

May ~ June 2017

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The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2017

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Wendell Bain, Gordon Craig, Paul Marchant

•

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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:

July 24 for Jul-Aug issue • Oct 2 for Sep-Oct issue
Nov 27 for Nov-Dec issue

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

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

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

Welcome New Members

Albert and Florence Kolvites
San Mateo, CA
red 2013 3-wheeler

Renewal:

Paul Lukes and Mary Gottschalk
San Jose, CA
1955 red +4

**Cover Photo: Gary Marquis found a great backdrop
for his lovely Aero 8.**

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



*** MSCCNC Club Sponsored Event**

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

JUNE

1-4 THUR-SUN • Sonoma Historics Motorsports Festival – www.svra.com/events/2017

*10-11 SAT-SUN • Return to Carson City Weekend – contact – Don Henry

11 SUN • Alameda Pt. Concours – contact- Larry Ayers

16-17 SAT-SUN • Motor Cycle Show – contact- Larry Ayers

JULY

*14-16 FRI-SUN • MogWest – contact – Audrey Haines / Gerry Wilburn **Registration Flyer + Regalia Flyer + Alternative Routes Flyer + Sunday Event Flyer**

AUGUST

14-20 MON-SUN • Monterey Car Week – www.seemonterey.com/events/sportir

*18 FRI • Morgan Party at Loren Steck's & Annette Yee's **(Flyer will come in mail later.)**

17-20 THUR-SUN • Rolex Monterey Motorsports Reunion (Laguna Seca Raceway)

20 SUN • Pebble Beach Concours de Elegance

26-27 SAT-SUN • Run for the Hills – Malvern England www.eventbrite.co.uk/e/run-for-the-hills

SEPTEMBER

* 2-3 SAT-SUN • Scottish Games Pleasanton – contact Paul Marchant

*9 SAT • Sticky Buns Run - contact- Don Henry

23 SAT • Ironstone Winery Concours de Elegance www.ironstonefoundation.org

*26-28 MON-THUR • FlogMog in the Sierras – “High Plains Drifter” contact- John Burks
See Flyer

OCTOBER

*14-15 TBD • Octoberfest, Talent Show, Elections – contact – Michael Rubin, Gordon Craig

22 SUN • All British Motor Show-Blackhawk (register early for parking space)

NOVEMBER

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

DECEMBER

*10 SUN • Christmas Party – Elaine Fisher/Angie Larson

*26 TUES • Boxing Day – contact – Wendell Bain

JANUARY 2018

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

NOTES:

• Feel free to contact Angie if you have an event or ride that you would like to add to the calendar. You can see there are open dates and your participation would be welcome.

News from the Activities Chair”

These next few months have very special traditional events for the Morgan Club.

July is Mog West Month. There are flyers you should check out before July 1. Changes have been made to the traditional route **See Flyer** from Elaine and Ray Palette. Did you see the regalia flyer?

August is as always, the Monterey Car Week Loren Stecks Morgan Party is Friday Aug 18.

I'll get more information from Loren later and forward when I get it. (**Next year** the Monterey Car Week has been changed to August 20-26. So Loren Steck's party will be on Aug. 24, 2018.)

September 25- 28 features High Plains Drifters Run by John and Barbara Burks. Always a new and special time with special cars & special people.

Minutes of the General Meeting, April 27, 2017

A general meeting of the Morgan Sports Car Club of Northern California was called to order by President Elaine Fisher on April 27, 2017 at 6 PM at the home of Gary and Francine Marquis in Chico.

Fifteen member families were present, as well as members of the Lancia Club.

There was only one item on the agenda.

The motion to "make Bob Schmidt an Honorary Member of the MSCCNC for life including free membership" was made by Philip Fisher, and seconded by Grant Larson. Fifteen (15) members (1 vote per family) voted in favor of the motion, and zero (0) against. The motion passed. Elaine will follow up with a presentation and certificate.

It was mentioned that 2 other members were reported to believe they were Honorary Members. Elaine will research this with the historian.

The meeting was concluded at 6:10 PM.

Respectfully Submitted, Elaine Fisher



The MSCCNC Board of Directors met May 27, 2017

at the home of Joyce and Doug Hamilton.

Present: President Elaine Fisher; Treasurer George Tollworthy; Secretary Lexa Most; Directors Paul Marchant and Wendell Bain; Activity Chairperson Angie Larsen.

The meeting was called to order at 11:00a.m. by Elaine Fisher. Minutes of April 2, 2017 BOD meeting were approved as printed in the Morgazette.

According to the Articles of Incorporation, the legal name of our club is the Morgan Plus Four Club of Northern California. When Elaine and George attempted to add a second signer on the club bank account, they learned that it is necessary to amend the Articles of Incorporation with the correct name of Morgan Sports Car Club of Northern California. This change will be filed with the California Secretary of State. M/S/C to change the corporate name from Morgan Plus Four Club of Northern California to Morgan Sports Car Club of Northern California. This change will be submitted to the membership for a vote via the next Morgazette.



Discussion of club website: A member has voiced concern regarding the availability of members' contact information being available to the general public, because this info is published in the Morgazette which is now available on our website. M/S/C to require password access to club website. Password will be obtained from web mistress Tcherek Kamstra who will verify that applicant has reason to be granted access. Access to be granted to all club members, and any appropriate interested others.

Elaine will send written consent form to all club officers to obtain permission for contact information to be published in the Morgazette as it is currently, and also on the website. Gordon will obtain the consent of the parent or responsible adult before publishing identifying information on any minors in the written/on-line Morgazette.

Meeting adjourned 12:05p.m. Next meeting TBA. There followed a presentation of Honorary Membership to Bob Schmidt by Elaine, on behalf of the club.

Recorded by Lexa Most, Secretary



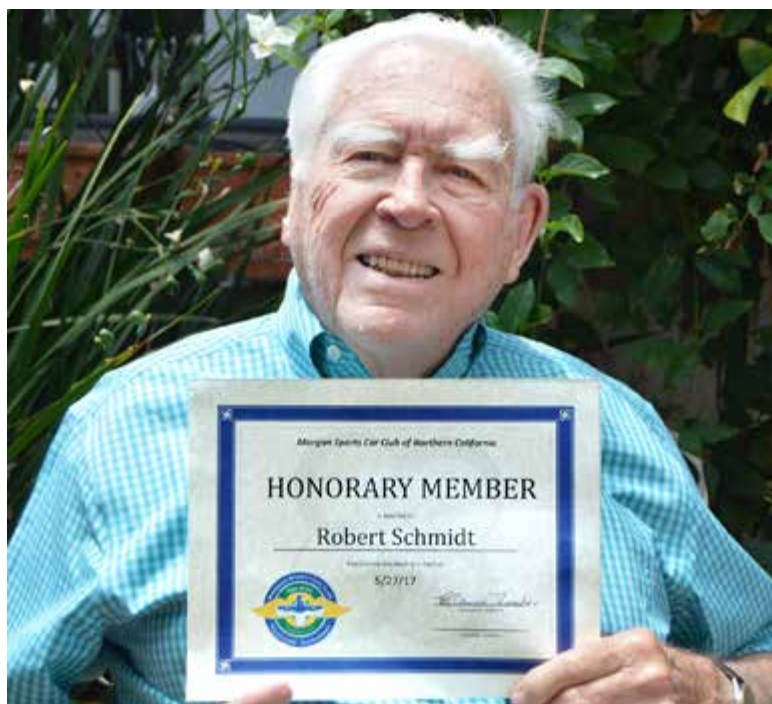
The Prez Says...

By Elaine Fisher, President

We all thank these members who have worked diligently over the past two months to organize events for us all: John and Barbara Burks, and Gary and Francine Marquis organized a very enjoyable four night "Sliding Pillars Tour" through Northern California, which included members of the Lancia Club. Doug and Joyce Hamilton and Grant and Angie Larson organized a full day of fun on the Morgan Coast Run, starting with brunch, enjoying a great drive, and then following up with dinner and music by members Tom and Bev Morgan.

Be a hero! Please provide stories and photos from events to publish in the Morgazette.

IMPORTANT MOGWEST ANNOUNCEMENT • as Highway 1 is closed in several places, we won't be able to meet in Carmel, travel down Highway 1, nor have lunch at Nepenthe's. Therefore, **at around 11:30 AM, we will meet at Jardine's (Mexican) Restaurant 115 3rd St, San Juan Bautista, California 9504 for lunch** before we finish our trip to Cambria down Hwy 101 to Hwy 46, another 145 miles. (Easiest way: Take Hwy 156 East off Hwy 101. Take 3rd St to the left until you come to Jardine's on the left).



The membership was pleased to present an Honorary Membership to long time member nonagenarian Bob S. While Bob is no longer driving a Morgan, we are thrilled that his family and friends continue to facilitate his participation in club events. **Also, the 15th of June is Bob's 95th! Happy Birthday from all of us!**

Tcherek has done a fantastic job on our Morgan Club Website www.norcalmog.com. In order to protect the privacy of our members, we have added a password requirement to access Morgazettes. You will need to reply to the query "Request Member Password" on the webpage to access them. The password will be changed as necessary to maintain security. We are looking at how we can make certain information available to the public while still

protecting our member's personal information.

George and I have been in contact with the Franchise Tax Board, Secretary of State and Wells Fargo Bank in setting up a new, more modern bank account. We also are in the process of officially changing the name of the corporation to the Northern California Morgan Sports Car Club, which apparently was never completed. This requires an Amendment to our Articles of Incorporation that is currently underway.

Enough seriousness about club business, let's all just go out and have fun with our Morgans and Morgan friends. See you in Carson City and Cambria.



Can you picture yourself here next month at the MogWest concours in Cambria?

Missionnes to Mars

Story by Marty Mieger • Photos by Elaine and Angie

In the confluence of things on April 5th through the 7th Morgans and their attendants, the towns of San Juan Bautista and Moss Landing, some motels, restaurants and bars, the California State University Marine Lab, the Monterey Bay, the Mission San Juan Bautista and an assortment of connecting roads through green rolling hills came together in the third annual Fremont Peak run as founded by Bob Frisbey and continued by Marty Mieger.

Compliments and critical observations seemed to be in balance aaaaand there were no breakdowns and/or injuries (to the best of my knowledge). In the grand tradition of constant change, things started with Don Henry and his charming friend Lorna showing up a day early and extensively touring the area in Don's Morgan (it did not break down or run over him). They were joined by some of the rest of us on Wednesday, the actual start of things.

Said start consisted of drinking, eating and talking. The author found the club members to be both experienced and perhaps gifted at these activities. Thursday, the day of the run, began in grand English tradition with heavy overcast and the prediction of rain and thunder storms. This caused the older and more cautious to drive closed, comfortable cars whilst Morgans were driven by Don Henry, Paul Marchant, Grant and Angie Larson, and our fearless leader Elaine Fisher and the crown consort and intrepid husband Phil. In the category of other English cars, former long time and soon to be new members Paul Lukes and Mary Gottschalk attended in their Jaguar saloon. In the category of other cars, but ok by virtue of the hood being down, were Rich and Martha Saylor in their Ferrari roadster.

Story continued on page 10 ►

"Observations"

by Philip & Elaine Fisher

Blue skies, gray skies, drops from above,
Lupines, poppies, and mustard to love.
MG Midget or Austin Healey Sprite,
Call it a "Spridget", and you must be right.
French Cows in the field with no sign of bells,
What lies ahead, we cannot foretell.
Around the next corner, a sofa appears,
Covered in words we don't want to hear.
Tractors in fields, and truck with no cab,
Three cops together, the perp must be bad.
Four Morgans, Ferrari and tin tops were amassed,
So Williamson Paint Shop was thankfully passed.
Moss Landing provided our fish lunch at Phil's,
Where everyone stepped up to pay their own bill.
Our tour by Drew of Moss Landing Marine Lab,
Was filled with info we all found so fab.
A wonderful day from Missionnes to the Mar,
We thank Lexa and Marty and retire to the bar.

"Observations"

by Lynne and Jerry Gurley

As we drove down the road looking at the scenery,
We thought it looked like Ireland, full of greenery.
We drove past cattle and saw flowery, flowers in flower,
And then we saw an MG Midget which doesn't have much horsepower.
Alas we were in shock! Ouch! Ouch! Ouch!
Can you believe we saw the F-Yo couch?
It was lovely British weather, a day to sip hot soup,
We rushed to Phil's Eatery as we passed a rusty '50 Plymouth coupe.
On Castroville Road, we spotted a big fuss,
Three cops had pulled over a car, luckily not one of us.
And all of us are happy, so very happy to be sure,
We have had such a lovely day, on this special Morgan driving tour.

Thank you Marty and Lexa.



Elaine reads her poem



Lynne reads her poem



Paul and his
prize beer



Mary and Paul
Lukes with prize



From Misiones



Jerry with Peppermint Snaps for Jan Barton



Good food.



Phil lunches at Phil's Fish Market



Relief map of Monterey Bay

Visit to Moss Landing Marine Labs

Tour Leader Drew



Missionnes, cont'd

The rest of the cars did not break down or otherwise discomfit their drivers and this should reassure the reader that no other English cars were in attendance. Additionally participating in the torment and annoyance were Rich and Melanie Smith, Loren Steck, Doug Hamilton, Dick Tuttle, Bob Frisbey, Lynne and Jerry Gurley and his new complete knee, and the club scribe and my better half Lexa Most. Sending regrets were Ed and Cathie Stump.

The author of the run and this run-on drivel designated this to be a drive of observation and not check points, speed, or other games of chance. This was to be followed by a recitation of said observations at the dinner at Jardines de San Juan. We were rewarded with two

presentations in the poetic form, one each from Lynne Gurley and Elaine Fisher; and two prose recitations, one each from Paul Lukes and Paul Marchant (the tales of two Pauls). Awards of little actual but great aesthetic value were given to all. Dinner was accompanied

by the predicted rain storm which continued through the night and followed us on our return home. If you want a more factual, complete, and impartial account you will need to attend next year. Cheers Y'all.

PS....Herein the text of the poems by Bardesses Elaine & Lynn is on page 8.



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The Sliding Pillars Tour

Story by Elaine Fisher • Photos by Elaine and Gordon

I'd been checking the weather on a daily basis primarily hoping for "dry" so we could leave the top down on our Morgan for the 4 day April tour to Northern California. Other than an occasional shower, ultimately the weather was ideal throughout our trip. Lancias and Morgans have several things in common, four wheels for one thing, historically small production numbers throughout the various models and most significantly shared DNA of similar "sliding pillar" suspensions.

Day 1 was scheduled for driving to the Benbow Inn near Garberville. However two days prior, we received an email from John Burks that Hwy 101 was closed near the Benbow Inn due to a slide, so the first night of the tour was "cancelled." Co-organizer of the trip Gary Marquis saved the day by suggesting we meet instead in Chico.

Plans were made to meet Gordon and Maggi Monday morning at Sears in Concord. Sadly, their Morgan balked at starting again after meeting us, so Morgan was returned home and replaced with their tin top. We headed alone on to Chico, stopping for a yummy lunch at Rocco's Bar and Grill in Colusa.

After checking into the charming Diamond Hotel in downtown Chico, Philip and I met up at the Sierra Nevada Brewery Restaurant, where Gary and Francine Marquis had arranged dinner for us all. Lancia owners Paul and Vicki Tullius, and Neil and Elsa Pering joined Morgan owners Gary and Francine, Gordon and Maggi and Robert Horsley from Washington for a broad variety of dinner choices, Sierra Nevada Beer, and a splendid time.

After breakfast on Day 2, Fishers, Craigs and Robert met up with the remainder of the group at Beatniks Coffee House to head up to Redding for lunch. Don and Jean Walker in their NSX joined us. We lost the group after the first signal, but apparently went a faster route, as we were first to lunch stop View 202 on the river. This tour appeared likely to be a "drive and dine" tour.

As the weather cooled down, our group had an enjoyable drive on Hwy 299 past the full Whiskeytown Lake, to the old style cabins of the Red Hill Motel in Weaverville. As our group filled up this motel, overflow went to the BW Victorian Hotel a short distance away.

Upon our arrival, trip organizers John and Barbara Burks from Ashland, and Bill Button from Seattle awaited us. Over the afternoon, we greeted the arrivals of Grant & Angie Larson, Greg Powell and Lynn Powell, Paul Marchant, and Barclay and Ginny Schaw. Cocktails, snacks, introductions and updates in the Burks "suite" preceded a leisurely dinner at the La Grange Café nearby.

The next morning, we headed north on Hwy 3 toward Fort Jones, traveling over mountain roads, passing Trinity Lake and stopping at the tiny town of Etna (population 727) for a coffee break. As we had a lunch reservation at Lilly's in Mt Shasta, we all skipped continuing on to Fort Jones and headed for Mt. Shasta.

After lunch, we headed up the Volcanic Legacy Scenic Byway (CA-89) to McCloud where the historic McCloud Hotel was our lodging for the night. This hotel was built in 1916 as a boarding house for single men working in the lumber industry. It has been lovingly

restored and provided a restful retreat and gourmet meals for the group.

Heading East on Hwy 89, some of the group stopped at McCloud Falls, while we stopped at Burney Falls. We had quickly lost the group, so stopped at the overlook of Mt. Lassen where we had stopped after the forest fire in Sept 2014. Taking a shortcut over Hwy A21, a beautiful newly paved road, we stopped alone at the Burger Depot for lunch.

Heading down the curvy Hwy 32, and still 35 miles from Chico, we came across Paul stalled aside the road in his Drophead with a broken distributor. John and Barbara had stopped to help him to no avail. We continued on to Gary's where we would borrow Gary's +4 distributor part and take it back up the road to Paul. Robert kindly offered to return back the 35 miles with the part. Fortunately before Robert had gone far, Paul arrived at Gary's having found the needed part among the parts in his car.

The evening and event concluded with a delicious BBQ arranged by Francine and Gary with help from the Lancia team. Karen Powell had driven down from Plymouth and other friends and neighbors joined in the party.

Several of us retired back to the Diamond Hotel, then went our separate ways home in the morning.

We hope that many of you will join in FLOG MOG-High Plains Drifters in September. If you haven't been on one of these events, you are missing out on a great Morgan drive and lots of fun. Attend some or all of the trip. See you there!

Photos next pages ►

Sliding Pillars Tour, cont'd

Participants:

Lancias:

Paul & Vicki Tullius - Aurelia Coupe

Neil & Elsa Pering - Fulvia Coupe

Northwest Morgans:

John & Barbara Burks

Robert Horsley (Seattle)

Bill Button (Seattle)

California Morgans:

Philip & Elaine Fisher

Maggi & Gordon Craig

Lynn Powell & Greg Powell

Paul Marchant

Angie & Grant Larson

Gary & Francine Marquis



Dinner at Sierra Nevada Brewery



Lancia



Lancia and 2 Morgans



Robert's Roadster



Grant, Lynn, and Greg



Superman cell phone booth at Red Hill.



Aeros at View 201



Barclay at Red Hill Motel

*129-foot Burney Falls, in Shasta
County, California*



McCloud Hotel, Historic Hospitality & Luxury Lodging on the Slope of Mount Shasta



*Scott Mountain Summit, in Siskiyou
County, northwestern California,
is a mountain gap-pass at 5,554 feet
in elevation.*



Three Aeros at Gary and Francine's house

**Many thanks to John, Barbara, Gary and Francine
for another great trip.**



New Morgan 3 WHEELERS:

New 2017 Morgan 3 WHEELER:
Polished Alloy Land's End Trials
Edition, 3 of 5 for the World

2016 Morgan 3 WHEELER: Triple Black

New 2015 Morgan ROADSTER
'65: Montblanc White/Chocolate
leather, 340HP 3.7 liter V6/6 speed

2015 Morgan 3 WHEELER,
SUPERDRY EDITION, (no longer
in production), 820 miles,
absolutely as new condition

2015 3 WHEELER Black,
Electric Blue leather

2005 Morgan 3.0 ROADSTERS,
choose from: Maybach Himalayan
Grey Metallic body/Black
wings; Two Tone Blue Metallic;
BRG Metallic/tan, 1,800
miles, or Ferrari Pozzi Blue

1998 Morgan PLUS 8, Connaught
British Racing Green/Tan Biscuit
leather interior, Black Ambra
top and side curtains, 7,000
miles, all fluid changed one year
ago. Alloy wheels, photo build
book signed by Peter Morgan.

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

1989 Morgan PLUS 8, Gasoline
powered, LHD, British Racing
Green body/Black wings, Tan
leather interior, 28k original
miles, beautifully kept

1973 Morgan PLUS 8, 13k orig.
miles, Grey Metallic/Dark Red
leather, 1 owner since '76

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

1963 Morgan PLUS 4 SuperSport,
BRG/Black leather // ARRIVING SOON

1962 Morgan PLUS 4 FOUR SEATER,
Red/Black leather // AUTOMATIC TRANS

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

1958 Morgan PLUS 4 FOUR PASS,
Ivory/Green leather, older beautiful
restoration // BIG PRICE REDUCTION

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

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1965 MGB Iris Blue

1959 Triumph TR3 Black

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Buttonwillow 2017 Races

Story and Photos by Larry Ayers

Rambling down Hwy I-5 towing an enclosed trailer, it takes about 5 hours from Vallejo to reach the Buttonwillow Raceway. That's with restroom stops about every 65 miles, and a half hour for lunch. A cool day, quite breezy, and an invitation for the tumbleweeds to dance across the road. But there wasn't one in sight. Cal Trans at work? In the past one of those bristly creatures smacked the car's grill, and splintered like 10,000 shredded toothpicks. Not a fun cleanup.

The 22nd annual British Extravaganza, hosted by VARA ran from 5-7 May 2017 and was a half-dry success, featuring seven car groups. On Friday, the weather was cloudy and cool, and remained that way through Saturday until 6 PM when showers began, and didn't subside until 8 AM Sunday. That left the track with standing puddles and the off-track surfaces a muddy quagmire with mini-lakes everywhere. No fun here.

Not to put a damper on the weekend, **I enjoyed competing for the first time in my 2013 Morgan 5 Speed trike.** It ran like a freight train in the group 4 Historic/Prewar class, and presented no problems, nor track incidents. Jason Lynn mentioned had he known I was bringing my trike, he would have brought his. Perhaps next year, there could be 3-4 Morgan trikes on the track.

Eleven prewar/historic entries

enjoyed an outing that is always a treat on this 2.6 mile layout. Aside from my Morgan entry, John Miller was piloting his 1951 Morgan Flat Rad, fighting for the lead, but it's difficult to beat a 1935 Alfa Romeo Tipo C that runs nearly a minute faster lap times.

The prewar/historic group was small in comparison to group 1 with 33 entries, featuring **Mark Pladson's 1964 Morgan** and Brian Howlett's (sans Morgan) 1965 Triumph, both drivers running about 2/3 the way down in their group.

This event featured a track-side margarita, salsa, and chips treat for participants on Friday celebrating Cinco de Mayo. Sampling one or two of the libations, it was off to the Willow Ranch Restaurant for the annual dinner gathering patronized by Morgan and prewar/historic drivers and crew. Again, a successful

outing with around 20 in attendance.

This weekend normally features a car show on Saturday with awards but was entirely missing this year, weather related I would imagine. However, the Saturday night track BBQ and karaoke was staged indoors due to the inclement weather. This small indoor facility resulted in a crowded seating environment wherein one got better acquainted with their closest



neighbor.

Then it was Sunday and the track was soaked and slippery from the previous night's rain. Not many vehicles went out on the track for their first morning session, as the various groups were announced. The forecast was for no more rain the remainder of the day. Skipping the morning session, and not wanting to wait around most of the day for the afternoon one, I chose not to risk taking three wheels out on the slippery track surface that day, pulled up stakes, and headed back to the Bay Area. The VARA Annual British Extravaganza is a fun event, features a slew of British cars, and you would enjoy attending.

Perhaps we can do it again in 2018... Provided the wheels stay attached and our health is good.

Cheers!



Morgan Coast Run - May 27th

Report from Gordon • Photos from Susan Morgan and Gordon

The Saturday run the Hamiltons and Larsons planned for us was near perfect in every way, period.

Mogs from all over the Bay Area and international points of compass arrived to a sunny Open House at the Hamiltons, a sumptuous table brunch spread, all the french doors open to the side and rear gardens and patio. The flowers were blooming in



late May splendor and the concurrent Board of Directors meeting was held

under a "birdsnest" umbrella table, to wit we had an Ad Hoc member with possible hatchlings chirping with us.

Other Mogs toured Doug's fabulous shed parked with various vintage Britcars – the long term 4/4 Ser.1 project is coming along; the SS 100 has had body repair and runs reliably; the TR 4 has a new top; the '69 rhd +8 runs like a top – all great to see them again.

Back inside the house, Prez Elaine announced and presented to former Prez and longtime member Bob Schmidt a Lifetime Honorary Membership to a rousing heartfelt ovation. Other guests were introduced, like Maggi's son and fiancé Shawn and Leah, and visiting OZ Mogs Roger Shawyer and Gerald Schofield. Paul Marchant provided them with his '58 +4 DHC for the run and most of their short 4 day stay with us



here in the Bay Area. It was their first time in a +4, not that common in NSW, most of the Morgans there are either +8s or older 4/4s, Ser. IV and V.

Doug called us to order (?) for the Driver/Navigator Directions and Map. He and Grant had devised two very challenging routes to take, known as Tour 1 and Tour 2, that one was about an hour longer than the other. As longtime denizens of the Bay Area, we know of and have driven many of the numerous spider web roads of the Coast Mountains, but when mapped out in front of you for a run they are new all over again.

Tour 1 took you more or less straight over the Peninsula hills

via the upper reaches of Page Mill road to Skyline and over to Alpine road and Pescadero. There are loads of sharp twists up and down on those roads, up and downshifting at the ready, sounds short and direct but not when you're driving it.

Tour 2 looped back from Page Mill road to I-280 for a short jog south to Stevens Canyon road and onto Route 9 and then on County 236 to Big Basin, south again down the Empire Grade into Bonny Doon and the coast Hwy 1 north. That's a route I will make time to do another day.

Most Mogs took the shorter Tour 1 as "Morgan Time" was moving on. As Driver, I had able Navigation calls from Leah, vs.



Roger driving the DHC who had his ace Gerald, known for his skills as winner of the Tasmania Rallye and other Outback Enduros. We both made it to the mid-point, Pescadero, behind most everyone else though so it didn't matter.

We had a longish coffee stop in Pescadero and it was good see the town rebounding from the half block long fire of early 2016. Everyone lingered along the shops and art galleries or in Duartes having refreshment.

It was coming up to late afternoon and our scheduled 5 pm dinner at The Little Store in Woodside, so we wound our way north on Hwy 1 via Tunitas Creek road to Skyline and over onto Kings Mountain and Woodside roads to The Little Store. We drove on in the dappled sunlight under the redwood groves.

At the Little Store we dined on great burgers and fish and chips, listening to



Tom & Bev Morgan sing and strum old favorites like "Love Potion No. 9" and "Wake up, Little Susie". Gerald made lots of points handing out memento Koala and Kangaroo Keychains from Down Under to all the gals. The end to a near perfect day as we headed for the barn.



**Many thanks to
the Hamiltons and the Larsons.**







A History of #33 1958 +4 Morgan Race

**Car Notes from Pat Starr and
Greg Powell • Photos by Greg.**

Number 33 has been racing for half a century... The previous two owners, Tom Kennedy and Patrick Starr, both raced the car mostly at tracks in the U.S. mid-west and east coast. From 1959-1969 it was dual purpose, driven on the street and run in SCCA Regional and National races. It was converted to a "race only" vehicle in 1970-71 and run in a few more SCCA races, then retired. With a de-tuned engine and street radial tires it started running Vintage Events in 1976. And, with a few missed seasons and some upgrades, the Morgan is still competing, having finished three events in 2015.

The original owner, Tom Kennedy of Minnetonka, MN (deceased) purchased it new from "Cars of the World" in Madison, WI in October 1958. He drove it on the street and raced it in some SCCA events in the mid-west. In fall 1962, with 13,000 miles on the odometer, he consigned the Morgan for sale to "Grand Prix Motors", a small used car lot on East Lake Street in Minneapolis, run by Dewey Brohaugh. Pat Starr purchased it in January 1963 and drove it on the street to work, school, etc. In June 1963, he completed an SCCA Driver's School in the Morgan and then ran four SCCA Regional Events.

After this first season, the Morgan underwent a body-off restoration and the engine

A History of #33, cont'd

was slightly modified. From 1964 through 1969 Morgan was driven on the street, and ran fifteen more SCCA events, including Nationals at Lynndale Farms ('66), the June Sprints ('67,'68), and Donnybrooke (1968 Opener and 1969).

At the end of 1969, with 26,000 miles on the odometer, the Morgan was converted to a "race only" vehicle within SCCA rules. #33 Morgan has had many modifications and upgrades, including body-off rebuilds in 1963-64 and 2003-04. It is fast, having turned 1:50's on the BIR (Brainerd International Raceway) short course, and 2:44's on Road America (Elkhart Lake).

From 1991–1998, Starr resumed racing the Morgan, which was upgraded with a major engine rebuild, a fuel cell, a racing seat, a Supersports style air scoop, and air filters. Thirteen Vintage Events were run at BIR, Road America, and on Minneapolis city streets with Trans-Am events. #33 was not raced from 1999 – 2003 and plans were made for upgrades, including a new roll bar structure with cockpit side tubes, a strengthened front frame, and aluminum flooring replacing the wood. In early 2004 it was announced that #33 would be the Featured Vehicle at the Elkhart Lake Vintage Festival (ELVF).

From 2004 – 2015 #33 Morgan has run twenty six Vintage Events at BIR, Road America, Portland Intl. Raceway, Road Atlanta, and Watkins Glen. A major engine rebuild was done in 2011 with new liners and pistons, and the Triumph crankshaft and connecting rods were finally replaced with a steel crankshaft and H-Beam rods. In July 2015 the engine was refreshed with rings, bearings, clutch, etc., and broken in at a test day at BIR in August. In September, #33 Morgan ran the 2015 ELVF and completed all practice, qualifying and race sessions.



A New Life For #33, Greg's Excellent Adventure

Story by Gordon • Photos from Greg, Gordon, Ed Blake

MSSC member Greg Powell of Oakland, CA became the third owner in May 2017. Greg has had extensive SCCA experience racing in the SpecMiata Class at Sonoma Raceway, Laguna Seca and Thunderhill since 2011, the "LeMons" Racing Challenge at Sonoma and Thunderhill with Tom Morgan and others, and he has vintage racing experience with the PreWar group as crew about 5 times for Larry Ayers in the 1930 Morgan Super Aero, and as driver in the 1935 "Red Lion Special", a Riley-Ford open wheel track car for owner Dale Barry at Monterey and Coronado in 2016, and again this August at Monterey. Greg is thrilled to join Vintage racing after watching Lynn Powell, Bob Frisbie, John Burks, Jerry Medeiros, Grant Larson, Dave Sneary race, was well as to join active Morgan Racers Tom Morgan, Greg Solow, Brian Howlett, and Jeff Abramson on the track.

Many of you in the Morgan Club know of Greg, he and his parents Lynn and Karen are long time members and participate regularly in Morgan runs and multi-day driving events, like FlogMog and SpringMog. Greg was practically born in a Morgan.

Greg had been hankering for his own Morgan race car for quite some time when this one popped up online. He jumped on it, had extensive talks with the seller and bobs-your-uncle he became the caretaker of #33. This historic, long lived race car is in its 5th decade of racing history. It is a very well sorted and substantial vehicle and came to Greg with many spares and essentials. Straight



A Great Pit Crew, including his Mother and Father, Karen & Lynn Powell

away he registered for the SVRA sanctioned Sonoma Historics and assembled his crew. Immediately I wanted to pit crew for him and he agreed and its been a privilege to do so. I got to work with him, his Dad, Karen and his knowledgeable friends (Burton Edwards, Alberto Goncalves, Michael Detmer) in prepping #33.

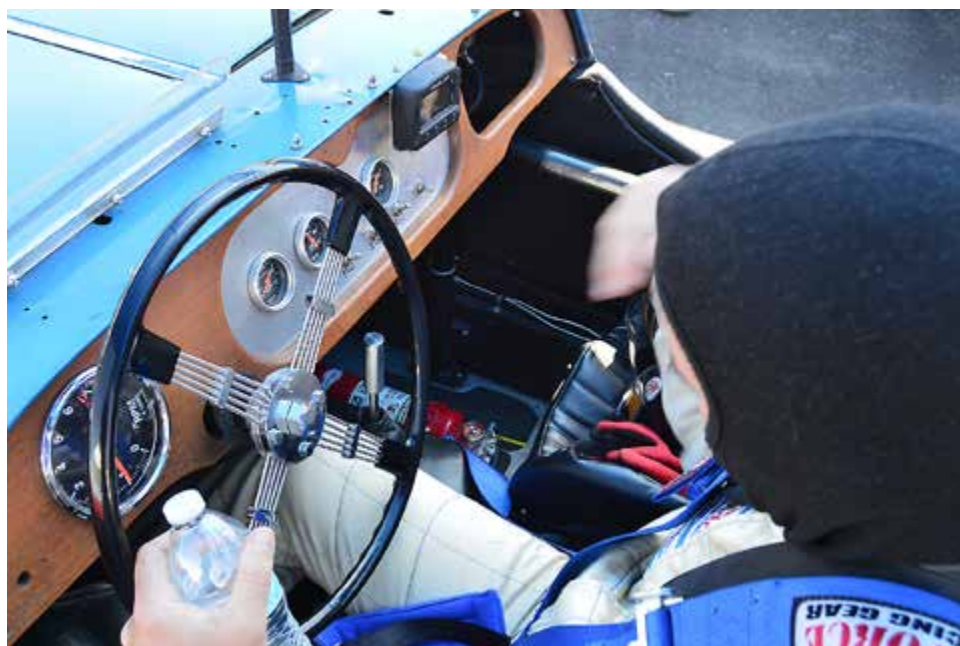
Greg had his learning curve starting Thursday June 1st in practice laps — There is a 13 min video on his Google drive and it shows right from rolling out the grid how well he drives and handles the car. (<https://plus.google.com/collection/wbjHHE>)

He mastered the notchy Moss box rather quickly, up and down

shifting 3rd to 4th and back and double clutching when needed at speed into and out of the turns right through to Turn 11. His onboard lap timer recorded his

fastest at 2'18". Friday he had more short laps in the morning and even shorter black flagged 2 laps in the afternoon after a car from a previous group lost its oil on the track and the cleanup ate into practice time. By Saturday morning qualification he came away with a full ten seconds shaved to 2'08.5", and he was driving on lumpy 5 year old Hoosier race radials. He knew better and arranged to buy some new Hoosiers from the Roger Kraus Tire Shop at the track, they were ready Sunday morning. As a veteran MGB driver pit neighbor noted: "You don't know you need new tires until you drive on them."

As with any well prepared



Greg's Excellent Adventure, cont'd

racer, there wasn't that much to do to #33 between practice, quails and the Feature Race except to check oil and gas levels, top off, replenish as needed. All hoses and external tanks for the cooling and engine "Accusump" oiling systems were good and secure. No ignition problems (points). The Moss gearbox had no leaks. There seemed to be a slight seep of wheel bearing grease from the right side hub dust cover, but nothing to worry about. The SUs needed some damping oil in the bells, bound to burn off in hot laps. Other than that, #33 got a wipedown, and she was ready for the next session.

Meantime out on the track, Greg's lap times were getting quicker and quicker in 5 second increments and better. Once he changed to the new Hoosiers for the Feature Race, he was right in the middle of the field closing in on the chase. Group 9 had two very fast Loti and a Turner at 1-2-3 and they were way ahead of everyone else, more than half a lap at the finish. So the "race within the race" was further back, stacked with BMW 2002s, Alfas, Porsches and all our fast Morgans, led by Jeff Abramson in #145 Baby Doll, Brian Howlett #111, Greg's #33, and Greg Solow #45 Baby Doll, right behind, all within 2 seconds of each other, around 2'00" flat. Those new Hoosier skins paid off.

All that, and a parade, too. The night before, Saturday, was the traditional Vintage Parade to Sonoma Square, and Greg/ #33 had been selected. All of us in the crew could go and partake of the festivities, food and wine. Greg and his mum Karen donned helmets and harness and escorted by the CHP closing intersections and leading, pulled into



the horseshoe drive, parked head to tail all the way around.

#33 was a Star on and off the track, ready for another Half Century.



Morgans at Sonoma, Turn 2: Brian Howlett #111, Greg's #33, and Greg Solow #45 Baby Doll

SVRA Sonoma Histories Racing, June 1-3

Race report and photos by Gordon and Greg Powell

Morgans "In Anger"

Morgans made a big showing at the SVRA sanctioned Sonoma Histories at the Raceway. There were 9 Morgans appearing in 3 Racing Groups from practice laps on Friday, quals on Saturday and the Feature Races Finale on Sunday: (all places, times from Feature Races)



While Doug was the lone NorCal Mog in his Group, there was a mix of SoCal and NorCal racers in the #3 and #9, and the laps for them were consistent in time and cars in close competition. New to this field is Greg Powell with his recently acquired #33 +4 on its debut run at Sonoma. Greg had a great weekend as he and the car 'learned' each other from scratch. The story of this car and Greg appears elsewhere in these pages, but his lap times dropped near 20 seconds by the Feature Race on Sunday.

Group 2 (1947-60 Sports Racing & Production Cars)

1953 +4, Doug Sallen, 11th place, best lap 2'11.8"

Group 3 (1955-65 Production & GT cars)

all 4/4s

Ron Carrico, 11th, best lap 2'03.3"

Mark Pladson, 14th, best lap 2'06.4"

Tom Morgan, 15th, best lap 2'07.5"

Group 9 (1956-72 Production & GT cars under 2000cc)

all +4s, 1958-'62

Jeffrey Abramson, 8th, best lap 1'59.7"

Brian Howlett, 17th, best lap 2'02.7"

Greg Powell, 18th, best lap 2'01.2"

Greg Solow, 20th, best lap 2'02"

Jeffrey Tamkin, 27th, 2'11.2"

Sonoma Races, cont'd

Pit Repairs and Engine Rehab for Tom's Group 3 Morgan 4/4

Group 3 competitor Tom Morgan had a blown exhaust manifold and a stuck rh brake caliper during Saturday quals but a expert weld repair by Phil Denny at the Raceway Shop sorted the manifold, filling in a 1/4 in. crack. Back in the day Mr. Denny worked for and fabricated Lotus racercars for Colin Chapman. A sticking brake caliper hampered Tom on the turns and Pat Mannion helped to sort the problem with a clean up and a new seal kit around the piston. By the time you read this, Tom will have pulled the old drivetrain and a fresh engine and gearbox are being built by Bob Yarwood in time for the Vintage Races at Portland in July.



Patrick and Tom working on caliper



Tom and engine builder Bob Yarwood



*Tom and pit crew:
Bob and Jess Yarwood , and
Bev Morgan.*

Keep Calm and Drive On

At the All British Motoring Show and Swap Meet at Dixon Fairgrounds

Report & Photos, Elaine Fisher

May 21, 2017

On a very warm, sunny day in Dixon, CA, several hundred British Cars owners descended on the Dixon Fairgrounds. I counted eight Morgans in attendance.

One can arrive at the venue anytime between 8 AM-10AM, and have pre-registered or register on site (costs more). We arrived around 9:15, having left Walnut Creek an hour earlier. During the day, there is plenty of time to wander around looking at the cars, rummage through the swap meet tables, purchase vendor wares, picnic or purchase food, socialize, and vote. After lunch, the raffles are done, and three trophies per class are given.

There is no requirement on age or condition of the cars. As this is a show, not a concours, winners are selected by votes from the participants. The show is open to the public.

Although some of our group left before trophy giving (with one needing a "push" to start), we were able to head for home by 2:30 PM, when all had been completed.

The Class winners were:

James Nickerson – 1961 4/4- 1st Place

Ken Cemo, 2016 3 Wheeler- 2nd Place

Philip & Elaine Fisher, 2005 Aero 8- 3rd Place

Other Morgans participating were:

Bob Dayton, 1968 +4 Drophead (Morgan Winner last year and in the Winners Class)

Gordon Craig, 1960 +4, 4 Seater

Rod Miller, 1958 +4 Drophead-not judged

Paul Cowley, 1961 +4, 4 Seater

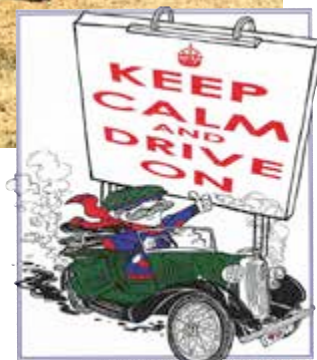
Ed Pearce, 1964, + 4 Super Sports

Additionally:

Paul Marchant was there with an MBG-GT for sale, and Don Henry and Michael Anthony were spectators. Tim Waller and Alice Gentry were there as member workers for the sponsor United British Sports Car Club.

Apologies if I missed anyone, as I parked myself in the shade and didn't get around much in the heat.

Mark your calendar for May 20, 2018 and plan on attending this fun event.



James Nickerson
• 1st Place

Ken Cemo
• 2nd Place



Philip & Elaine Fisher
• 3rd Place

Rod Miller



National 3-Wheeler Convention

Story and Photos by Larry Ayers

The Morgan Three Wheeler faithful gathered in **Augusta, GA from 18-21 May 2017** for a National Convention that promised to be informative and enjoyable for all 70 who registered. It was hosted by Duncan and Lee Charlton, and Mark and Andrea Braunstein, with headquarters at the historic Partridge Inn. Three wheelers arrived from around the country, their numbers reaching 24, thereby setting a new North American record. The new 5 Speed models numbered 7, F-models 4, one Triking, a JZR, and the remainder 2 and 3 speed models. Models ranged from a 1927 Anzani Aero to a 2017 5 Speed, a range of 90 years of Morgan trikes! A 2010 Morgan AeroMax even stopped by on Friday to pay its respect. The long distance award should probably go to Jeff Ingebrigtsen who drove his 5 speed from Minneapolis, MN to Augusta, GA a distance of 1272 miles each direction.

Upon registering at the Partridge, attractive cloth goodie bags were received with the embossed Morgan Convention logo and contained the scheduled events, several goodies, event logo drink coasters, paper models of a trike to build, and of course, information about Augusta and its many attractions. Various sponsors for this event were also acknowledged throughout the week.

Daily morning seminars were conducted by Morgan trike owners who volunteered to speak on Amal carburetor tuning, brakes, front suspension, history, radiator repair and fabrication, wood framing, 5-speeders, JAP and Matchless repairs and operations, JAP valve timing, electrics, starters and

generators, F-model engines and modifications, safety, fire extinguishers, turn signals, general restoration work, what to inspect when considering purchasing a trike, and others topics. Many handouts were distributed.

The ladies were entertained with Lee Charlton's needle felting classes while others chose to take a trolley ride, explore downtown Augusta, or visit the Woodrow Wilson Mansion or one of several museums.

On Friday noon, the trikes gathered for an 8 mile scenic drive to the historic Enterprise Mill. We cruised through some of the classic mansion areas, and spotted the local Channel 6 TV camera capturing footage for the nightly news. At the Mill, the trikes were parked on a tree shaded lawn. Box lunches that were pre-ordered for a tender, were enjoyed during a car show that was judged by Dave and Marilyn Bondon who made a one-day journey from their home. Another ten dollars got you a one-hour cruise of the Augusta Canal aboard a canal boat. It was hot, and umbrellas were available and very welcomed. Awards were presented in two, three, f-model, and 5 speed classes, plus a "best of show." Engines were then fired up for a shortened ride back to the Partridge Inn and some welcomed air conditioning.

On Saturday, three wheeler familiarization rides were offered at a school parking lot to perspective trike buyers, first time lady passengers or drivers, and others. A tour of trailers was also on tap showing some innovative examples and creative solutions for transporting our beloved trikes.

On Saturday evening, everyone was hosted by Graeme and Jenny Addie at their lovely home, about a half-hour drive from the Partridge Inn. Two

five speeders made the drive while the remainder of us hopped aboard the courtesy shuttle van from the hotel. The route to the Addie home was a twisty route and most trikers didn't fancy night driving at any rate, especially those of the vintage category.

The Addies were most gracious hosts, have a delightful country-style home, and own a 5 speed and Flat Rad Morgan. Garage tours were available with a little coaxing to Graeme. Delicious varieties of food was served including large Gulf Coast Shrimp, lasagna, pavlova and various desserts, and plenty of beer, wine, and soft drinks. One could have spent all night enjoying the feast, but the van to the hotel had arrived.

On Sunday, the tech sessions continued in the morning with more needle felting by Lee. Afternoon trike panels, from 1 to 4 o'clock were hosted by those "experts" in the field who entertained questions and a general discussion ensued during three one-hour sessions. A "spares fair" in the afternoon offered both free goodies and some for sale.

Some of the highlights of the event, speaking from a personal perspective, were a ride on Friday to the Mill with Kim Freeman in his new 2017 5 Speed. He took delivery a week earlier, and the speedo had less than 60 miles on it. Linda and Larry Eckler, of Morgan Spares, displayed a 5 Speed trike with the upholstery and some panels removed to show the workings of this model. They were offering an after-market rear fender for the trike, a steel rear sprocket, drive belts, and other items. A welcomed visit with Marilyn and Dave Bondon, ex-members of the MSCCNC. Placing faces with names such as

Bert Verady, Dave Childress, and Alan Marsh, made the day.

It was super renewing acquaintances with Fred Sisson, Peter Ballard, Bob Wilson, Mark Wonderman (and seeing my old 1934 MX4 SS – ex-Alan Moss – again), Alf Gapper (from the U.K.) who journeyed here to distribute some of Clarrie Coombes' books, co-chaired several of the seminars with me, and also demonstrated radiator repair and fabrication. Seeing my old 1934 black JAP SS beetle back, now with Marc Wonderman was a kick. I took pleasure in autographing 9 of my books about Red, and enjoying the

privilege of participating in several of the seminars.

Visiting from California were trike owners, Geoffrey Ashton, from Monterey, and Michael Hattem (a one-day stop over on his way to Europe) flying solo.

There was much discussion and enthusiasm regarding holding this event again, not every year, but perhaps in three years hence, and most likely on the West Coast with hosting by Dale Barry (the upcoming MTWC GO) and Michael Hattem, who

has already volunteered. Let's see how it goes and who of us might still be around to enjoy that.

I feel the event inspired present or future owners of Morgan trikes to join or re-join the MTWC, continue their restorations, and look forward to enjoying them on the road, at events, or perhaps purchase one of the newer models to enjoy. Happy triking to everyone. Larry Ayers



Dave and Marilyn Bondon ex MSCNC members with Larry



Duncan and Lee Charlton, two of the four hosts



Larry and Linda Eckler, Morgan Spares



5 Speed with a lot of accessories



Bride & groom in a car model



What's for lunch?



One of two F-model Racers



Some of the 24 trikes present

Convention, cont'd

- Interesting seminars
- Hands on answers
- Sharing expertise
- Concours, judged by peers, with awards



And. . .

**Great Southern hospitality:
Saturday party at the
home of Graeme and
Jenny Addie, our most
gracious hosts**





Charles Morgan Settles Dispute with Family

Charles Morgan has been invited to join a 'family council' at the Morgan car company, set up to give the family a voice in the strategy of the firm

by Steve Cropley • 20 February 2017 • Follow

The long-running employment dispute between management of the Morgan sports car company and its biggest shareholder, Charles Morgan, has been settled, the company announced today.

Charles Morgan is being invited to join a newly formed Family Council which includes existing shareholders and members of the wider Morgan family, including the children of existing shareholders. The aim is to give all members a voice in the future strategy of the Morgan Group.

Charles Morgan, who controls around 25% of the equity of the Malvern-based sports car company, was dismissed from his position as strategy director in October 2013 after falling out with the rest of the family-owned company's management.

Chairman Dominic Riley says there will be no change in shareholdings as a result of the latest announcement, in which the company also revealed its best financial results in four years. Riley cites "strong progress" following the launch of new Plus 8 and Aero 8 models, while its recent partnership with Selfridges to launch a new electric three-wheeler "has brought renewed global attention to the Morgan brand".



Morgan Motor Company Re-Acquires Malvern Home with Land Acquisition Deal

By Morgan Motor Company • Posted June 13, 2017

- Land sold in 2006 is re-acquired securing home of Morgan Motor Company
- Record trading year sees 14% year-on-year revenue growth
- Employment at highest level in company history
- Acquisition includes Morgan Visitor Centre which welcomes 30,000 guests each year
- Morgan is committed to Malvern, home of the British sportscar for over 108 years

Continuing the positive momentum in the business, and as part of a long term strategy, Morgan Motor Company has hit yet another milestone in a record year, with the re-acquisition of factory land.

At the Geneva Motor Show earlier this year Steve Morris, Managing Director Morgan Motor Company, announced a record trading year with a 14% revenue growth year-on-year. It's the first of many positive steps planned in a long-term strategy for Morgan Motor Company under the guidance of Morris, the Morgan family and recently appointed Chairman Dominic Riley.

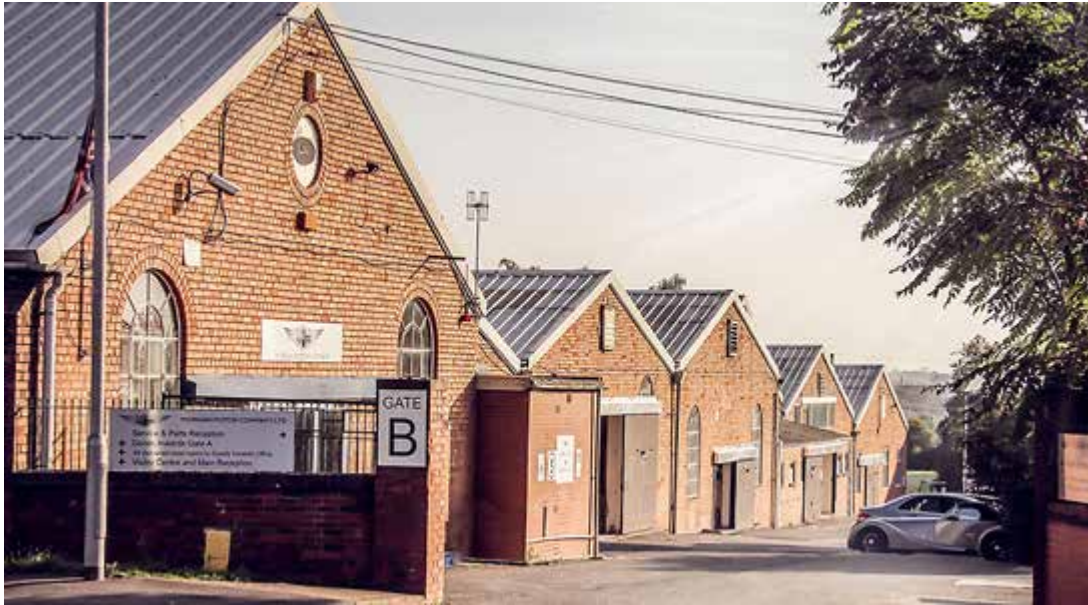
In January 2006, the Morgan Motor Company sold the land on which the factory is built to fund product development in a sell and lease-back deal with Stirling Investments, a deal that enabled the company to develop new vehicles and implement new technology. The re-acquisition of the land follows a successful period of business development, and helps to provide stable foundations for Morgan's future growth plans.

After a sustained period of successful trading and consolidation, Morgan Motor Company has now purchased both the Pickersleigh Road site and the Morgan Visitor centre. It's a clear indication of Morgan's commitment to its roots in Malvern, which for over 108 years has been the home of the Morgan Sports Car.

The inclusion of the Morgan Visitor Centre in the land purchase secures the future of this destination as a popular tourist attraction, which has welcomed over 30,000 visitors a year since the official opening by HRH Princess Anne in 2009.

Steve Morris, Managing Director, said: "The positivity

Morgan Company News, Cont'd



felt by all Morgan staff is stronger than ever. To now own the land where we create our range of cars is something truly special and the news was welcomed with delight by the whole workforce. Morgan Motor Cars is enjoying a business turnaround under the guidance of the new management team and I look forward to fulfilling all of Morgan's exciting plans in the future. I'd like to thank Stirling Investments for their assistance during the 11 years of land ownership and also to Gowling WLG and HSBC for guiding us throughout the acquisition process"

Dominic Riley, Chairman Morgan Motor Company, said: "Buying back the land that is the real home of Morgan is an investment for the future of the company, an investment in the future of the factory and a significant moment for everyone that's been working so hard at Morgan over the years. We are stronger than ever with record revenue growth, increased employment, a clear vision for the future and strong demand for product from customers around the globe"



Letters to the Editor

Gordon Craig, Editor

May 20, 2017 • **Zaragoza, Spain**

Hi, Gordon - Here we intrepid Morganeers are, Katherine Bard, Dale & Karen Barry, and me [Donna D], gathered in the Cathedral Plaza in Zaragoza, Spain, nearing the end of our 3-week trek through Portugal and Northern Spain in Dale & Karen's Model A... Why? Well, joining 11 other Model As to tour through the 2 countries on smaller highways and back roads, just seemed like an UN-missable adventure.

It was a very good adventure, too... not without its challenges as we learned a lot about driving something other than a Morgan that has quirks and demands for attention - possibly a bit more than any Morgan I know, but you can't beat 4 doors!! And there's a good bit to be said about leisurely seeing the country - top speed less than 50 (mph, luckily not kph). Great scenic roads, too. Adios, See you soon. Donna D



Photo by Jay Burbank

Makers Fair June 1, 2017

Del Rey Elementary School, Orinda • Story by Grant Larson • Photos Fred Thompson, Gordon



I was invited to participate in the Makers Fair by the Principal, (my daughter) Kirsten Larson Theurer, to show a collection of Morgans as one of the hands on projects for the students.

Our group of seven Mogs, Paul Marchant, Carol Pitman, Chris Hall, Gordon Craig, Fred Thompson and I, arrived at the school around 7:30 am. We were assigned to a covered area out of the sun on the edge of the tarmac playground. We lined up in a random sort of way to await the beginning of the program. Several of us brought things to demonstrate, not really knowing what to expect.



A few kids showed up at our site immediately, super excited about the cars – and then the flood began. Paul, our rebel, took a few of the children around the tarmac in his Three Wheeler and the rest of us joined the loop. By the time the day was over more than 400 kids had a ride as well as a few teachers and parents. (Any cheap Morgans for sale?...We might have some takers). This event would not have been as successful had not some parents and teachers stepped in realizing that this activity was going to be too popular and they became our crowd control support. We are grateful, they saw a need and immediately knew what to do. Pandemonium would have resulted if not for them.

Our contribution to the Fair added a new definition of hands on. We all enjoyed the day as much as the children. We competed with Drones, Magnets, Robots, Lawrence



Hall of Science, to name just a few of the fantastic activities the children could participate in. The overall winner of the day-was.....

Yep! The Morgans..... AND..... we are invited back next year.

Report and Photos from Dennis Glavis, MorgansWest

Four Morgan 3 Wheelers attended the Quail Motorcycle Event in Carmel Valley, took the long ride north on the 101 (Rt. 1 is mostly closed), and rode with the Vintage Motos through Monterey County and laps around Laguna Seca Raceway among thousands of enthusiasts.



John Goldman, far right, accepts the Best in Show award at the 9th annual Quail Motorcycle Gathering in Carmel for his 1957 Mondial 250 Grand Prix race bike. (Charles Fleming / Los Angeles Times)

Report by Charles Fleming

Veteran motorcycle restorer and collector John Goldman won Best in Show honors at the 9th annual Quail Motorcycle Gathering on Saturday, singled out among owners of more than 300 extremely rare machines for the historical importance and faithful restoration of his 1957 Mondial 250 Grand Prix race bike.

But the theme of the Carmel show seemed to be heading in the other direction, toward younger, less experienced enthusiasts who the show's organizers hope will continue the vintage and custom motorcycle legacy as the current field of collectors ages out of the hobby.

"We have to find a way to inspire the next generation," said Gordon

The Quail Motorcycle Gather

Quail Moto Event - LA Times, May 6

McCall, motorsports director for Quail Lodge, the Peninsula Hotels resort that hosts the weekend event. "We can't wait for them to find us. We have to reach out to them."

To that end, the annual gathering this year saw an increased participation by younger bike builders, some of whom were selected for podium honors.

Independent motorcycle makers Brian Thompson and Richard Mitchell won the top two prizes in the Custom/Modified category, Thompson for his 1958 Triumph Tiger and Mitchell for his 1968 BSA Thunderbolt.

Untitled Motorcycle's Hugo Eccles won the Design and Style award for his highly customized "Supernaturale," built from a 1975 Motoguzzi 850T.

San Francisco Motorcycle Club's Kalle Hoffman's 1937 Indian Chief won the top prize in the American category.

The old guard was not ignored. Perennial participant Virgil Elings, whose Solvang Vintage Motorcycle Museum is a bucket-list stop for bikers worldwide, took the Significance in Racing award for his Britten V1000 competition machine.

And Best in Show winner Goldman also took top honors in the Competition on Road category with his 1957 Mondial.

McCall, while admitting that the 50- to 70-year-old crowd was "the best represented group" exhibiting motorcycles on the Quail Lodge & Golf Club grounds, said repeatedly that the future of the world-renowned event depends upon an infusion of younger participants.

Noting the increased presence at this year's Quail by Austin-based

Revival Cycles, with its highly customized motorcycles and popular hipster-directed apparel line, McCall said, "This proves the interest is there. We know young people are excited about motorcycles. But we have to meet them where they are."

To that end, McCall promised increased participation by Revival, perhaps including some West Coast variation of that company's annual Handbuilt Motorcycle Show.

"Handbuilt gets viewed as hipster, while Carmel Valley is seen as a little more buttoned-down," McCall said. "But in the end it's all about motorcycles. We're looking forward to an increased relationship with them."

Revival's increased presence included some of the event's most innovative motorcycles, among them a three-wheeled, Ducati-powered motocross sidecar machine.

Revival founder Alan Stulberg shouted, "It's so fun to ride," as he fired it up and parted the crowd on the Quail fairway.

The Quail grounds held so many unusual custom-made bikes and trikes that one participant, who asked not to be identified for fear of offending fellow entrants, said, "It's like the Olympics of eccentrics."

The annual Carmel Valley event, sponsored this year for the first time by the Geico insurance company, drew more than 300 exhibited bikes and about 3,000 visitors.

Special honors included the 2017 Legend of the Sport award, given to retired racer Kenny Roberts. The three-time world GP champion and AMA Motorcycle Hall of Fame racer was joined at a Friday night dinner by previous honorees Mert Lawwill, Wayne Rainey and Craig Vetter.

Participants who paid full price

for their tickets were invited to that Friday-night dinner ceremony as well as to a 100-mile CHP-chaperoned ride through Monterey County wine country — a ride that includes “parade laps” around the historic Laguna Seca professional race-track — and a private visit to former vintner Robert Talbott’s MotoTalbott Collection in Carmel Valley Village.

Kim Cardin, of Lafayette, Calif., was a return participant. Every year he and four friends, all in their 70s, ride or trailer their bikes from the Bay Area. This year, Cardin did the Friday ride on a Suzuki 400cc two-stroke trail bike — an anomaly among the four-stroke British, German, Italian and American motorcycles that dominate the event.

“We all come every year because we love it,” Cardin said. “Sometimes we compete. Sometimes we don’t.

But we always come back.”

Cycle World editor in chief Mark Hoyer, whose publication has partnered with The Quail for several years, said bikes like Cardin’s are always welcome, but suggested that younger people will be showing up in increasing numbers.

“The Quail has always embraced all of motorcycling,” Hoyer said. “Now it’s important to bridge the gap to this mass, secret audience that hasn’t come into our sport — yet.”



Line up of vintage motos at the Quail



M3Ws ready to roll

***We'll make
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