

December 2007

**Oktoberfest
Turkey Trot
and more...**

January 2008

AWARDEES:

Mileage: Marj Naughton

Leaky Cup presented by:
Carol Pitman & Linda Cannon to
Steve & Lynda Ponsi

Matt Dillon Award: Wendell Bain

Soggy Bottom: Donna Dell'Ario

Tough Luck presented by:
Gordon Craig to
Michael Anthony

An Award-Winning Holiday



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.

December 2008 • January 2008

Club Officers 2007

President Larry Ayers

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Board of Directors

Wendell Bain • Paul Cowley • Bob Sieling

Jim Taylor

New Membership

Audrey Haines (in transition)

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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
Jan 25 (for February/March issue • March 21 (for April/May)

May 23 (for June/July 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

Benjamin Picard & Jenna Rab

Muir Beach, Ca fairbenjamin@gmail.com

(LOOKING FOR A MOG)

Richard Kaufman

San Francisco, CA

415-820-5200

'62 Kingfisher Blue +4

~

**REMEMBER EVERYONE, SEND YOUR '08 DUES TO GEORGE.
NO MORGAZETTES IF YOU DON'T!**

NEW OFFICERS & BOARD MEMBERS for 2008

President: Larry Ayers

Vice-president: Jerry Gurley

Secretary: Maggi Craig

Treasurer: George Tollworthy

Board of Directors:

Donna Dell'Ario, Thorley Murray, Elaine Fisher

Votes counted and compiled by Bob Koupal, December 2007

The Morgazette Online

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

MCCNC Calendar of Events •2007

(*Club sponsored event)

See Flyers for Details

DECEMBER 2007

*WEDNESDAY, Dec. 26 - Boxing Day Run - Wendell Bain

*SATURDAY, Dec. 29 - Boxing Day Run - Jerry Gurley

2008 • HAPPY NEW YEAR!

JANUARY 2008

* SUNDAY, January 20 - Calendar Planning Meeting Pot Luck. Jim Taylor's Club House. 30 Los Altos Square. Los Altos, CA. Phone # 650-559-9778. Leave message as to what you will bring to Pot Luck. e-mail:jimtay3@pacbell.net

FEBRUARY 2008

* SATURDAY, February 16 - XIV Oyster Run
Larry Ayers & Donna Dell'Ario

SAVE THIS DATE: SEPTEMBER 2009.
100TH ANNIVERSARY CELEBRATION @ WATKINS
GLEN.

www.racingarchives.org. or Richard Powers @ mgahmogen.@
rpa.net.

Want to host and event?

Please let Kathy Tollworthy know of any event you would like to host.

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(925) 462-6378 E-mail: trikenut@comcast.net



A Message From Our President

Happy Holidays everyone and may all your wishes come true for the New Year whether or not you get a new Morgan for Christmas. Hey, I suppose a used one would do.

A big thanks to all the club officers and board members for your support and good work throughout the year. I know, the board members haven't been too busy but that should change in 2008. I just have this gut feeling about it, that's all. Thanks also to those whose dedication and hard work resulted in a successful Mog West, celebrating that event's Silver Anniversary as well as the Golden Anniversary of the MSCC NC.

All of us owe a huge thanks to Joyce Hamilton for her Morgazette publication efforts the past several years. She took our newsletter to a new level of enjoyment with her expertise. Gordon Craig, as publisher, and Donna Dell'Ario, as production manager, have stepped in and taken over the Morgazette duties and are producing an excellent publication that should be very appreciated by our membership.

Those of you who sponsored club outings this year really did a super job and your dedication and service to the club members are most appreciated. I hope all of you will consider sponsoring the same type event, or another of your choosing, in 2008. Our club is always looking for new people to sponsor events. If you would like to conduct an event, please present your plans at the Annual Calendar Meeting & Pot Luck on 20 January 2008 at the Gurley's residence.

Before this year ends, don't forget the two Boxing Day events sponsored by Wendell Bain on December 26, and by Jerry Gurley on December 29. Hop in your Morgan, or other interesting vehicle, and attend those in the spirit of the event.

At this time, the first club driving event in the New Year will be the traditional Oyster Run, Number XIV, on 16 February 2008. Donna and I hope to see all of you there.

Best wishes for the best Christmas, happiest of New Years, good health, safe traveling, and for the continued enjoyment of your Morgan on every occasion.

Larry Threewayers

At the Christmas dinner after I announced that Goodman Loy had passed away on December 6,

Paul Marchant informed me of more news: on November 27, Jerry Barde died and Ray Beasley (no date) died. They have both gone to the great Morgan garage in the sky - We hope, anyway.

Allene Seiling mentioned that this coming Sunday [12/16/07] there would be a memorial, or some type of service for Goodman.

Sorry to be the bearer of such sad tidings.

If anyone wishes to contribute something about any of these departed Morgan Club members for either The Morgazette or The Format, it would be welcome.

It always seems that there's bad news that bears sharing around the holidays for some reason.

Be safe and share your happiness, for life is short.

Regards, Larry

MSCC of Northern California

General Meeting, 20 October 2007

Held at the home of David and Audrey Haines, Kingmont Road, Loomis, CA

The meeting was called to order at 5:50 p.m. by president Larry Ayers who took the occasion to thank David and Audrey for organizing and hosting the annual talent show as well as a pleasant run that included tasting at three area wineries and for arranging for us to buy some wines at their discounted price.

George Tollworthy reported that we have between \$5000 and \$6000 in the treasury. We made a profit of \$1200 on MogWest and sent \$600 to the Southern California Morgan +4 Club. It was stated that the southern club made \$2400 on regalia. There was some discussion and a suggestion that we revise the way regalia was handled this year. President Larry Ayers will contact Michael Hattem to discuss possible changes.

New Business

Peter Morgan Statue: Bart Weaver moved that the club donate 100 pounds British toward the statue. David Haines seconded the motion and it was passed by a voice vote. Bob Schmidt volunteered to write a check on Lloyds Bank for which he will be reimbursed. Donna DelArio suggested that club members who wish to give their own money contact Bob Schmidt by December 31st and those individuals will be acknowledged in the Morgazette.

MogWest 2008: So far there are no volunteers to co-chair either from northern or southern clubs. Larry asked for volunteers. Kathy Tollworthy volunteered to co-chair with Linda Cannon. After some discussion it was decided that we should clearly define and publish in the Morgazette the rules regarding the awards at MogWest, especially the one regarding who receives the distance award as well as the overall award. Marg and Bart wanted to know whether there is a right to refuse.

Organizational meeting: As Jim Taylor and Ellen Jo Baron will probably be out of the country in January, we need somewhere to hold our yearly organizational meeting. Lynn and Jerry Gurley volunteered to host the meeting and pot luck at their home in Saratoga.

Morgazette: Gordon Craig, Morgazette editor, asked whether there is interest in going to a [electronically distributed] PDF version. After some discussion it was decided that members could choose whether to receive the Morgazette in

Annual MSCCNC Awards Scoreboard

Matt Dillon Award began in 1982 and is a service award going to the person(s) exhibiting unselfish and long standing service and sacrifice for the good of the club.

Leaky Cup originated in 1994 by Dennis Glavis, goes to a newcomer, the enthusiast of the year.

Racer's Award, presented by Bill Fink, began in 1996.

Soggy Bottom, first presented in 2004, is awarded for perseverance and pluck, regardless.

Annual Flog Mog, began in 2004 by John Burks and Dave Sneary, is awarded to a FlogMog driver for best Morgan Spirit.

Mileage award began in 2006, for driving longest distance to a Club event, or high mileage on a Morgan.

Frank Pitman Spirit Award begun by Carol Pitman in 2006, goes to the person best personifying Morgan Club Spirit.

Tough Break, began in 2006, instigated by Larry Ayers. Prevailing over Adversity.

Recipients of the awards choose the next year's recipient and present the award at the annual dinner.

hard copy or electronically.

Old Business

Turkey Trot: Bob Schmidt reminded us that it will take place on Saturday, November 3rd, meeting in Pleasanton. Check the Morgazette for time and place.

Christmas/Holiday Party: If you haven't sent in your dinner reservation to Kathy Tollworthy, do so now. Also, if you want a room at the hotel next to the yacht club, call them asap - information in the Morgazette.

Club Officers for 2008

President Larry Ayers declared the nominations open.

Nominations:

- President: Larry Ayers
- Vice-president: Jerry Gurley
- Secretary: Maggi Craig
- Treasurer: George Tollworthy
- Board of Directors: Donna DelArio, Thorley Murray, Elaine Fisher.

In each case, there were no further nominations and the candidates were nominated as above.

There being no further business, the meeting was adjourned at 6:40 p.m. to enjoy the talent show and dinner.

Respectfully submitted, Allene Sieling, secretary



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2009 is going to be an amazing year for all involved in the Morgan World. We are expecting a large contingent from overseas, and have no hesitation in suggesting The Pasha Group for their shipping needs.

Matthew Parkin
Director
The Morgan Motor Company
United Kingdom

Dear Fellow Morganeers,
I've used Pasha for all of my own and Morgan West's overseas shipping needs for several years now and have never received better personal service, care and rates from anyone else. I would recommend The Pasha Group to anyone and certainly plan to ship my car to the UK and back for the 09' Centenary with them.

Dennis Glavis
Owner
Morgan West, Santa Monica, CA

Oktob

Oktoberfest? Wine Tour?
Talent Show? Morgan Club
Meeting? Stop...all four of you are
right! For the weekend of October 19-21
found many of us heading for the uplands of
Sacramento and our wonderful hosts Audrey
and David Haines presiding over all.

Friday evening offered a house and garage tour
of their wonderful new home in Loomis, 20 miles
north of Sacramento. The whole spread takes up
about 5 acres and there are two huge garages,
one attached to the house and the other, a "barn"
at the back of the property. The one by the house
garages all the daily drivers. The one in back,
formerly the hanger for several large RVs of the
previous owner, holds all the "works in progress"
and ample storage space for the bits and pieces.

The following morning, after a nights stay in
various motels close by, 18 Morgans, a Volvo
1800 and a few tintops gathered for the day long
wine tour along the foothill backroads leading to
Amador County. On the old Sacramento road 30
miles on, Marge Naughton's DHC died sud-
denly. After some roadside troubleshooting,
Jim Taylor and Tim Waller installed a new
NOS Lucas coil provided by Marge from her
on-board spares. So off we were for a lun-
cheon at the "In Cahoots" Saloon/Cafe
in Plymouth and a special Morgan
lunch of chili, tri tips, salad and garlic
bread. We were joined by Bill

Fink in the #1 +8+ and John
Burks in his +8 Special.

The rest of the after-
noon included



erfest

stops
at Cooper, Story
and Dobra-Zimlja vineyards in and
around Plymouth and then on back to
the Haines' home.

Then the fun began. We had the business
meeting and club officer nominations in which
passionate speeches and declarations were
made, and the minutes were duly recorded for
posterity. The Haines arranged for a catered
Italian dinner of several pastas and salads and
superb wines as featured at the wineries we
had visited. And desert was sublime – spumoni
sublime.

Then the real fun began: The Talent Show! Ta
Dah! Jerry Gurley ripped a phone book. Maggi
Craig sang a soulful “Changes Come”. Jim and
Ellen Jo led us in a rousing Spanish version of
“La Bamba”. George and David enacted a “Yes
Guvnor” story. But Marj Scooros walked away
with the night as Shirley Temple singing “On The
Good Ship Lollipop”. The fun went far into the
night.

Sunday morning the lot of us took over a
local cafe in Rocklin for brunch and then
bid farewell for the trek home. It was
really nice to see the local Mogs from
the Sacramento area, including the
Wallers and the LuChays...and
thanks so much to Audrey
and David for organizing
such a grand
Oktoberfest for
us all.





Turkey Trot

First Annual Turkey Roast & Virtual Tour November 5, '07

by Bob Schmidt

[Note: The following article is a complete invention by the author, and no Morgans were harmed in the making of this Tall Tale...OP ED, the Editor]

Let me explain that what appears to be wonderful pictures of happy Morganeers having a great time on a beautiful sunny Fall day is a hoax. The truth is that with the aid of state of the art science, Disney Enterprises International and a host of extremely talented animators this is nothing more than a virtual tour.

The real truth of what happened on this fateful day follows: First, the snow plows were late. Then the fitting of tire chains took longer than planned. Next, several of us had to go over to McDonalds and beg Marj Naughton to stop harassing the customers. She claimed she could not leave until she had someone in that second seat willing to navigate. Ultimately, she reluctantly relented and we were off.





All seemed to be going well. Looking back, one could see a lovely caravan of 17 of our beautiful marque stretching for miles. Then without warning a flash of color streaked by. Was it a Morgan? And, at twice the legal speed, plus all that dust, dirt and smoke, who could tell? But we were about to find out, because in hot pursuit was the CHP, all lights flashing with sirens. And just for insurance, a helicopter overhead. Sure enough, a mile down the road pulled to the side was "The Wild One", Viggo Riddersholm, with his hands on the bonnet, spread eagled held at gunpoint. As always our entire group stopped to render aid, or drove on by, depending on who you ask. But the entire affair had degenerated to the extent that several of us were threatened with jail time if we didn't back off.

The day was ultimately saved when the helicopter landed and the pilot jumped out and identified himself as Danish from Viggo's home village and twice married to his cousin. He was spoken for, and quickly deported.

Once again we were on our way and things went well until we arrived at our picnic area. Again, this "thing" with Gerald Gurley came into the open. Not just one, but two personality "quirks", or as can be politely described. The first is Gerald's profound reticence, his seeming innate inability to participate in any conversation (or conversion) regardless of how much effort is crafted to draw him into subject matter that should at the very least be of some interest to him. And, getting any sort of opinion from him is just impossible. I think many more of the senior club members could tolerate Gerald's near perpetual silence and with it the almost complete lack of person, er, socialbility were it not for the truly most troublesome trait, that is, to show even the slightest warmth or affection to Lynne. And yet to hear him crow about their 51st anniversary, one is tempted to believe all is wine and roses. We all from the bottom of our hearts congratulate you, and Lynne, we send you our deepest sympathies.

Now, I'm not sure everyone knew we were helping Chris Broadwell celebrate his birthday, now there's another reticent. Happy Birthday, Chris!

Despite these birthdays and anniversaries, all went quite well and the snow kept on blowing, the sleet and high wind and ice plagued us and there was this puzzling incident with Bob Mur-

continued next page



Turkey Trot, continued

ray and his new +8+. It might be good to pass this along to Bill Fink. Here is what happened: The car seemed to be OK on the flat, but just as soon as it became hilly, it was a struggle. Thank goodness I had my trusty tow rope as we had to tow Bob up the last steepest part, the car was simply gutless.

Regardless of pressing on, we arrived at James Lick Observatory. We had a friendly, helpful, docent give us a nice lecture on the history of the place and the operation of the telescope. She left us all wondering when we asked: Do you know who is buried underneath the telescope? She didn't tell us!

The remainder of the event, although uneventful, was quite difficult in the very dense fog and pitch dark as we descended into the Silicon Valley below. However, the food and drink at the Spaghetti Factory was good and the conviviality, laughter and good cheer of our group equaled or exceeded its typical high standards.

In closing, there may be those who go through life wearing rose tinted glasses. They can look at the accompanying pictures and they can believe that it was a lovely Fall day, all Morgans ran flawlessly (perhaps a bit of overheating here and there) and that a great time was had by all. Many thanks to my co-sponsors Maggi and Gordon Craig, and yes, Maggi was right,

we should have had the winery stop. And to all the rest of you brave souls, thanks for coming and lots of great Morganeering until next time.

PARTICIPANT LIST:

Viggo the Wild One+4 four seater
 Marj & Bart 4/4 Morgan
 Lynne & Gerald the Quiet One +8
 Bob & Thorley +8+
 Marj Naughton +4 DHC
 Chris Broadwell +4 four seater
 Mel Cohen +4
 Grant & Angie +4 four seater special
 Greg Powell 4/4 special
 Joyce & Doug +8
 Maggi & Gordon +4 four seater "lismore"
 Kathy & George +8
 Bob Panero & Paul Spenser +4 four seater
 Phil & Elaine +8
 Mike Gerdt +8
 Carol Pitman +4 four seater "Frank"

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'03 +8 35th Anniversary blue and silver, gray interior. 8 cylinder, 685 miles, 5 speed, factory air conditioning, chrome wire wheels, mohair weather, equipment, luggage carrier, bonnet strap & more!

'03 +8 35th anniversary edition, 550 one owner miles, Connaught green, Tobacco leather piped in green, Dark Green mohair weather equipment, 5 speed, Dealer installed options inc fog lights, hood prop rods, carpet on cross brace, bonnet strap, luggage rack straps, double eared knock offs
 // **Sale Pending**

'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. These cars are the most collectible of Plus 8s and definitely moving up in value with no similar model for the US from the MMC // **Arriving soon!**

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

'71 +8 Famed automotive sculptor, J. Paul Nesse - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, coil over shocks, adjustable ride height, custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, Stunning!

'68 +4 Drophead Coupe, one of the very last ever built! Every nut and bolt complete body off the frame restoration by noted Morgan restoration/race preparation shop. The very finest Drophead anywhere, period! 40,000 orig. miles from new! Virtually one owner car from Carmel, California. British Racing Green/Black leather, black top, chrome wire wheels-buy the best! Drophead coupes have become the hardest to find, most desirable four wheeled Morgan
 // **Arriving soon**

'66 +4 Four Passenger Roadster Red body/black wings/red leather interior; top is black w/red piping; new chrome wire wheels. So. Calif. Owned since late '80's; nice.

'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 original miles! >\$10k just spent with a Factory Authorized Morgan dealer including rear Koni telescopic shock conversion, major 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.

'33 THREE-WHEELER Super Sports "ANA 587" imported from England in the late 1990's after a complete professional restoration and only two previous owners. It had been originally owned and raced in the UK by "Sammy" Sampson

'33 THREE-WHEELER JAP powered Supersport, Pozzi navy blue, Poppy Red Muirhead leather. 2+ year complete restoration to the highest standards. Owned by 3 wheeler guru Ron Garner, who did most of the restoration to the highest standards, Lacewood dash, stainless spokes w/painted outers and hubs; All chassis wood stained opaque red // **Sale Pending**

other marques

'65 MGB GT Motor blueprinted 15" chrome wire wheels

'60 AUSTIN-HEALEY 3000 Mk 1 Old English White exterior/Black/red interior, wire wheels

'59 TRIUMPH TR3A Black, The most spectacular TR3 ever!

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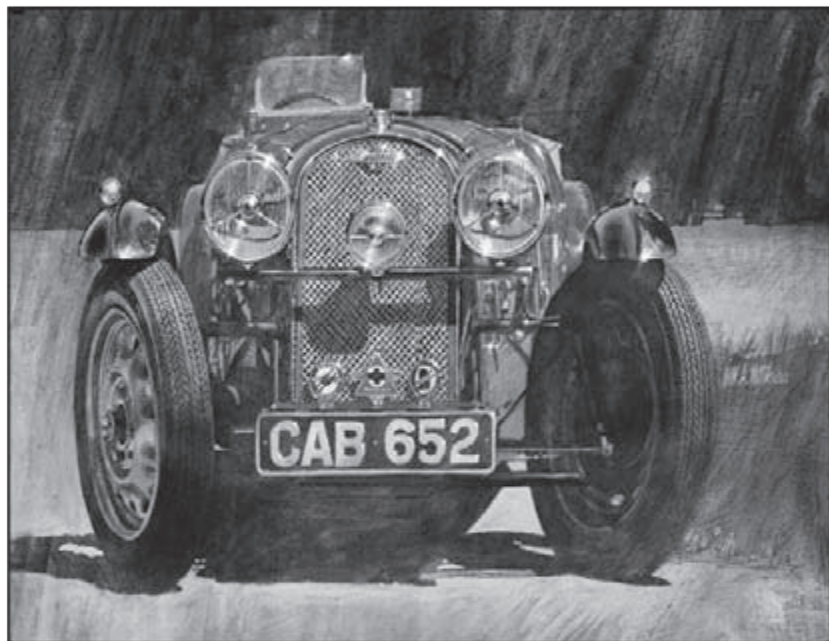
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Dennis Glavis, Managing Director

3003 Pico Boulevard, Santa Monica, CA 90405

A dedication to a special man and a car!



This dedication came to me from Robert Couch, master Morgan builder. It is the story of how he began his Morgan career. The remaining story from Road & Track will be featured next issue. Many thanks to Robert Couch and the Artley family for permission to publish this important Morgan history article. Ed.

1938 MORGAN 4/4 TT REPLICA *One of the rarest 4-wheelers from Malvern Link*

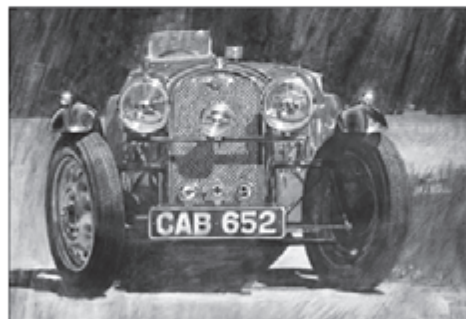
This small booklet is dedicated to a friend and very special customer. Without ever having met this gentleman my future could have turned out very different then it has. But on a fateful day in 1977 both our lives were to change for good. How much my future was to be wrapped up in this cute little Morgan is staggering and so this booklet is dedicated to Jack Artley and CAB652. Thank you so much Jack, you will be greatly missed.

A very grateful friend

Robert Couch



How I became so intimately involved in the life of Jack Artley and a very special Morgan, and then a very special R&T article.



The year was summer 1977. I was doing some detail work on a Jag SS90 for a collector in New Jersey that a partner and I had been working for. One day a gentleman from New York City by the name of Jack Artley came in and was very impressed with the detailing work that I was doing. He asked me if I would be interested in restoring some vintage race cars that he was going to buy. I jumped on the offer before he finished his question. I was in need of a vacation and having lived in England the past 4 years back to England I went with suggestions from Jack to look for a vintage race car while there. At this point in my automotive career I had never done any real serious mechanical work on anything, nor had I ever "restored" a car. How little did I know how quickly I was to learn how to restore a car. In my first week in London, in one of the motor car magazines, there was this rare



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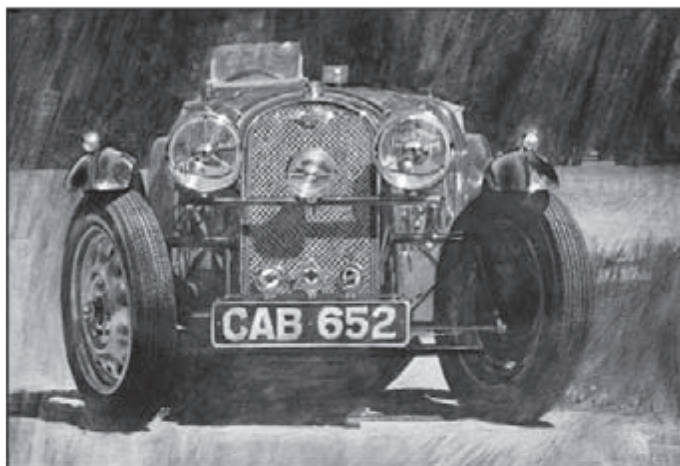
Morgan factory race car for sale behind a pub. It was known as a Morgan "TT" car with plate number CAB65; I called Jack, gave him the information on the car, and into the libraries of New York City he went to research the car. He called me back the next day with question after question and each question was answered positively; proving that the car was indeed as advertised, a very rare Morgan factory race car. The car was purchased with the intent to restore it to its former glory. Payment was made, shipping arranged, and the car was on its way. I then returned to my folks home and Jack and I awaited the arrival of the car from England. I prepared the little garage at my dad's house for a place to restore it. I then began to ponder what a restoration was and how in the world this young man from a small New England town was going to accomplish such a task. So into some of the best restoration shops in the East I went, with eyes, ears, and notebook wide open! The car arrived, I picked it up at the New Jersey docks and drove it to the shop. I especially remember the spirited ride along the Sawmill River Parkway, and the cold fall breeze in my face. How little did I know that my future was wrapped up in this little car. The racing history of this car is long and glorious and well documented. All the while I was restoring the car Jack was researching the full history of the car and he was having a ball, what history it was! In the future, knowing the full history of this car would make all the difference for my career.

The restoration was finished in the spring of 1980. Because of the rarity of the Morgan, the car was invited to compete in the first Chinetti invitational concours at Lime Rock Race Track. At the time, there were lots of vintage race cars being professionally restored and vintage race cars were becoming a market unto their own. There was no real place at the time for these beautifully restored cars to be seen as a group and to compete, so it was decided by the Chinetti business to start a venue for these cars to be displayed and shown annually at Lime Rock race track. Chinetti's was the Ferrari dealer in the Northeast. CAB652, as she is known, got to go for the first time in years before her peers and show her stuff before the most beautifully restored million dollar Ferrari's, Porsche's and others. Since it was the first restoration of mine I held out little hope for any placin in the competition. CAB652 sparkled like a jewel, and she became the center of attention. The million dollar Ferrari's looked worried and so did some of the owners! Rene Dryfus, the very famous Grand Prix driver of past years was the head judge. The winner of the concours came down to two cars, CAB652 and a very famous factory Porsche race car. Mr. Dryfus spoke to the owner of the Porsche and asked him if he knew the racing history of the car, and as the story goes, the owner just laughed and said that the car was nothing more than an investment. Mr. Dryfus then came before Jack and me and asked us about our little Morgan and we both rattled off the full history of the car. Impressed, he turned slowly and gazed at our little beauty with a smile on his face that I can still see today! He slowly raised his hand and pointed at the Morgan and said "the Morgan gets it!" I almost passed out! So many people fell in love with this little car, being so cute and beautiful, so different, so small as to be almost huggable. I was simply blown away that my very first restoration defeated million dollar cars with million dollar restorations. Because of the car's success at the concours, and because R&T was having a special Morgan issue celebrating an anniversary of the Morgan Motor Co. they decided to include an article about CAB 652 in the August 1980 issue. It was featured in their premier "Salon" section. William Motta a famous writer for Road and Track and professional painter did a gorgeous watercolor from the front of the car, which the owner has to this day. A photo of this painting was featured in the Road and Track article which follows. I seriously began to wonder where this was all going for me. One major concours was and a feature in Road and Track. I could not have written a better script, it was after all my first restoration. We then decided to take the car to the National Morgan Meet in Luray Virginia. We towed the car to Virginia, prepped it, and showed it. Again everyone was in awe of the car, having never seen one of these rare factory TT race cars and never having seen a Morgan restored to the level of quality that CAB652 was restored to. A new standard was being set. The car won every trophy that was available to win. It clearly seemed as though a career in Morgan restorations lay before me. It turned out that this young man from New England ended up being the right guy, in the right place, at the right time! Thanks Jack for that fateful day we met!

CAB 652

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**The opening photo from the R&T article of
the painting by William Motta.**



Luray Virginia national Morgan meet 1980



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Special Offer to Morgan Club Members

TOK 258--Winner at Le Mans

This e-mail came recently, apparently directed to the MSCNC at large. I contacted the editor, Steve Emercz, and he will hold this fantastic book offer open through January for us AS A MORGAN CLUB to buy this book. Be sure to cite the voucher code and note your membership in The Morgan Sports Car Club of Northern California to avail yourself of this offer. This is an on-line offer only.



The Morgan Car Club (UK) has prepared for Christmas with a large re-stock of this year's most popular Morgan book, have you?

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In 1962 a British car took on the mighty Porsche and Ferrari and delivered one of the greatest class wins in motor racing history – at the Le Mans 24 hour race. A legend amongst the Morgan car community the car is affectionately known simply by its number-plate – TOK258.

A specially commissioned book 'TOK258 – Morgan winner at Le Mans' written by motor racing author and Morgan enthusiast Ronnie Price, at last tells the life story of the car including the win in Le Mans. Whilst the big teams had huge budgets, the two drivers of 'TOK' had to actually drive the race car and spare car down to Le Mans for the race all the way from the UK.

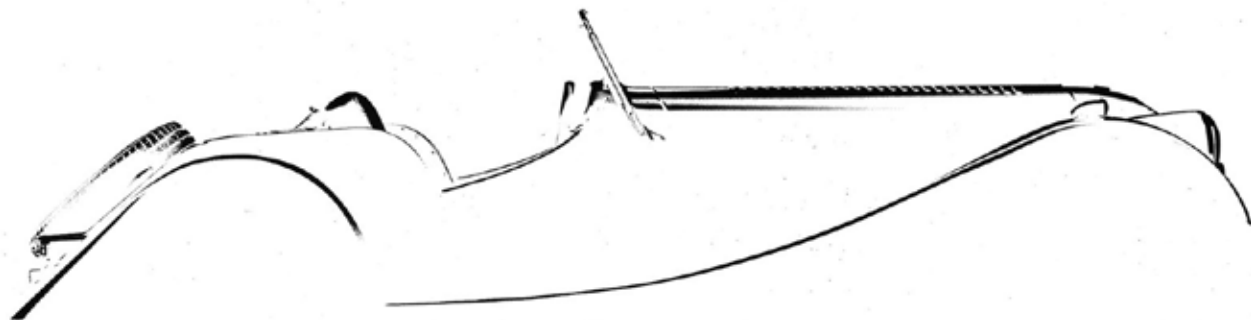
The spare parts for the cars were stored in a caravan and Chris Lawrence [one of the two drivers in the race] remembers that the Lawrence Morgan team didn't even have racing overalls "I just tucked my trousers into my socks" he said. The fascinating commentary of the race is written by one of the drivers on the day.

The book has had fantastic support from the Morgan car company. Charles Morgan the chairman contributes the foreword and interviews with both drivers and members of the crew make for fascinating reading. The book has many rarely seen photos from various archives going back to the 1960s and all the technical information and background on how the amazing win was achieved.

Extract from Foreword by Charles Morgan

"I would recommend this book to anyone. It is the story of how skill and personal determination can beat the most elaborate, expensive and sophisticated machinery, the story of David versus Goliath. I warmly hope that it inspires the reader to try and achieve their own personal dreams".





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