send a new Morgan but many of them donated generously so that we were able to provide proper awards and a swag bag for each attendee. We would celebrate the event with the Fifth Peter Morgan Memorial Race.

The distances separating us are daunting but I hoped we could provide a rare opportunity for Morgan owners to meet each other with vintage motorsports as a background. Never, at least on this continent, has every known Morgan owner in three countries been contacted individually and been asked to attend. Of the 184 Morgans in private hands, only about half of the owners are club members.

Back to that bad coil — Peter Ballard suggested I call Goby Gobalian, the first person to come to his mind when I said, "I wonder who here might have a spare coil with them?" We tracked Goby down, and he handed us a used, but working coil, so he saved me from ruin. Many thanks, Goby and Peter! I picked up my wife as passenger on the parade route and inserted ourselves into the



The race drivers, from left to right: Fred Sisson, Dave Hodgson, Bob "Kermit" Wilson, and Duncan Charlton.

line of cars for the second and final lap (thankfully, cars not registered for the street receive a waiver at Put-in-Bay throughout the event so they can drive their unregistered race cars on the public roads).

The All-Morgan race was my first-ever chance to race a three wheeler. I race a 1952 Plus 4 but never had I pushed our Super Sports this hard (hard enough to join the two-wheeler club for about 30 yards), particularly since it was about to be handed over to a new steward and the Morgan had to survive racing without a scratch. We started off the race with a drivers' agreement to give the fans a good show, staying bunched together. I blew that plan immediately when I jumped into the lead in our non-race-prepared Morgan, but swung wide in the first hairpin with my arm pointing the other three Morgans by. I provided V-twin soundtrack while the F-types



ran off into the distance for the remainder of the race. One or more drivers were obviously seeing red mist as the lead was contested in the run to the finish

line. I realized afterward that I drove like this more often, I might finally learn to consistently downshift quietly into second gear! Watch for Dave Hodgson's report next month.

Fred Sisson's remarks: "We had a blast at the meet and my trike ran better than I expected. I drive my trike fifty to seventy-five miles a week for grocery shopping, breakfast and evening rides. As I was not sure that I could make the event until the last minute, I did no race prep on the trike at all. I figured that I would just drive around the track and enjoy myself. I had planned to at least remove the long pipe and muffler at the track, but didn't even get around to that. By luck, the 19 tooth sprocket I run at home in the hill country was about right for the course. I was over-revving a bit and could have been a bit faster with an 18 tooth and earlier gear changes, but then I would have gotten my hands all dirty. Despite the flogging, the trike ran great, not using a drop of oil, water or transmission oil and not requiring a single adjustment/tweak all weekend. While I have

outrun MG's most times... they were TC's and TD's. I never expected to lead from start to finish with a cars as formidable as an L2 Magna behind me — six cylinders and supercharged. Dave worked his way through the field of MG's to second, but DNF'd. It was great the way the whole town supported the race and I have to thank the organizers for their hard work and dedication

in making it of the most rewarding events I have attended."

...and those of Rick Frazee:

"Thursday brought most all the cars together for a car show and valve cover races. While Lee Charlton's TR3 valve cover didn't win the race, their entry would have won best of show had there been such a prize in the concours. A beautiful MG Magna won first place in the Competition class with Kermit's #3 F2 finishing second. Our thoughts go on to the future when we hope to do PIB again, next time as a driver. Pending formal agreement from the airport authority next years dates are 25, 26, & 27 August 2014."

The race organizers provided a full schedule of films, lectures, tours, concours, the valve cover race and a rally which sent participants out to explore the island. Everyone I spoke to had a good time. The awards dinner was a highlight for many attendees. We had a view from the wharf as tall sailing ships gracefully maneuvered about in the tiny bay (including a 4-masted ship that sailed away from its mooring as we watched) as they began gathering for the bicentennial of the Battle of Lake Erie (a.k.a. the Battle of Put-in-Bay) where Admiral Perry took on the British fleet.

I want to thank those that came to our gathering and sincerely hope they got as much out of it as I did. Only two attendees drove less than 300 miles to get to the island. Eight drove over 500 miles one-way, and two drove well over 1000 miles to get there. I counted 12 vintage Morgans and one new 5-speeder, with three F-types and one V-twin racing. Photos, and links to yet more photos, can be found on the Put-in-Bay Road Races Facebook page: <http://tinyurl.com/og6vo4f>



Kermit, Dave Hodgson and Rick Frazee pose with their medals and the Leakey Cup, sponsored by Morgan West. Kermit won the PMMR 5 All-Morgan race with Hodgson finishing second in the car owned by Frazee. Later in the day Hodgson, in Kermit's F2, ran a blistering Group 1 race starting from the back, passing all other comers (read MGs) and was well on the way to a crowd pleasing victory when the car's transmission jammed in second gear in the final lap. Nonetheless he was certainly the fastest Morgan driver in the event, earning him the coveted, recycled and extremely tacky Leakey Cup.



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Penny Bates of Olde World Restorations is still in business!

Editor's Note: The following RETRACTION is reprinted in the Magazine from The Mania, newsletter of the Morgan Owners of Philadelphia. It is based on a May 16, 2013, email from Penny Bates to the Mania editor and resulted from an earlier article in The Mania. Think of it as an Editor's Nightmare!

Dear Bill,

I read with some interest my retirement and the closing of Olde World Restorations in the April edition of MOP's Mania Newsletter. Olde World Restorations is still in business and I have never closed / ceased business or changed practices. I have not retired!

No one has ever made any attempt to contact me to verify this "information". I am surprised that anyone would make this claim based on hearsay or conjecture or rumor. No one has ever had my permission to make announcements regarding my personal status or the status of Olde World Restorations.

Since this false announcement occurred, I have noticed a 40% drop in customer contacts. I have had to spend a great deal of time reaching out and reestablishing connections. This is not helpful to my business or reputation. I am not retired. I am still working on Morgans and am still selling Morgan car parts.

Sincerely,
Penny Bates
2727 Philmont Ave
Huntingdon Valley, PA 19006
215-947-8720



The 'Mania' deeply regrets the error and apologizes to Ms. Bates for the misinformation. - Editor of The Mania.

Concours and Other Car Shows

Scottish Games, Pleasanton • Labor Day Weekend

Photos by Wendell and Gordon

We donned our livery, our kilts, and brought our flasks for "A Gathering of the Morgans" to the Games the of Labor Day Weekend. Our Bonnet Line was at Parade Set, with +4s and the Willburns +4+ (featured centerfold last issue), and George's '33 Super Aero 3W and Paul Marchant's brand new Morgan 3Wheeler on point. We all looked good and proud as befits a Highland Regiment.

Over the two days we had a changing of the guard, some came one day, others the t'other. John Hardgrove brought his +4DHC SS (this issue centerfold) on Saturday. We shared space with a collection of vintage Norton, Royal Enfields and BSA motorcycles, and a '37 Rolls Royce saloon encamped for the duration. Sunday afternoon Marge Scooros and Bart Weaver came by to say hello and then goodbye as they have moved on to Tucson, to a place with a Big Garage and "No more CC&Rs!" We'll miss them, they have been long time Morgan friends and stalwarts, and we'll keep in touch. That evening we repaired to the Tollworthy Manse for a post Games BBQ. Thanks Kathleen for arranging another "Gathering of the Morgans", cheers.



Ironstone Concours, Murphys CA

Photos & Story by Larry Ayers

What a beautiful Autumn Saturday in the Gold Country! And what better way to spend it than surrounded by beautiful and sometimes exotic cars and interested aficionados. For various the entered Morgans of Scott Stone and Rod Miller did



Two Victorian ladies grace
"MossMog"



Elsa and Paul

not appear, but Susan & Dave Loesch, Elsa Dacosta & Paul Kennedy, and James & Kristine Nickerson had a grand show by the lagoon. Larry Ayers & Donna displayed the 1934 MX4Supersports, and John & Jan Grosseto showed an Osla in the Race car Group. The LaMars: Bob, Bernice, Ben and Gail showed a Rolls Royce. Roy and Divina Lane showed an Austin Healy [Bug-eyed] Sprite. Michael Anthony, Wendell Bain, & Patrick Mannion, Dick & Judy Scardamaglia were spectators.

"EMMA" WINS AT IRONSTONE

Another win for Emma. The Morgan won "First in Class" last Saturday at Ironstone Vineyards located in Murphy's CA for the 17th Annual "Concours d'Elegance" to benefit the 4H Club. She never seems to stop amazing me. It was a lovely day and the most beautiful venue yet. The Morgan's were lucky enough to get parking down by the lake in the shade. After getting our blue ribbon we participated in a parade with the other class winners and drove up onto the stage (amphitheater) to receive our very lovely etched glass trophy and a bag full of home baked cookies from the 4H club members. The drive on Friday to the Winery took us down highway 4 where there are only two lanes, orchards, cows, the occasional barn, and absolutely no traffic. Driving along looking over that long bonnet (hood to you yanks) with its leather strap, listening to the sound of the engine and gazing out over the country side was unbelievable...it doesn't get better than that.... I had a big smile on my face. Cheers and here's to next year, Susan Loesche ('68 +4 "lowline" roadster)





Member Classifieds

From Morgan History Info

<http://morganhistoryinfo.sharepoint.com/Pages/default.aspx>

Friends,

It has lasted more than 75 years until the Morgan 4-seater has been honoured with its own car badge!

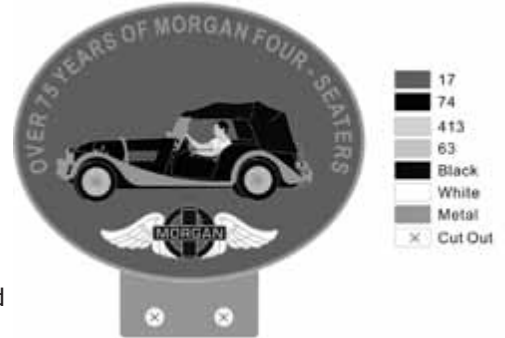
In 1937 the first (4/4) 4-seater appeared on the market. It has been succeeded by different versions of the +4 4-seater, again the 4/4 4-seater, the Roadster 4-seater and even a single +8 4-seater. The basic shape remained the same, though it of course has evolved.

With all the 1000+ Morgan badges which have been issued over the years, not a single one paid homage to this unique model. Morgan has always been a sports car with a family version (both on three and four wheels), so it's more than just that after OVER 75 YEARS a badge is produced, which will please the owners of the model worldwide and badge collectors alike.

There will be 6 NUMBERED series, numbered from 1-25 each of the following badges:

- red four-seater, yellow background;
- dark green four-seater, grey background;
- light blue four-seater, red background;
- dark blue four-seater light blue background;
- yellow four-seater, green background;
- ivory four-seater, soft yellow background.

Of the first two badges there will also be a series of 25 unnumbered badges.



To get a first impression of the look of the badges, a sketch is attached. The wings and lettering appear as grey, but on the actual badge they will be chromed, for more durability and a better contrast.

The badges cost EUR 75 each. Nearly 60 of the 200 have been sold already! If you want any particular number on a badge, this is possible, as long as stock lasts. They go on a first come, first served basis.

If you pay in advance (IBAN/BIC, PayPal and cash only), the postage will be free.

For more information drop a line to plus4plus@live.nl

If you are looking for any other particular badge, I have quite a number available, too many to list at one time. The stock also changes regularly.

Just let me know which one you would like.

Kindest regards,

Hermen Pol

All, **I am looking for a Morgan +4, +8 from 1960 and on, with LHD.** This would be a project car for me. I am looking in the USA or Canada (and perhaps Europe). **As long as it is repairable, I am interested.** Please reply to this email with any ideas or thoughts. Please let the members of your club know of my interest.

This would not be my first Morgan as I have owned two previously (as well as a TR-3 and an MGA and a Mini Cooper (1960)).

I have great design ideas for this car and therefore will be repairing the body, replacing the upholstery, and (for example) putting on a aluminum alloy bonnet.

A restored car is not of real interest to me, because I want to take this thing from basically the ground up.

Thanks, Dale Reynolds

Pearland, TX

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Steve Roake's 1950 4/4 For Sale

All - Steve Roake's 1950 Morgan's price has been dropped \$5,000 to \$44,500

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As promised I am letting you know Steve Roake's 1950 Morgan restoration is finished and the car is ready for sale.

The car is listed on Hemmings.com and the description is thorough.

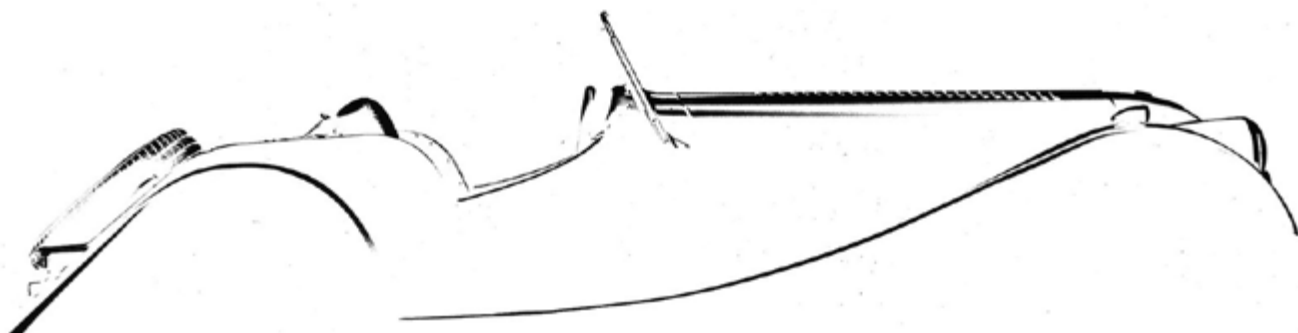
Steve's estate will be taking the best offer.

Don't hesitate to call with any questions.

Thanks,

Barry Power

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