

June• July 2008

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Mog West
2008



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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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.

June / July 2008

Club Officers 2008

President Larry Ayers

(707) 554-1787

E-mail: redmorganracing@earthlink.net

Vice President Jerry Gurley (408) 867-9042

ivygate@comcast.net

Treasurer George Tollworthy (925) 462-6378

Trikenut@comcast.net

Secretary Maggi Craig (510) 638-4904

maggicraig@sbcglobal.net

Activity Chairperson Kathy Tollworthy

(925) 452-6378

Trikenut@comcast.net

Board of Directors

Donna Dell'Ario • Elaine Fisher • Thorley Murray

New Membership

Audrey Haines (916) 652-5679

audrey.haines@ncbb.net

Membership Renewals & Advertising

Kathy Tollworthy (925) 462-6378

Trikenut@comcast.net

Membership Contact Information Changes

Bob Koupal

957 Lee Ave. San Leandro, CA. 94577

(510) 567-9855

Koupal.Bob@microlinear.com

Historian Larry Ayers

(707) 554-1787

E-mail: redmorganracing@earthlink.net

Editor

Gordon Craig (510) 638-4904

lismoregordon@sbcglobal.net

Design & Production

Donna Dell'Ario

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

July 21 (for August/September)

September 22 (for October/November 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**

Bill O'Sullivan

428 "J" Street, #550, Sacramento, CA 95814

tel. 916/446-5624 w 818/760-4747

bosullivan@missionconsulting.com

'65 dark red +4

Kenneth and Gillian Challenger

57 El Potrero, Carmel Valley, CA 93924

831/298-7032; elysiumbvi@msn.com

green '55 +4

Bruce and June Kirkpatrick

14 San Juan Court. St. Helena, CA 94574

707/967-9797; mscluso2005@aol.com

Morgan "coming soon"

Jochem and Phila Kentgens

Cornelis Anthoniszstraat 60-huis

1071 VX Amsterdam, Holland

jochem@cosmicnavigation.com

BRG '58 vintage rally +4

The Morgazette Online

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

More Member info on Calendar page.



* MSCCNC Club Sponsored Event

Other events are listed for information only

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

JUNE

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

***18th-25th. WEDNESDAY-WEDNESDAY • OreMog.**
A 6 to 7 day run to rendezvous with MOGNW in Newport, OR, then loop to Bend, OR, return south via the Siskiyou and California Coast. Contact Gordon Craig (tel: 510-638-4904).

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

JULY

***18th-20th FRIDAY-SUNDAY • MOG WEST.**
To book rooms, call: (800)966-6490 ask Reservations for "Bookings for Morgan Car Club." Linda Cannon/Kathy Tollworthy, co-chairs.

AUGUST

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

15-17th FRIDAY-SUNDAY • Monterey Historic Races

SEPTEMBER

6-7th SATURDAY-SUNDAY • All British Car Show.
Oyster Point Harbor in Brisbane, CA

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

OCTOBER

***3rd-5th FRIDAY-SUNDAY • Flog Mog.** John Burks/Barclay Shaw

***17th-19th FRIDAY-SUNDAY • Octoberfest.**
Audrey & David Haines

NOVEMBER

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

DECEMBER

6th SATURDAY • Southern MOG Christmas Dinner

***13th SATURDAY • MSCCNC Christmas Dinner**
Kathy Tollworthy.

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

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

SAVE THESE DATES:

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

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

Possible additional events:

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

More Member Information

Re-Uppers:

Brian Morton
38101 Palo Colorado Cyn. Carmel, CA. 93923
Home: 831-624-3529
tan & black '62 +4 DHC

Harv Berger
P.O. Box 5431, Redwood City, CA. 94563
yellow brown +4 4-seater

Wayne Johnson
112 University Ave. #5 REAR
Los Gatos, CA. 95030
Phone # (408) 356-7275.
E-mail:tartomtop@aol.com

Cover Photo and MOG West Logo: Wendell Bain
ED. Note: Keep your speed like your blood pressure:
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Ordered and available: The very first

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'05 AERO 8 Rolls Royce Garnet, Tobacco leather, One local owner sold new by ourselves; all Factory updates, 4.4 liter BMW V8, stunning Rolls Royce Garnet exterior w/ burgandy mohair top, tobacco leather interior w/cream piping; burgandy carpets piped in tobacco leather; burgandy windpiping; Factory side exhaust. Alpine stereo CD; stainless steel mesh trim; stainless badge bar w/ Aero Squadron badge.

'05 AERO 8 Morgan Silver Shark with Medium Blue leather piped in light grey; blue mohair top, 996 miles, Factory side exhaust, Ravenwood black stained ash door and dashcap trimmed, Armourfend, absolutely as new.

'05 ROADSTER Indigo Blue/Woodsmoke light grey leather piped in blue, LeMans '62 overriders front and rear, MotoLita wood rimmed steering wheel w/alloy boss and walnut steering column surround, stainless luggage rack, 35th Anniversary stainless mesh grill, stereo CD, badge bar with Club badges, stainless windshield wipers, wind deflectors, Lucas driving lamps, stainless luggage rack, double eared knock offs, bonnet strap, 1,835 miles

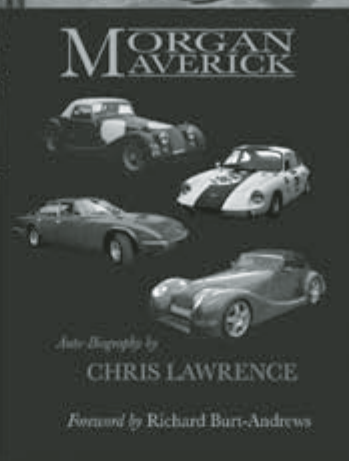
'03 +8 35th Anniversary Edition Bugatti Blue/Black leather w/blue piping, mohair weather equipment; Stainless wire wheels w/ double eared knock offs, RPI chipped, Magnycor wires, Liebrands

stainless steel headers, 240 HP!!! Lucas SLR 576 foglamps, Stainless luggage rack, MotoLita Wood rimmed steering wheel, badge bar w/ Club badges, black/black mouton bonnet strap, stereo CD, union jack enamel bonnet badge, stainless steel inside door latches, mohair top boot, inside door map pockets. This is a very special, one of a kind performing Plus 8.

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

'02-'03 +8 Mulsanne British Racing Green/Tobacco leather piped in Magnifico Cream, 2003 cream faced instruments; Green mohair weather equipment, stainless wire wheels, round exterior mirrors; 3,413 miles; MotoLita wood rimmed steering wheel, badge bar w/Club badges; Alpine stereo CD; wind wings, stainless luggage rack.

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



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suzanne@morganwest.net or by phone.

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

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

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

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

'55 +4 Roadster Twin Spare Extremely rare example restored by Malcolm Schnerer to an excellent show/driver condition. This great example was on display on the Yankee Candle Car Museum for several years. Finished with a stunning yellow exterior and brown leather.

'52 +4 TT Special Red/black // Sale Pending!
other marques

'65 AUSTIN-HEALEY 3000 Mk III Blue Metallic

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A Message From Our President



We're back in the loop after our month-long trip in April to Australia and the South Island of New Zealand. We were on an organized tour but still found an opportunity to meet some of the wonderfully hospitable Morgan owners in both countries. An account of those encounters appears in this newsletter issue.

On May 18, several of our club members journeyed to Woodland for the All British Car Meet at the Yolo County Fairgrounds. Six Morgans were in a class whose winners for three awards were chosen by a participant's popular vote. Congratulations to all the winners and to the one Morgan, "Moss Mog" entered in the Winner's Circle category where it was fortunate enough to take a first place. The story of the event appears later in this issue.

Mog West will be upon us before long and I'm already feeling the need to thank all of those who have volunteered their time and talents to put on this event for another year. It takes a bit of effort to coordinate all of the events and social activities for this weekend and I hope those who attend do appreciate that fact. Please support those efforts and come out for Mog West weekend and join us in the fun. Perhaps we might even set another North American record for trike attendance as was the case in 2007 with eleven tricars at the event. Get your registration in before the July 5 deadline and not have to pay a late registration fee, and don't forget those room accommodations either. We'll hope to see you at Mog West and perhaps before then at the Taylor's event on June 29 for the Brunch/Brigadoon. Also please support the Ore/Mog Event a week earlier and get those carbs blown out. That should be a tour to remember.

We'll hope to see some of you at the Infineon Raceway for the Wine Country Classic on May 30-June 1. Stop by the "big red box" and visit Red, the racing trike, if you can. Be well and drive safely. Larry Threewayers

Letters to the Editor

From: "ROGER BALCHIN"

Date: 05/02/2009

Subject: Morgan Badge

I am currently a member of Morgan sports car club UK member no 9049

Currently running a plus 8

On my last two trips to North America

Denver and Vancouver I have failed to spot a brown bear, despite an afternoon at a rubbish tip outside whistler.

I have realised that your club previously issued a morgan badge featuring the bear, could you possibly insert a wanted advert in your magazine/web site in the hope a member may be prepared to sell the badge in question, unfortunately I do not know the year the badge was issued.

WANTED

MORGAN ENABLE BADGE FEATURING AMERICAN BEAR *
PLEASE CONTACT ROGER at Roger@hcourt.freemove.co.uk

Many thanks - this is what we call looking for a needle in a haystack, but it is more fun searching and mounting those few more special badges to the car.

Roger Balchin

[Ed. * I think he means the California Grizzly Bear Badge from the mid-1990s.]

Re: Fergus sold cars.

Over the past 26 years I have been researching older Morgans, building databases at the Factory with their data and entering subsequent ownership, as well as other data, attempting to find out as much as I can about each car's individual background. For instance, I have all Factory data about Series I - V 4/4s, all +4 DHCs, +4+, +4 Super Sports, to name but a few. One side step of this research is listing all cars sold by the Fergus agency. They sold quite a large number of Morgans over the years, which spread out all over the USA, while even quite a few ended up in Europe.

Apart from Morgans, Fergus also had dealerships for other European makes. Each Fergus sold car was identified by a plaque, which mentioned the name of the firm, its location and their own administrative number for the car, their own Stock number. In the case of the Morgan, these plaques were fitted on the tool box under the bonnet.

As far as known, no Fergus sales records survive, though they might linger somewhere. In any case, for quite some time I have been trying to find out, by trial and error, which stock numbers were allocated to the Morgans they sold. If any car within your club still features the Fergus plaque under the bonnet (usually on the tool box) I would love to know the stock number it mentions, combined with the chassis number and type of the car.

Hermen Pol, Morgan Historian, Het Veer 129, 1633 HD Avenhorn, Netherlands, e-mail plusfourplus@gmail.com

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Hamilton's Run

APRIL 5 by Gordon Craig

Doug and Joyce Hamilton hosted us at their home again this year for the start and finish of a delightful jaunt out to the southern San Mateo coastal hills and shoreline.

It was cold in the morning getting there, but warmed up soon enough for the first warm day of the season. We headed out from Atherton to Skyline Drive and down to Hwy. 236 to Boulder Creek and Ben Lomond, then out the Felton Empire Road, Pine Flat and finally Bonny Doon Road to the winery of the same name. Here we had a picnic lunch and a spot of earthquake detection afterwards (see top photo). Mindful of being in Loma Prieta country, various Mogs tried various techniques of meditation, catnaps, and outright slumber but nothing worked as we felt nary a quiver. Shadow the Mog Dog accompanied us on the trip, and he brought Betty and Chris Broadwell with him in their white +4 (see bottom photo).

Then we drove up the coast highway diveting now and then onto Gazos Creek and Cloverdale Roads to Pescadero, then caught LaHonda Road back over the hump to Woodside and onto Atherton and the Hamiltons. All the roads and Mogs were great, the entire day a warm goodbye to the dank days of winter.



The Emergence of "Frank"

You may recall a short piece in the last issue about Carol Pitman and the road rescue of another Mog on The Oyster Run earlier this year. She had a can of brake fluid in her spares carried on board "Frank". "Frank" is the 1967 +4 four seater she and her husband bought two and one half years ago, in fact, a long time well known roadster in this club formerly owned by Elliot Silver for years and years. Frank Pitman was only able to enjoy the car for a short time after they purchased it as he unfortunately passed shortly after the FlogMog of 2006. And the car, too, had gone down with a bad crank bearing shortly after a rebuild, stuff happens.

But it wasn't long before the engine was resurrected and other mechanical items on the car were renewed or reconditioned by a group of Morgan friends and Carol herself. Thus "Frank" has been campaigned by Carol for a full year up to now, going on SpringMog, Boxing Days, Oyster Runs, Mines and Wines, the continuing FlogMogs and quite a few impromptu East Bay runs. In preparation for this year's calendar of events, Carol decided the cosmetics had to get attention. For the past two months, poor "Frank" has been stripped of all body parts and bits, the frame has been fishplated, tube shocks with new mounts have been installed, new exhaust system, Strombergs changed over to SUs, wiring in certain sections renewed and so on. The bodywork is almost to a close, expected to be finished in time for OreMog and "Frank's" Breakout Run. In the meantime, the body and wings are being painted a cream white, the floorboards are red, the seats and interior appointments black..."Frank" is becoming a handsome Mog indeed. Pictured with "Frank" in progress is one of a legion of volunteer retired person zombies, nicknamed "Hulk" for his incredible tube bending abilities. All Hail the New "Frank"!



Lucas-Marelli Rally

After many years of owning both British cars and Italian cars (Austin Healey for 35+ years and Alfa Romeos for 10+ years), I decided to do some research into the background of both of the companies who supplied the electrical components for our cars. Many British car owners know Lucas as the "Prince of Darkness", due to their legendary electrical parts. But few Alfa owners know that Lucas parts made their way into a number of Italian cars one of them being the Alfa Romeos of the 1950s.

Now as for the wonderful Marelli ignition systems that appeared also in the 1950s and continued on into the 1980s. I personally believe after close inspection that some of the parts were surreptitiously copied by Marelli from Lucas. Furthermore, for us poor souls who are unaware of these facts, we do not know who to blame when we do have electrical problems with our cars.

Well, I am here to tell you according to legend, there was a conspiracy between the two as they loved to play dirty jokes on one another when they were roommates at the University and this behavior continued on into their professional lives. So in recognition of this dirty trick, I have decided to put on the Lucas-Marelli Rally. To commemorate this event I have invited the Austin Healey Club, Santa Cruz British Motor Club and the Alfa Romeo Club to a day of burning up the back roads of the Santa Cruz Mountains.

Those of you attending might want to bring the following; Nomex driving suit, fire extinguisher, tow rope, extra points, rotor and cap, regulator, a six pack of beer (for me), and a good sense of humor.

This unforgettable event is going to take place on June 15th. We are meeting in Los Gatos behind the "Los Osos Cafe" also known as the Bears Coffee Roasting (located at 19 N. Santa Cruz) at 9:00am. We will leave at 9:45am sharp for our tour. Remember to fill your tank with gas as you enter town.

Due to logistics, we are only accepting 15 cars from each club. Also we would like to have only spiders and coupes no newer than 1975 from the Alfa Club. Please register as soon as possible so we can take care of our arrangements.

During our drive we will be stopping for a 15 minute coffee/pit stop on the coast and then we will go to the Alpine Beer Garden for a fabulous high caloric lunch. The cost will be approximately \$15.00 per person. After lunch, we have been invited to Neil Kirkham's house to ogle his beautiful cars (Rollers, Bentleys, MG Tickford, Mauzer] and enjoy more beer and wine.

Contact information for the event is the following; Don Reichel at (408) 354-2222 or [acastlekeep @ AOL. COM](mailto:acastlekeep@aol.com)

P.S. If you are going to Neil's, please bring some beer or wine to share while we enjoy the cars and car talk.

The "FOLLOW ME" Mid-Week Tour

May 15 by Bob Murray

Eighteen people met at our house in Marin in the middle of a Heat Wave. Brave souls. Some were smart and came in tintops with A/C. The rest came in Mogs and were completely "conditioned." After refreshments, most of us really didn't want to go outside and had to be pushed out!

Our first stop was at the Mallya Car Collection in Sausalito. This is a private collection and not open to the public. Only some of their cars are displayed here as their new building is not ready yet. We may have to go back when the new building and all the cars are there. As we left, my battery went flat on the '70 +8. After a push start from some of the brave souls we went on to the Bay Side Cafe for lunch and lots of wet, cool liquids.

Again after lunch, my Mog had to be push started so I brought it home and caught up with everyone in the Marin Headlands. We then drove to Mt. Tamalpais for some very scenic and uncrowded roads, who would be crazy enough (except us) to be out on a day like this? We ended up in Pt. Reyes Station for dinner.

Traveling these Marin county roads in the mid week is a pleasure, no traffic and the weather is clear. Just wish it wasn't so hot!



Photos by Jim Taylor

[Top left] Marj and Angie find out about the Mallya car collection.

[Middle] Dream on! Jerry schemes to get the "Team Kingfisher" Sunbeam Tiger.

[Bottom] The Tollworthys appreciate the view, but not the heat waves.

[Above] Grant and Angie brave the elements and have fun along the way.





Geneva Auto Show - Morgan

Morgan Club member Neil Miller is a photojournalist who documented the MMC exhibit at the Geneva Auto Show. Here is a montage of a few of the highlights. Enjoy the Gallery!



Photographs by Neil Miller

Journalist and lives in Phoenix. In March he
Auto Show for a personal photographic
hundreds of shots he took during his visit.



Alive & Well in the Lands of OZ and Kiwis

by Larry Ayers and Donna Dell'Ario

During the month of April 2008, we spent 3 weeks in Australia touring and visiting with Donna's Cousins; then travelled around New Zealand's South Island for eight days before heading home. On organized tours for most of the trip, we didn't have a lot of time to visit with our Morgan contacts in either country, but were able to share a few evenings with several Morgan owners in Sydney, Melbourne, and Christchurch.

We made contact with Morgan members via e-mail before leaving home advising them of the dates we planned to be in their areas. Our first social gathering with Morgan owners was in Sydney while we were staying at The Grace Hotel and were delighted that Graham and Judy Mitchell, Stan Jodeikin, and Caryn Hamilton were able to meet with us for a pub night dinner and social. Graham is the President of the Morgan Owners Club of Australia, owns a 1951 Series 1 4/4 and a 2004 V6 Roadster. He also presented me with one of the badges from the M.O.C.A. and brought along several issues of "The Morgan Ear" to share. He received our Morgazette and our car badge in exchange. Stan, who drives a 1954 +4, had my book tucked under his arm for an autograph. Stan is a friend of Phil and Elaine Fisher and sent his greetings to them. Caryn's father owned and raced Morgans, but she has yet to acquire one of her own. I wonder whether she might recall any experiences from those racing days and produce some photos for the Morgan Centerary. All of us enjoyed a most pleasant evening at the pub night and hope we might do it again one day. It was hard to say goodbye after such a pleasant evening.

Our next contact with Morgan owners was in Melbourne when Don and Aurora Johnson, CO-Secretaries of Vic-Mog, met us and suggested an excellent Italian restaurant for dinner. Don had a two bottle wine case in hand containing distinctive (yummy) Aussie wines that we imbibed while enjoying some excellent food and conversation. Don and Aurora love running around in their '51 +4 Vanguard Flat Rad and a '71 4/4 Ford CVH 4 seater. In fact, the following day, Don insisted in bringing the 4/4 around to our hotel for an afternoon out in the countryside, consuming fish & chips, and riding a car ferry. All good fun and the weather was as outstanding as it had been for the greater part of our trip. Thanks again to all of the Australian Morgan folk



Donna, Judy, Caryn, Larry, Stan, and Graham at a pub dinner in Sydney.

for sharing hospitality with visitors from California.

We flew to the South Island of New Zealand for our last week of vacation and while in Christchurch, met with Peter Croft and Kate Bovett at the beginning of the week. Peter stated that there are about 80-90 Morgans on the North Island and approximately 30 Morgans on the South Island. Of course, Peter has a Morgan to keep his 1948 1500 cc HRG company. When I met with Peter for the 2nd time, a week later, it was at The Motorist's Shop, Fazazz Classic Car in Christchurch. This is a shop with over 50K model cars in stock, motoring books, auto art, and classic cars for sale including 3 Morgans. Wow!! Fazazz is owned and operated by Gavin and John Bain, and the day I was there, Gavin graciously introduced himself and asked if I would autograph his copy of my book. But of course. We also decided to exchange car club badges, a privilege I always enjoy when traveling to other countries and meeting Morgan owners. If ever you are in Christchurch, be sure to visit Fazazz, the N.Z. Morganing Agents, and enjoy a special motoring treat. Their web site is www.fazazz.co.nz

Our only regret about New Zealand was that we didn't get to the North Island to have an opportunity to visit with Evan and Trish Snyder. Hopefully, next time...



South of Melbourne: Larry, Don and Aurora, Donna

OF SLIDING PILLARS AND AXLES:

A Short history of Sliding Pillar Front Suspension

By John Merton

A sliding pillar suspension system is one where the stub axle, on which the wheel rotates, is fixed to a vertical sprung pillar which moves up and down in relation to the chassis, through a fixed support or supports.

A sliding axle suspension system is where the axle assembly is sprung and slides up and down on a fixed pillar.

Antecedents

For want of earlier evidence, credit for the first independent front suspension on a motor vehicle probably goes to the visionary French builder of steam vehicles *Amédée Bollée* on his 1873 steam vehicle "*L'Obeissante*" ("The Obedient One"). This vehicle is preserved in the *Musée des Arts et Metiers*, in Paris.

Although I have seen claims that this is a sliding pillar design, the Museum's Collection Curator, who kindly examined the vehicle on my behalf, has advised that it isn't, but is a leaf spring system. The photographs and drawings of the system which I have seen show elliptical springing outside the wheels (as was common railway practice at the time), these apparently being steadied by rectangular uprights. The stub axles were affixed to the bottom of the spring. It appears the system may have had a separate vertical pillar or column to transmit steering movement to the wheels. This system in itself was quite groundbreaking. It operated by chains running around to eccentric cog-wheels to give an Ackermann steering effect, the inner wheel, on the tighter radius, turning more than the outside one.

Bollée's later steam vehicle "*La Mancelle*" (the girl from Le Mans) also had independent front suspension, in this case by two fairly conventional stub axle assemblies, attached top and bottom to the ends of an upper and lower transverse leaf spring. This vehicle was also groundbreaking, setting a design standard for motor vehicles for years to come. It had a front-mounted three cylinder steam engine (albeit with the boiler at the rear), with drive to the rear wheels.



"*La Mancelle*" is also preserved in Paris, and the *Musée* has sent me some wonderful information on both, and other *Bollée* steam vehicles, which is currently being translated.

John Henry Knight.

Knight's 1895 car had a type of independent sliding pillar front suspension, but is probably more accurately described as a multiple sliding rod system.



There was a vertical fork to each front wheel, the shaft of which extended up as part of the steering apparatus. Two truncated prongs extended down over the rim of the wheel and had horizontal brackets on their lower ends. The wheel spindles had a bracket on either side, at each end of which a rod/ bolt extended upwards to go through holes in the bracket on the end of the fork prong. There appear to be locator tubes projecting downwards from the upper brackets to help hold the rods vertical. There was a coil spring between each of these rods. In other words there were two vertical locating rods and a spring on each side of both wheels.

This car has survived in the UK's National Motor Museum at Beaulieu.

Decauville and Eisenach.

The French *Decauville* of 1898 is arguably the first production petrol-engined motor car to have independent front suspension, this time by a more recognisable sliding pillar system.



The sliding pillar suspension is clearly evident in front-on photographs of this little car, examples of which still exist. In this example, the stub axle was at-

tached to the bottom of the vertical pin, which slid up and down through a bush at the end of a transverse beam attached to the front of the chassis. The tops of the pins were attached to, and pivoted on, a transverse leaf spring.

Later the same year, the *Eisenach*, a forerunner of today's BMW, and sometimes called the Wartburg, emerged from Wartburg with an identical system.

Hardly surprising, as the *Eisenach* was simply the *Decauville* made under licence! An example of the *Eisenach* exists in the Henry Ford Museum in Dearborn. The *Decauville* was also made under licence in Italy as the *Marchand*.



Georgano intimates that another obscure French make, the *Ader*, may have used the same system for a time early in the first decade of the 20th century.

In 1905/6, the French *Sizaire Naudin* emerged with a fairly well-known example of sliding pillar suspension. It is a copy of the *Decauville*'s! However the *Sizaire Naudin* has be-

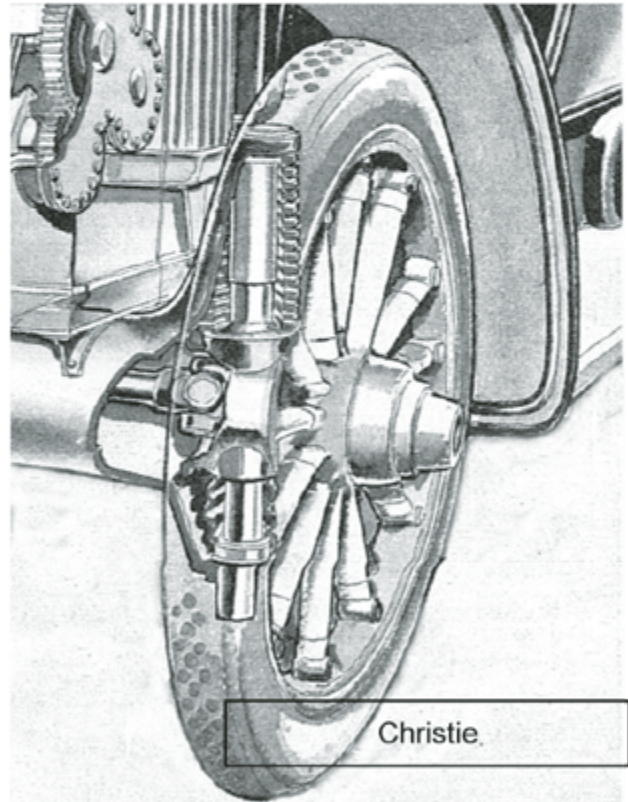
come better known probably because of its successes in *voiturette* racing before 1910.



If these early approaches can be summed up in a single word, it is "crude". They represent a virtual dead-end in suspension design.

Enter the USA – a Breakthrough

In around 1903/04, New Jersey inventor, J Walter Christie, introduced what we have come to regard as the classic sliding pillar front suspension system, remarkably unchanged in its various applications virtually to the current time.



Christie used a pillar sliding through upper and lower supports which were extensions fixed to each side of the front of the chassis. A helical coil spring surrounded the pillar and on some examples there seems to have been a smaller rebound/ snubber spring at the bottom.

Christie, who is better known for his later work on military tank suspension systems, was a well-known, if largely unsuccessful participant

in racing on both sides of the Atlantic and his somewhat revolutionary designs, even for those times, would have been well-known among the then racing fraternity. They generally combined front wheel drive with his sliding pillar system and, variously, he produced an immense V4 engine driving the wheels direct through clutches at each end, and a series of transverse-in-line four cylinder New York Taxicabs also using his sliding pillar independent front suspension system.

In the 1905 Vanderbilt Cup race, *Vicenzo Lancia*, driving a FIAT, pulled out from the pits after a tyre change right in front of Christie. The resulting collision was perhaps prescient in view of what happened years later!

Lancia

Lancia's early cars had non-independent front suspension, with a beam axle suspended by semi-elliptical springing.



However, in 1922 the company introduced its famous "Lambda" which had a sliding pillar independent suspension system bearing a remarkable resemblance to Christie's design.

Lancia's innovation was to incorporate an hydraulic shock absorber into the sliding pillar. Lancia used this system, or variations thereof, for many years.

Morgan, and the Sliding Axle

In 1909, the first Morgan appeared. HFS Morgan's front suspension design likewise bore a remarkable superficial resemblance to Christie's system and this is undoubtedly where he drew his inspiration.

Operationally, however, the system was fundamentally different, and is not a sliding pillar system at all. It used a sliding axle on a pillar which was fixed, top and bottom, to supports extended out from the end of the chassis, with

coil springing surrounding the vertical pillar and bearing on the top of the sliding axle. Morgan patented his system in 1910.

With a few variations, this system is still being used on Morgans up to the current time.

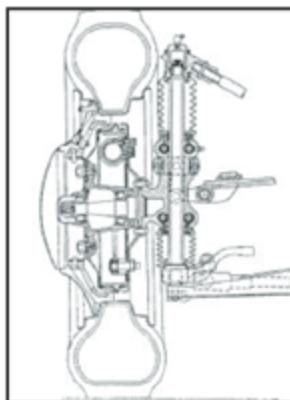
It is interesting that up until the mid 1950's the system always seems to have been described as a sliding axle system, with the axle sliding up and down on a fixed axle pin. The earliest, and quite incorrect, reference to it as a "sliding pillar" system appears to be in an "Autocar" test of the Series 11 4/4 dated 14 September 1956, and others, including, unfortunately, the Factory itself, subsequently copied this error. As the late Denis Jenkinson once said, repeat an error often enough and it takes on the semblance of fact, and this is certainly what has occurred here.

So, at the risk of putting a few noses out of joint, it is neither correct nor traditional to refer to the Morgan system as Sliding Pillar! The correct, and traditional, description is Sliding Axle.

Others

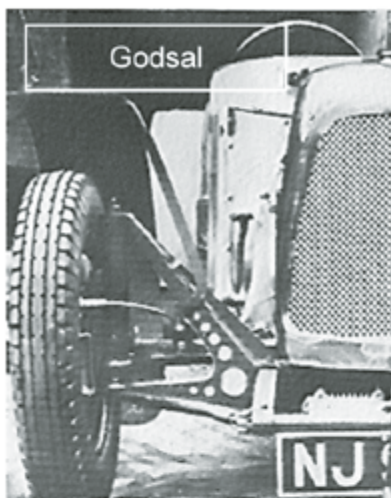
The above is but a potted history of the main developments.

Other cars have also used variations of either system, including the French make Tracta in the late 1920's, a few cyclecars in the 1910-20 period including various of the Carden/Tamplin models, and Alta (front and rear) in the late 1930's, along with various "specials" such as the famous Freikaiserwagen, which used a modified Morgan front suspension.



The American Tjaarda-Briggs prototype, which appeared at the Detroit Centenary of Progress Exhibition in 1933 followed the Morgan approach, but with a square pillar and both coil and transverse leaf springing.

More bizarre even was the system used on a one-off prototype British sportscar in the 1930's, the Godsall. I believe this car still sur-



vives in re-stored form. The suspension, a sliding axle design, had a stub axle which slid on an inner vertical tube with a main spring above it and a smaller rebound spring below.

This was all enclosed in an outer tube with a vertical slot in it through which the stub axle shaft protruded. Damping was apparently provided by two plates faced with Ferodo material, which were pinned to the stub axle and which bore on the face of the outer tube, running up and down within two welded ribs. The tube assembly pivoted at its ends on ball thrust bearings, and a big bolt ran down the centre of the whole thing to hold it all together. A steering link was attached to the tubes. One can only imagine the effects of wear on the steering of such a system, and it seems that when the remains of the car were retrieved, wear in the slot made for a quite exciting ride!

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Article edited by Sue Chatfield of "The Morgan Ear" of OZ MOG, The Morgan Owners' Club of Australia, Inc.

Reported by Dennis Glavis

Received bad news, Don Burrows , Morgan vintage racer here in SoCal, passed away on Monday. We all had fun together at the Peter Morgan Memorial Race at Elkhardt Lake and the Left Coast tracks. Really nice guy, we'll miss him.



Mog West 2008

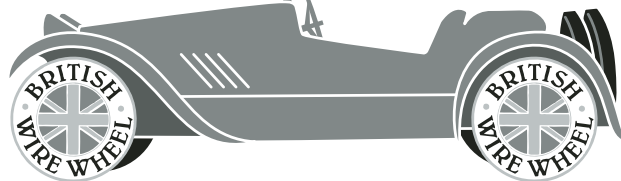
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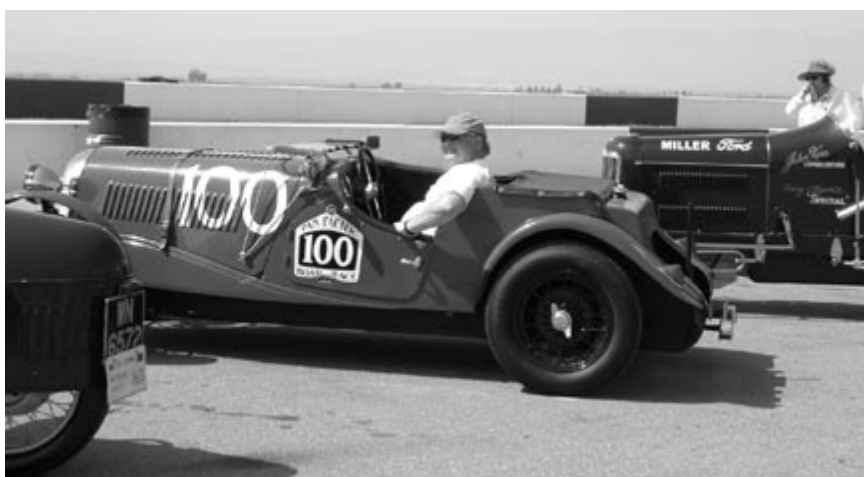
Photos: Donna Dell'Ario

Passengers and non-racing attire are allowed during the Pre-War Race exhibition. All these photos were taken during the exhibition.

Larry and Donna are hotly pursued off the track by Southern Cal Mogger, John Miller in his early 50s flat rad.



Derek Willburn checks out John's flat rad.



Dennis Glavis beams while "Skimp" gleams at the 2 minute mark.

Dale Barry's
"JATO" assist
unfortunately didn't
pass tech inspection.



Prez Larry and Red "at speed" with Michael Jacobsen in his MG Special.



The All British Motorcar Show and Swap Meet

Presented by the United British Sports Car Club on 18 May 2008, it was a hot affair. Not because of the six Morgans that were in class CC, but because of the 101 degree temperature. Shade was sought out and cold beverages were constantly consumed. Those brave souls attending enjoyed a new location at the Yolo Co. Fairgrounds in Woodland, whereas the event during the past several years was staged at the Mayfair Grounds in Dixon, an 18 mile additional drive for those attending from the Bay Area. The new venue had shade trees all around the field and lush grass underfoot.

Awards are based on "People's Choice," not judges and points.

The **Morgan Class** winners were:

Jim Nickerson with his nice '61 4/4 (first);

Rod Miller with his '58 +4 DHC (second);

Dennis & Carolyn Luchay with their '05 Roadster +6 (third).

Others showing in the class were **Gordon Craig** with his '61 +4 4-seater and **Greg Powell** and his '59 4/4 1600 2-seater.

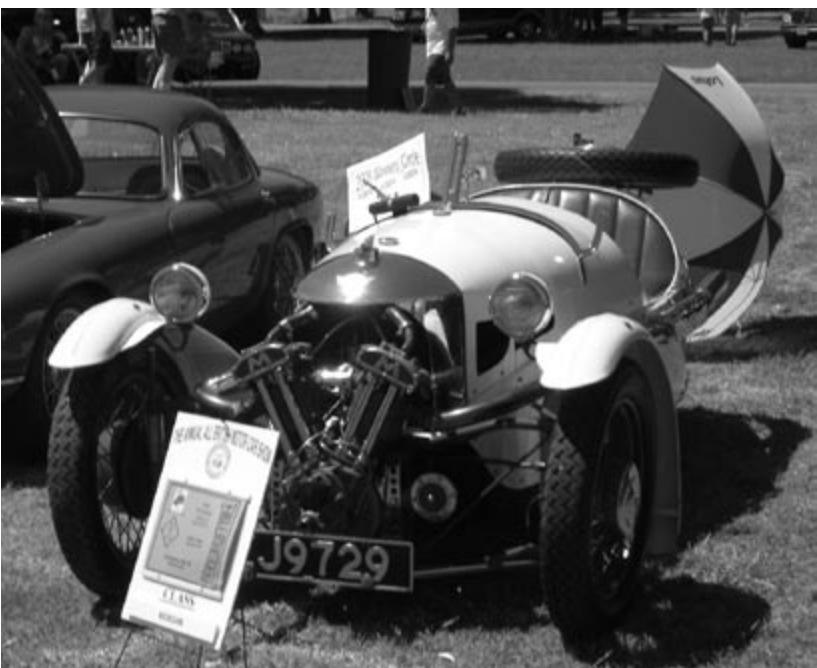
Other Morgans not on the field but seen in the parking lot were the cars of Bob Panero and Lynn Powell. Stopping by for a chat were Morgan Club members Michael Anthony, Carol Pittman, and Paul & Lesley Cowley, who were just returning from Lake Tahoe.

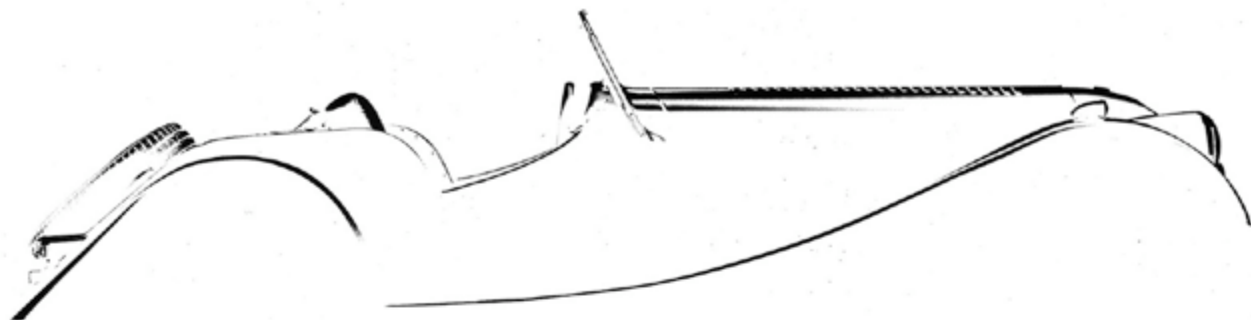
The 1934 Morgan MX4 SS "Moss Mog" was entered in the Winner's Circle class by **Larry Ayers**, since it won a first last year in the Morgan class. Would you believe it took a first in class again? That's the attraction and spell that Morgan trikes seem to have over other entrants and spectators alike.

Congratulations to all the winners and exhibitors and hopefully, if we show again in 2009, the weather will be somewhat cooler.

Report by Larry Ayers

Photos by Gordon Craig





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