



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

Inside:

- *Many Event and Race Reports*
- *Stories of Trips in Morgans*
- *Calendar Updates*
- *. . . and more*

May ~ June 2014





The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

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The Morgazette

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

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

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

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

July-Aug issue • July 25

Sept-Oct issue • Sept 19

Nov-Dec issue • Nov. 21

Jan-Feb 2015 issue • Jan 21

Classified ads placed by members will run one time.

Please notify the editor if you wish to place the ad again.

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

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

Welcome New Members

Richard Allen

Novato, 94947
'64 roadster in restoration

Michael and Janine Hattem

Culver City, 90232-3729
'47 white F Super
'49 sax blue F4
'55 blue +4 SnobMog
'60 green/black +4 DHC
'62 green +4 4-pass
'87 royal ivory +8

Bill Ordwein

Mi Wuk Village,
CA 95346
'57 yellow +4

New address:

Michael and Linda Rubin

3957 Verbena
Napa, CA 94558

Derrick & Susie Williams

Sacramento, CA 95819
'58 blue/black +4
'65 BRG 4/4

Cover Photo: Morgan to Morgan, "What's all the fuss about? Neigh, but it looks like fun!"



*** MSCCNC Club Sponsored Event**

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

A big shout out to all those volunteers who created and organized the club's activities during April and May: Bob and Thorley Murray for the mid-week tour in April, Ann and Morgan Staines for the tour of the Snell Foundation for helmet safety the same month. In May, Bob and Chris Panero organized and guided SpringMog, and Susan Loesche and Wendell Bain labored to realize the Morgan Corral and the Parade Lap at the Sonoma Historic Races. Ellen and I were not able to join all of these events, and the loss is ours. The Murrays, the Staines, the Paneros, Susan, and Wendell all deserve our grateful thanks for interesting and

JUNE

FLYER

***19TH THURSDAY • Shanty Songs + Food & Grog**, Quinns Lighthouse in Oakland, Contact - Don Henry.

JULY

FLYERS

***18TH-20TH FRIDAY—SUNDAY • MogWEST**, Cambria. Contact - Audrey Haines.

26TH SATURDAY • All British Car Show & Swap Meet, Cal State Hayward Field, Contact www.moasf.com/hayward

AUGUST

14TH THURSDAY • Pebble Beach Tour, Carmel-by-the-Sea

FLYER

***15TH FRIDAY • Morgans in the Meadow BBQ**, Carmel Valley. Contacts- Loren Steck & Annette Yee.

15TH-19TH— FRIDAY—SUNDAY • Rolex Monterey Sports Reunion (Races), Laguna Seca.

19TH SUNDAY • Pebble Beach Concours de Elegance, Carmel.

diverting activities using our cars! The articles describing these activities are included in the present issue.

Upcoming events are listed here in the calendar. The next one up is June 19th Thursday- SHANTY SONGS PLUS FOOD & GROG, Quinns Lighthouse in Oakland; This issue of the Morgazette includes flyers for this event, plus those in July and August. July 18th-20th (Friday-Sunday) is MOG WEST, Cambria; and August 15th (Friday) is "Morgans in the Meadow BBQ," Carmel Valley. Be sure to mark your calendars for all of these. Get your Morgan out and join us for the fun.

SEPTEMBER

13TH-14TH SATURDAY –SUNDAY • British Fall Classic 2014 British Car Tour, Reception, Show Morgan Hill, Online registration at: www.thebritishfallclassic.com

27TH SATURDAY • Ironstone Vineyards Concours de Elegance, Murphys, Contact tbd

***29TH-Oct 2ND MONDAY—THURSDAY • FLOG MOG tour**. Contact- Dave Sneary.

OCTOBER

5TH SUNDAY • The 2014 Niello Concours at Serrano. Featuring Packard & 100 years of Maserati. 4525 Serrano Parkway El Dorado Hills

***17TH-19TH FRIDAY—SUNDAY • Oktoberfest & Talent Show**. Contact- Audrey Haines

NOVEMBER

***15TH or 16TH SATURDAY OR SUNDAY (TBD) • Turkey Trot Tour**, Contacts -Gordon Craig & Tim Waller.

DECEMBER

***13TH SATURDAY • Holiday Party**, Oakland Yacht Club. Contact - Elaine Fisher.

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

JANUARY 2015

***11TH SUNDAY • Oyster Run XXI**,_Contacts - Larry Ayers & Donna Dell'Ario,

***TBD • Planning Meeting & Potluck**



WOW! I THINK I'LL BUY IT FOR MYSELF!



The Prez Sez...

By Michael Rubin, President

Our esteemed editor, Gordon Craig, suggested I call this column "Movable Feast" since we've just completed downsizing from our home of 27 years in St. Helena to a much smaller spot in Napa. That title is a great idea, but it brings back memories of freshman English in college where my professor alleged I was always trying to copy Hemingway. It was not a remark lightly tossed, she believed, her short hair frizzy under the buzzy fluorescent light, an odd light that breaks colors into shades of grayish purple and confuses well thinking men. Despite protests, she refused to believe my defense that I was too naive and inept to even try such a thing.

Anyway, sorry we missed some nice events and kudos to Bob Murray for his annual "Follow Me" tour and Susan Loesch and Wendell Bain for their hard work to get us involved in the Sonoma Historics at Sears Point. Hopefully we can find a smoother path next year. Details of both are contained herein.

In spite of living in chaos and confusion, we plan to see everyone* at Cambria and hope you're planning the same. It's always a terrific event, a chance to catch up with the latest oil leaks and enjoy the devious rally that John Willburn concocts, not to mention the concours, barbecue and other fun.

**(In the Morgan, assuming the new distributor makes it in time.)*

Please let me introduce you to MogWest 2014

from Gerry Willburn

It was over thirty years ago that Evelyn Willburn and Bob Schmidt got the idea of a North-South joint meeting called Morgan's at Morro Bay. At the time, it was the largest gathering of Morgans outside of the United Kingdom. It has now become a tradition. After thirty years and a couple of changes of venue (hence the Name Change), the tradition continues. Time flies when you are having fun!

Though attendance now is a little smaller (and more manageable), we still have a great time. The Weekend starts with a Reception & Registration at Cambria Pines Lodge. Throw the Darts after registration. I am sure that Larry and Donna will have another innovative way to throw and score them. Have dinner on your own after Registration & Darts.

Saturday morning, get up early, wash the dirt off of your Morgan and head for the Concours at the Catholic Church. Mike & Sarah Hattem and the Pit Bobbies will meet you and show you to your position on the field. After the Concours and lunch, join John and Evelyn Willburn for a scenic rallye. When you have finished the rallye, hang around or freshen up and return to their ranch in the hills behind Cambria for the Saturday evening. Have some haggis and whiskey before the meal.

After a sleep-in on Sunday, you can have brunch in Town or drive to the Morro Bay Museum with the Loves, do some shopping, tour the area and stop by a winery or three. Be sure to be back in time to freshen up and don your finery, as Sunday evening is the Gala Awards Banquet. Arrive at 6:00 PM for a little attitude adjustment before dinner at 7:00. See who won what and win (maybe) one of the excellent door prizes.

In addition to the event masters, Audrey Haines and Gerry Willburn and those mentioned above, special thanks are due to Joyce & Doug Hamilton and the registration team as well as Dennis Glavis for trophies, Ted and Sandi Robinson for Regalia, David Haines for MogTogs and all of those who donated Door Prizes.

MogWest
2014

NEW 2013 MORGAN ROADSTER
3.7 V6 '65 Sport Blue/tan leather
w/blue piping, Blue mohair top
and weather equipment;

NEW 2013 MORGAN 3 WHEELER
Brooklands Edition, Polished Alloy

NEW 2013 MORGAN 3 WHEELER
Black Cherry Metallic

NEW 2013 MORGAN 3
WHEELER Porsche GT Silver!

NEW 2013 MORGAN 3 WHEELER
Sport Green/Tan, Arriving shortly!

Preowned 2013 MORGAN 3
WHEELER Graphite Grey Metallic/Red

2005 MORGAN ROADSTERS:

Fly Yellow/Two Tone Blue
Metallic/-Silver Blue Metallic

2003 MORGAN PLUS 8 Royal Ivory/
Red Leather 35th Anniversary

1967 MORGAN 4/4 Series
V British Racing Green

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

1962 MORGAN PLUS 4 SuperSport
Roadster BRG/Black

1962 MORGAN PLUS 4 SuperSport
Roadster Soft Yellow body/Black

1961 MORGAN PLUS 4 DHC, Red/
Black Leather, chrome wire wheels

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

1935 MORGAN 3 WHEELER MX4/
SS Barrelback, "spectacular
full restoration"

1935 MORGAN 3 WHEELER Dark
Red and Ivory, fully restored F2

1934 MORGAN 3 WHEELER Ivory
with red leather, 29 Historic Races
and Concours, fully restored

OTHER MARQUES

2013 PERANA GT BY
ZAGATO 730HP/6Speed
manual or 430HP/AT

2011 ZOLFE ROAD ROCKET

2011 ROLLS ROYCE SILVER GHOST

TVR 3000 S CONVERTIBLE
PROTOTYPE 1978 model;
purple/tan leather, black top
2002 FERRARI 575
MARANELLO F1



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Correspondence

Car news from John Grosseto

My Morgan is getting the 130HP cross flow and T9 5 speed out of my little Caterham Seven, going to drive it for while like that then finally take it all apart and do body, paint and interior...finally.

The Seven is getting a new race prep cross flow I am building with the same 5 speed for track days. Roller rockers, A6 cam, forged 11.5:1 pistons. Scat crank, dry sump, 4 to 1 exhaust and 45 mm Webers, should be a rocket that I hope I can still drive on the street.

Also OSCA got accepted to Pebble Beach, will be doing the Tour Thursday, pretty excited here.

Best , John

Hi John, that is all wonderful news, Can hardly wait to see all three chariots, cheers, gordon



The Morgan Motor Company Announces The Morgan Plus 8 Speedster



The new Morgan Plus 8 Speedster embodies all of Morgan's core values and has been commissioned as part of a special line of vehicles to celebrate 100 years of vehicle manufacture at Pickersleigh Road.

The Speedster, the latest evolution of the Plus 8, offers an even more invigorating driving experience inspired by a bygone era of stripped back, road going race cars.

A 367 bhp 4.8 litre BMW V8 engine and a 6 speed

Morgan Updates Hat

Posted in News by Sniff Petrol on Tuesday, April 22, 2014.



The latest Morgan cap, yesterday.

Morgan has today announced a new version of the annoying tweed cap that must be worn by anyone who drives one of its cars.

The latest cap is still based on the original 1909 design of the cap but incorporates careful design tweaks to bring it bang to date with the fast-paced demands of the early 1920s.

Morgan promises that the latest cap will make the wearer look 16 percent more pompous and that it can bring on a nine percent increase in the steely eyed determination on the face of the driver and the look of stoic resignation on the face of his wife.

In other Morgan news, the company's engineers say they are no closer to finding out why none of their cars appear capable of starting or moving unless the driver is wearing an annoying hat.

manual or ZF 6 speed automatic gearbox propels the car from 0-62 in 4.2 seconds with a limited top speed of 148 mph. The latest in aluminium chassis developments ensure that its performance and road-holding will match its looks. The Speedster boasts a power to weight ratio to rival any vehicle in its class.

Following the Morgan tradition, each Speedster comes with a comprehensive list of options to enable every car to be personalised by its owner. Furthermore, every Plus 8 Speedster will sport a series of eccentric styling features only made available on the 100 years celebratory models built during 2014.

The Speedster enters production this coming June, and the first cars will be available for delivery in the summer. This special edition car will be priced from £69,995 including VAT + OTR costs.

Production numbers for this truly unique Plus 8 are limited. For all sales or press enquiries, please contact
james.gilbert@morgan-motor.co.uk.

Snell the Helmets • “Use your Head – Wear a Helmet”

Report by Morgan Staines, Eventmaster • Photos by Jim Taylor and Larry Ayers



Snell Helmet Tour Report • Sacramento, April 5, 2014

If you have raced your Morgan, you have probably used a Snell Certified helmet. Curious Morganeers wanted to know what this means, so a field trip was in order. A small but hardy and hearty group gathered in northeast Sacramento, just around the corner from the former McClellan Air Base, to tour the Snell Memorial Foundation laboratory. **Donna Dell’Ario, Larry Ayers, Ellen Jo Baron, Jim Taylor, Alice Gentry, Tim Waller, Anne Staines and Morgan Staines were greeted by Hong Zhang, Snell’s Senior Program Director, who told us the Snell story and showed us how their lab tests helmets.**

Pete Snell was a popular amateur racer and President of the Sports Car Club of America (SCCA) when he was killed in a crash in 1956. He wore a helmet but it did not protect him from fatal head injuries.

To honor Pete and really make a difference by making helmets safer, Snell Memorial Foundation was born. Almost 60 years later, helmets are safer, and getting better. Snell usually updates its



standards every 5 years, watching developments in technology and materials and raising the bar enough to make a difference but not so high that it's unachievable or that helmets become unaffordable.

The laboratory was a mixture of hard science and down-home garage. Hong and her lab staff showed us the many tests a helmet must pass in order to bear the "Snell Certified" sticker.

If you weren't already a helmet fanatic, watching these tests would make you one. You don't want any of the things they did to the helmets to happen to your head! **Helmets were dropped, poked, yanked, shot at and torched.** When the drop test height was raised from six feet to ten feet, the Snell folks had to cut a hole in the ceiling to accommodate the new tester. The sound of a helmet pounding onto the anvil had everyone grimacing.



To assure that a certified helmet performs under a range of real world conditions, tests are also conducted on helmets that have been heated and on others that have been frozen.

Manufacturers submit their helmets to Snell for testing, and the release of results is scheduled so all makers hit the market at the same time. After certification, Snell buys helmets in the marketplace and re-tests them to make sure that when you buy a helmet with the Snell sticker, it's as good as what was tested in the lab. There are other standards – Department of Transportation, European Union and Consumer Product Safety Commission. The Snell standards are higher than these, and Snell is the standard for virtually all amateur auto racing events. This is the legacy of Pete Snell, and it makes racing safer for our own beloved Morgan racers, as well as motorcycle riders, cyclists and equestrians.

Many thanks to Hong Zhang and the Snell Memorial Foundation for this experience and for their continued

commitment to safety.

After the tour, our group enjoyed a picnic lunch on the nearby campus of the River Oak Center for Children, the organization that serves at risk children, troubled teens and families, and that our club supports with your gifts of toys at our annual Holiday Dinner. **Thanks to Alice Gentry for inviting us there** and for introducing us to this organization.

See you on the road!



Helmets are utterly smashed after testing.

Buttonwillow • British Extravaganza

Story & Photos by Larry Ayers

2-4 May 2014

• The turnout of Morgans was skimpy at BW this year to say the least. Two Morgans competed in Group 4, the prewar class. John Miller piloted his 1951 Plus 4 and I steered my 1930 Super Aero around the 2.6 mile layout for all four track

sessions without any major (or minor) hiccups. One other Morgan was in another class.

Dale Barry left his Morgan trike at home in favor of his 1935 Riley-Ford causing the Morgans to diminish in the prewar class.

The weather was fantastic and the winds were down so we weren't dodging tumbleweeds on the track like last year. Or cardboard boxes.

On Friday evening, a number of Morgan and prewar car owners gathered for our traditional meal at the Willows Ranch Restaurant, compliments of the advance reservations made by John Kerr. We missed John and Cynthia Benton (Southern CA Morgan Club members) who hosted this event for years. Those who were in attendance toasted the prewar racers and were thankful that most of us made it for another event.

The prewar group numbered 11 entries, down from our average of around 15 on a good year. We had four track sessions and Red was among those that finished all 4 successfully with no British parts falling off. Last year the left wing parted company near start/finish with much embarrassment. No so this time.

It still takes me about 3:16 to get around the track compared with a time of 2:45 for John Miller in his flat rad. All is good and well with that but we'd like to see a few more early Morgans join our ranks in prewar. Randy Wilson seemed to be the



Pre-War Morgans' pits



Larry on the start grid



Randy & Dolores Wilson on the start grid

only other Morgan racing in another group. He and Dolores are long-time Morgan racers from the Southern CA Morgan Club.

Saturday night, VARA hosted their traditional track BBQ, this year with ½ a chicken (pre-boxed) instead of the tri tips they usually offer. Karaoke singing and dancing followed with several of the prewar drivers and crew braving the stage after being wine-fortified. Some of those high notes are reached with more difficulty as we age.

Sunday was the flag race. The Prewars coming off the track received their checkered flags and a champagne toast followed in the paddock celebrating another successful gathering – hoping that we can do it again next year.



It seems Morgan 3-Wheelers aren't the only ones who can get World War II Ace graphics to decorate their cars. This entry in the British Extravaganza, same class as the Wilsons, went full throttle!

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"Follow Me" to Mid-Week Tour, April 30

Story by Gordon • Photos by Larry, Wendell, and Gordon



"Follow Me" became Mid-Week (April 30) as we gathered at Thorley and Bob Murrays home for a lovely run over lower Mt. Tamalpais backroads and Hwy. 1 to the coast past the "town with no name" (Bolinas?;) and a scoot up Hwy 1 to Olema.

Yours truly had not been on this part of lower Hwy 1 in literally decades, preferring to avoid the always jammed road to Stinson Beach and catch it further north from Petaluma, but in mid-week this time of year we had it all to ourselves and visited

some old haunts of our misspent but nevertheless fun younger days. The day was bright and balmy, light wind blowing our cares away, come over the hill to Stinson, and how much has changed and yet remained the same since the "Good Old Days." The Muir Beach Overlook never looked better! And we never did go into Bolinas, just made a loop back to Hwy. 1, so no peace was disturbed by us rowdy Mogs.

Just like days of yore, some unscheduled roadside events: "Lismore" wouldn't start from time to time,





needed **the push-persuasion of WonderWomen Angie and Maggi** and a clutch pop in 3rd gear, ta da! And more seriously, **Doug and Joyce Hamilton lost the clutch in their vintage Porsche ragtop**, they had to AAA flatbed home. None of us knew this happened, just figured they had elected to go home after **our stop at the Pelican Inn**. Like the "Sticky Bun Run" through

west Sonoma to the coast, cell coverage is spotty and "holey."

The day ended with a superb group lunch at the **Farm House in Olema**, and back to the barn on Sir Francis Drake blvd.



Many thanks to Thorley and Bob Murray for a great Mid-Week Tour, lovely run, relaxed and simple.



Bill, Philip, Elaine, Hilary, Bob, Thorley, Peter, Lynne, Marj, Grant, Maggi, Gordon, Joyce, Doug. Not pictured: Wendell, Angie, Larry, Donna, Mike, Don, Gerry

For half of April, Dave and Cherie Sneary drove a 3,100 mile Tour of Western US National Parks in their silver bodied 1987 +8 with black interior. They acquired the car last year from Gary Marquis, who rebuilt the Rover 3.9 engine with extensive head and porting work, changed to overriders in the front and lowered the rear bumper to the more traditional position, engine turned the dash, among many other things for a well sorted, high performance +8.

"After 18 years in a 4/4 this is a different experience... I love the V8 power of this reliable day to day driver."

Dave and Cherie were in Arches National Monument when they snapped this image... Turn the page for more photos and an account of their wonderful journey... ed





National Parks Tour in Our +8

by Dave and Cherie Sneary

April 15th means tax day to most people but for us the 15th meant trip day. This was the start of a sixteen day tour of the National Parks in Nevada, Utah, Colorado and Arizona.

Our first day was spent heading East on highway 80 and then highway 40, the loneliest highway in America. It's true about highway 40, there is no traffic. The destination was Austin, NV, halfway between Reno and Ely. Got to Austin and bunked at the Pony Canyon Motel. We gave it half a star on the FlogMog scale.

Next day we stayed on highway 40 through Ely to Baker, NV near the Utah border and visited **Great Basin National Park**. The first of our ten National Parks. The Great Basin extends from the Wasatch Mountains in Utah to the Sierra Nevada in California. The Park features Wheeler Peak at 13,000 feet and Lehman Caves.

We continued our drive from Baker to Cedar City, Utah on the high desert highway 21. There was no traffic on this leg so we cruised at 85+ mph on a perfectly paved road... great fun. We found Cedar City to be a very clean and friendly Mormon town with beautiful tree lined streets.

In the morning we were off to Springdale, Utah, the gateway to **Zion National Park** where we would see more red sandstone than we thought existed. Zion is one of the most popular Parks in the Southwest and private vehicle traffic in the Park is very limited. However the Park has shuttle busses that run every 5 minutes to take visitors to all the points of interest. We got off the bus and did the hike along the Virgin River... very peaceful. Our alfresco lunch at the Zion Lodge was a scenic treat surrounded by the towering red cliffs.

The next stop was **Bryce Canyon National Park**, my favorite. The colors at Bryce Canyon are spectacular and vary from cream to dark red. There is something special about standing on the 9,100 ft rim of the Canyon and looking down into this wonder of nature. At this elevation the Morgan was running a bit rich, but no worries just downshift to fourth.

We drove North from Bryce on beautiful highway 12. Had rain and snow but the top was still down. We crested the summit at 9,700 ft and rolled into Torrey, Utah for the night.

In the morning we visited **Capitol Reef National Park** where fruit orchards planted by Mormon families over 100 years ago still produce cherries, apples, apricots, peaches and pears. In season, visitors can pick

and eat the fruit free of charge. Unfortunately we were there a bit too early in the year to enjoy their generosity.

We left Capitol Reef for the drive to Moab, Utah. At a gas station in the middle of nowhere one of the locals suggested a more scenic route to Moab. This would add about an hour to the trip but was well worth it. The recommended road took us through the red rock lined Fry Canyon and across the Colorado River. Cherie thought this drive would make a perfect FlogMog and I had to agree.

Moab would be a two day stop. Day one was for sleeping late, doing laundry and looking over the town. On day two we visited **Arches National Park** and **Canyonlands National Park**. Both were spectacular in very different ways.

Now it was time to drive South to Cortez, Colorado and visit **Mesa Verde National Park**. Mesa Verde is famous for its cliff dwellings. The largest, Cliff Palace, has 150 rooms and 75 open areas. Some of the Park wasn't open yet so we were not able to see all that they have to offer later in the Spring.

Then we headed for the **Petrified Forest National Park** via Gallup, NM. This Park is a small drive through with the adjoining **Painted Desert**. It seemed very desolate to me, but worth the trip.

Next stop is Flagstaff, Arizona, via 180 miles of Interstate 40... bummer. Flagstaff is our kickoff point for the **Grand Canyon** Visit. Our departure was delayed for a day because of a snow storm but our suite was



very large and we had lots to read so the time passed quickly. The Grand Canyon is visited by 4.4 million people each year but with 1.2 million acres of Park it doesn't seem crowded. We took a lot of pictures but they can't do justice to the size of this canyon.

Our next destination is Page, Arizona near Lake Powell. Nothing exciting in Page except a large group of Harley riders in full leathers from Austria and they were having a real good time at our hotel.

We returned to Cedar City for a night and I'm starting to feel like the old horse who smells the barn. It's time to make tracks and head for home. The next day is the longest, 475 miles, from Cedar City, UT to Fallon, NV. From Fallon to Alamo, CA is just a short commute.



Ragtime Morgans photo outside of Cortez, Utah

Summary:

- 16 days in our Morgan with no mechanical problems.
- Visited 10 National Parks
- Covered 3,100 miles

We'd like to thank Bob Panero for his help with the pre-trip preparations, they really paid off.



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A Gold Country SpringMog

story by Gordon, photos by Angie Larson and Gordon

SpringMog this year brought us to the heart of the Gold Country, Sierra Foothills along Hwy. 49 and then upslope to 5000 ft.+ on county roads like E16 and Hwy. 88. Early May, the weather is stunning, sunny, balmy, with rolling thunderheads, and sudden slugs of moist air. The hills all around are in just that burst moment of Spring flowers and fast growing grasses, but go there two-three weeks later they will all be brown and dry, especially in this the third drought year in a row.

So this tour was very much a snapshot moment for us, and very enhanced by route directions that got even the tour organizers lost, but it didn't matter in the end, it was the journey not the destination that had us all spellbound. We came up on a Sunday afternoon from various startpoints in the Bay Area and a rendezvous for lunch at Guisti's near the east side of the Delta outside of Walnut Grove. We were joined by the NorthWest "Long Riders", Bill Button from Seattle, Barbara and John Burks from Ashland, Lisa Holley from Sun Valley, Idaho, and the Snearys, who had just returned from their 3 week sojourn around the Canyon Lands and National Parks of the West. We went on up to Plymouth and the ranch of Lynn and Karen Powell for a great potluck bbq, though not without some incident.

Bill Button and yours truly both had alternator problems that caused us to miss the Monday Tour, but we had the use of a first class shed for Morgan ER at the Powell Garage near to our hotel in Sutter Creek. We muttered a lot to ourselves that morning as we tinkered: I thought the diodes in the Delco alternator had fried (meaning a replacement) but it turned out to be a broken connection at the output terminal, not so

apparent tucked under the header. Mr. B had to tap a new thread in the bottom mount of his after drilling out the snapped stud inside. His was a potential PITA to install again but having a 3rd hand hold it in place while he slowly threaded in a new bolt did the trick. We were back on the road thinking we could intercept the group somewhere on the return loop of the day run, but they were already arriving back by the time we thought of that. Barclay and Jenny had lent us their tough old Ford Pick Up to get around and it took us to ATI Autoparts, a great Old School Parts store that had just about everything a DIY petrol head would ever want, becoming a rare sight these days, but if you break down in Gold Country ATI is THE place to go for bailing wire, so it survives. We were country boys for the day.

The next day, Tuesday, proved just as confusing for everyone as the first day, but again we didn't care, we had great sights along the road, including our friend on this months cover, we were on a back farm road looping from Martell to eventually Ione (that much I knew) when he popped his head over the fence and whinnied wondering what all the fuss and noise was about. We came into Valley Springs on a backroad only to get looped into a traffic jam of heavy trucks headed for a construction project, we cleared that, moved on to Mokelumne Hill. From a distance this burg sits perched on a forested butte at 1400 ft., and heading our way were a line of brass cars, oogah horns ablaze and folks waving and smiling. In town, we stopped for a break at the hotel, and a **1925 Durant was parked outside, a well sorted restoration.**

Now we climbed quickly up to Glencoe and eventually to Pioneer, both at 3000 ft.+ and the beginnings of





the Carson Pass over to Nevada on Highway 88. We didn't know it at the time, but Pioneer is a stretched out mountain town, a series of alpine meadows with homes and commercial buildings clustered in them. So, our lunch spot, Cooks Station, was at the far end of this string, at 5000 ft and a dozen or more miles from where we figured. But we got there, this has been a Stage Coach stop, Pony Express Station since back in the day, and the Cook house here is renown for hearty fare, which was just in time. It started pouring and sleeting, lightning and thunderbolts and it was good to get inside. Stoked up for the downhill run to the Barn, we all departed for what was thought to be the north loop of this run on the map, Shake Ridge Road, and had we paid attention...well, Tim Waller can fill you in:

"Greetings all... Yes, I spent the day riding with Bill (in the Bitsa) and lived to tell about it. We had a great time and along with a fellow in a Mercedes (aka Don Henry, ed.) were the only ones to run the entire course. Everyone else ran for the base camp after the lunch break due to rain. We soldiered on. (OK, the truth-we couldn't find the lunch break)--Tim" (who came all the way from Sacramento that morning just to do this, ed:)

So, the **Dynamic Bitsa** duo and Don Mercedes did go on to Fiddletown, Mt. Aukum, Somerset, to Nashville on Hwy. 49 and back to Sutter Creek. The rest of us, undeterred by the thought process and a burning desire to get out of the mountain downpours, took Shake Ridge Road mainly because it went DOWNHILL.

Now, getting back to the Days Inn Sutter Creek led to a whole other wonderful discovery, **Quilts!** Seems while we were gone and not paying attention anyway, a group of ladies checked in and by arrangement took over a meeting space on the ground floor, set up shop

with their sewing machines, shears and layout tables, and commenced working on many beautiful pieces and delightful displays.

And later on that evening after a **Pizza Party**, a surprise birthday bash began for Maggi. Thanks to Barclay and Jenny, **Black Forest Chocolate Cupcakes with buttercream frosting and cherries** were arranged for from Guilty Pleasures Bakery in Sutter Creek and we had enough to go around and thensome. Maggi had no idea, although before the trip she did walk in on me trying to pack the candles without realizing it:)

Next day, before we parted to the Four Points, **Mr. Button was offered a drive in Paul Marchant's M3W:** *"... Just returned from the Northern Calif SpringMog Run. Roads to die for in the Sutter Creek Gold Mining area. Paul Marchant let me drive His New Trike. Big Guys beware. Might get stuck in one and not get out. Actually very difficult for Me to get in and out. Once in very comfortable. Leaving the Motel the acceleration was dramatic. A rough running SS engine turns into a smooth power generator. I think the Trike would out accelerate a +8. At least I could not keep up when behind the trike. It handles very well and very, very nimble. This was a 2013 and Bump Steer was not a problem for Me. I think I could drive it long distances. Downside is weather equipment and getting in and out. I understand that the steering wheel is removable. I should have removed it I guess.*

I want a Trike. I wonder which Dealer is going to take a Bentley and a Morgan in trade."

So, in all, 30 of us (official cupcake count, ed) found our way to 49er Gold Country and got gloriously "lost" for 2 1/2 days--SpringMog couldn't have been better!

Many thanks to Çhris and Bob Panero for organizing a great SpringMog, and to Lynn and Karen Powell for hosting us for yet another welcoming BBQ.



Barclay and Ginny Shaw head out with other Morgans on the Gold Country Spring Mog.

Classifieds

Two Morgans for Sale by John Burks 541-488-2975 541-613-1345

+ 8 + Wide body plus eight with 4 wheel disc brakes, stainless fuel tank, roll bar, hardtop, alloy body galvanised chassis rack and pinion. Isis plus 8 plus corvette ls1 6 speed. This car is very road ready and can be driven across the USA without a worry 2000RPM= 75 MPH near 30 MPG

\$60,000.00

+ 4H alloy supersports body bought as a new roller in 2005 Gemmer steering Stainless fuel tank. Roll bar. Honda S 2000 engine and 6 speed stainless exhaust aftermarket ECU.

This car is very fast, 30 MPG drives like a civic very trouble free no oil leaks!

\$35,000

Sonoma Historic Motorsports Festival Morgan Racers

Jeff Tamkin	1959 Morgan +4	#53
Doug Sallen*	1953 Morgan +4	#711
M. Patlin (DNS)	1959 Morgan +4	#73
Mark Pladson	1964 Morgan 4/4	#144
John Miller	1961 Hatch-Park Special	#89
Jason Len	1970 Morgan +8	#15
Brian Howlett	1961 Morgan +4	#111
Damian Friary	1966 Corvette	#666
Ron Carrico	1964 Morgan SS	#19
Karen Barry	1960 BMC Huffaker Formula Jr	#58
Larry Ayers*	1930 Morgan Super Aero 3W	#151
Jeff Abramson*	1960 Cooper F-1 1964 Corvette	#75 #5
Stewart Smith*	1957 Lotus II	#85

* MSCCNC members

Morgans at the Sonoma Historics Motorsports Festival

Story by Gordon, with notes from J. Dale Barry • Photos by Mike Murphy, Anne von Reiche, Larry and Gordon



May 16-18

We had quite a showing of competition Morgans from Southern CA, and more Morgan owners driving other marques than ever before for this 2014 Sonoma Historics Motorsports. And our local Morgan Club organizers Susan Loesche and Wendell Bain put together a club member special to be remembered that included paddock access, club corral and Morgan Parade Laps to help celebrate and support Morgan racers.

Dale Barry had the numbers, many Morgans and the racers that participated increased significantly and included those in Table pg. 20.

These numbers made for an impressive "All-Morgan Row" in the paddocks, and many spectators dropped by. Brian Howlett and crew trailered 4 Morgans to make up

most of the Row including the +4 of Mike Patlin. He had to cancel at the last minute, so his car sat idle the whole time. Dale had to cancel his 1935 Riley-Ford Champ car due to a failed water pump, so he brought his 1934 Morgan MX3 3W instead. Jason Len's +8 developed serious oil blow by via the intake manifold and was sidelined.

During practice on Friday, Brian had a wonky throttle shaft on the front SU, didn't bother him flat out on the track but coming back in the pits, it was stuck at 4000 revs, not good, so he borrowed a fresh SU from Mike Anthony for the weekend. The rest of the practice and final heats he raced without incident and ran an exciting race in his final heat, finishing second far ahead of the nippy Corvettes in his Group. Yours truly timed him at 2'08" early

to a fastest 2'01.5" next to last lap that race. He just kept going faster and faster. That is a lot of ground to cover in just 12 laps, and he was smooth and consistent as he did it.

The Morgan Parade Lap on Saturday was not to be missed, worth the price of admission alone. We had two laps single file, "no pass" rules, and I must say for us road drivers the course is quite a challenge to drive. When you are out there you become aware of how quickly the turns come and go, what it takes to set up a entry and exit line on them. It is basic to say but on the road you take for granted yellow warning "arrow" signs and spaced side markers, how nice. You realize how much of your reaction time is wired into those expectations when suddenly you are on the track that has no signs and this blind left turn with no horizon appears just like that, woo hoo! Add to that a series of tight turns (#2, #3, #3A, #4, #5, #6) with the road off banked on each curve, this is certainly is not helping to center the car, no not at all, that's up to you chum. And that is just a 1/10th degree of difficulty with you alone no traffic around you to distract, then think about having to do this at twice and three times the speed you are going just to keep



[L] Brian Howlett leads the pack
[B] Doug Sallen passes a Lotus
[R] Larry Ayers with PreWar competition



Sonoma Historics, cont'd

up with the rest of the competition behind, in front, and on each side of you. It is only then can you begin to appreciate what these vintage drivers are doing out there.

By the numbers, this is 2.520 miles per lap with 12 turns, and the typical vintage group race is 11 laps. For example, Brian Howlett placed 2nd in Group 7 1955-1962 Production GT Cars, final race, 44 entrants total. As I said his fastest lap time by my reckoning was 2'01.5" seconds by lap 10. That is close to 75 mph AVERAGE through all the tight and slight turns, inches from other drivers. I think I touched 65 on the long curve straight turn 8 through to turn 10, Dr. SLO, wiping up the rear:)

Northern California Morgan club Final Race finishers:

Jeff Abramson clocked the best lap time overall (under 2000cc) at 1' 550.646", at near 82 mph in his 1960 Cooper F-1. Group 4, 1956-1963 Formula Jr., F-2, F-1 Cars. He also took a first in Group 9, 1962-67 Production/GT cars (over 2000cc.) in his 1964 Corvette.

Larry Ayers in the "Red Johnnie" Aero SS Brooklands Champion 3W came in a solid 8th in a field of 18 in Group 1, pre-1927 racecars.

Stewart Smith came in 10th in a



Staying ahead of all but one in a class of 44 racers, Brian Howlett placed 2nd in Group 7 • 1955-1962 Production GT Cars

field of 20 in Group 5. 1955-1960 Sports Racing Cars in his Lotus II.

Including Practice Day on Friday, it was a terrific three days of vintage racing, beautiful weather, and except for one sideswipe incident on Saturday morning practice racing, nearly crash free and no injuries whatsoever. The camaraderie among the drivers and crews was sportsmanlike and full of goodwill. The crowds on race days were friendly and knew their marques, loyal to the core, and overall loads of good fun. Those of you who

missed it this year, make it a point to come next year, you'll be glad you did. Thank You Steve Earle, General Racing, and Judy Stropus for her tireless media work to make the Sonoma Historics Motorsports Festival a success.

All the Best and Many Thanks to Susan Loesche and Wendell Bain for the extraordinary time and effort they put into organizing our Morgan Club participation, the paddock passes, the Morgan Parade Lap and the parking corral. Their labors paid off well in a great event for all.



Morgans, mostly MSCNC members and some racers, led the noon track laps.



Some of the Morgans lined up for the Saturday noon track tour. There were a few more stuck behind some MGs and Triumphs.



Saturday Night Auto Celebration at Sonoma Square

About 4:30, selected vintage racers and a couple of Morgan 3 wheelers (modern, but many overlooked that fact) cued up at the track to participate in the Highway Patrol chaperoned parade into downtown Sonoma Square.

Plus 8 racer Jason Lem discusses with Larry (in helmet) all things M3Ws as they await the run. The Howletts drove Jeff Tamkin's #53 +4 and posed next to the M3Ws – Morgans always draw a crowd.

Donna samples the fare at the fair, verdict: Much better than last year!



This issue the first story of a Morgan "One-Off" come to our pages from a recent email to Mike Anthony. The second "one-off" story will come next issue. Both of these mid-50's +4s came off the MMC assembly line within a year of each other, were shipped to different continents and circumstances, and became quite different vehicles. Each has a unique story, of course, and worth the telling all these decades later, editor

A Morgan +4 "One-Off" from Spain



Hello

I saw your ad in the Morgazette and I'm a proud owner of old Morgans +4s, exactly six, from a '53 Flat

Rad racer to a '64 Super Sport. One of them is a special coachbuild chassis from 1955.

I enclose a couple of pictures of the car. Chassis number 3380 from 1955. Imported to Spain as a engine-chassis basis and coachbuilt at the Pedro Serra coachwork shop in Barcelona in 1956. (Serra coachwork built some of the Pegaso's sports car of the 50's).

The history began in 1955: A Spanish Agent for Morgan cars was established, Francisco Alcaraz of Madrid.

Trade in those years in Spain (after our Civil War 1936-1939) and WW2 (1939-1945) was based in BARTER, so Mr. Alcaraz in exchange of some minerals (iron and wolframium) exported to UK for an amount of Sterling Pounds. This was enough for 13 Morgan cars: 7 roadsters, 4 DHCs and 2 four seaters DHCs or "Snobmogs", but not enough for the 14th car, so a chassis-engine unit was added to the order to complete the sterlings amount. This was the 3380 chassis number delivery from the Factory on December the 6th 1955 and sent to Barcelona to the Serra workshop to be coachbuilt in a closed coupé basis with a 2 small seats behind, so was homologated like a 2 seater but really was a more practical 2+2 for a rich family man.

Car was finished at Serra workshop on August 28th, 1956 and registered in Madrid with the

number plate that is on the car now (M- 147.999).

Complete owners history is not completed yet but I think is about five/six. I know from the 1980s the car was partly disassembled and kept in storage until I bought it all in 2009.

I began to dismantle the car and start again with a professional and serious restoration work. I spend 4 and a half years with a lot of problems; biggest the glasses. All the six are new, are custom made and are... expensive.

YES, engine is the original TR 2 engine, so it is a matching numbers car. Car has now a TR3 engine that is a spare from my other cars. The gearbox is the 4 speeds Moss box but with a different top due the lack of torque tube. Rear axle is the usual Salisbury 3HA unit.

The front suspensión is NOT a Morgan item but replaced by a Fiat 1400 unit with different steering bars. The car is made in Steel and is quite heavy, around 1250 kgs (2750+lbs!) so, 400 kgs heavier than the original.

Original 16" Dunlop wheels are reinforced as well to support the extra weight.

Car is a mix from other period cars, rear lights from Simca Aronde Oceanne, front flashers from a Fiat, boot system from a Fiat/seat 1400, gearbox lever from a Mercedes Gullwing (!) and so on. Instruments are typical period Brown on Cream Morgan tacho, speedo and quadrant.

No Wood frame at all, neither the dashboard, so something special for a Morgan isn't it??

Best Regards

Fernando Aydillo, MADRID- SPAIN

Grand Palaise Tour Auto • Paris, April 7

Report from Douglas Hallawell

On Monday this week all the cars taking part in the Tour Auto were on exhibit at the Grand Palais.

On Tuesday they took off for a 5-day trip to Marseille, taking in 4 stops at race circuits.

Tour Auto is one of the most prestigious events in France.

In 1962 an Alfa Romeo SZT took 10th place, ahead of TOK in 13th overall place.

The car is pictured here with the owner Pascal in the blue shirt.

I took a period magazine with the full report on the 24-hr LM race in 1962 to show Pascal. His car is pictured in the magazine "L'Automobile" at the start of the race (Alfa is #39 on right hand page, TOK on left, ed.)

Also shown head-on (# 39) in the pic of the LM book.

www.virage8.com/2014/04/le-tour-auto/

BR, Douglas



St. Albans Run in OZ

Story by Peter Gow • Photos by Peter and Gordon

While some of you went on the "Snell the Helmets" Run April 12, my April 12 was a day later and half a world away in the Land of DownUnder. Funny thing though, there were Morgans in it just like here, fancy that:) My Friend Peter Gow, editor of the Morgan Ear, NSW Morgan Club will tell you all about it. ed.

When I drove into McDonalds, our meeting point for the St. Albans Pub run, I was very surprised to see how many people had turned up. There were around a dozen Mogs and quite a few daily drivers. It must have been the threat of rain!

After a 'personalised briefing' from Graham, our Club Captain, we set off on one of the prettiest country drives that we have done for a while. The countryside looked so lush and green; one upside from all the Sydney rain.

I was cruising along enjoying the scenery behind Bob Little when I noticed a very well hidden police



car on the other side of the road. It was a perfect spot for catching speeding drivers. Bob and I had no need to worry but I think a few others (not to mention any names) may have had cause for concern.

Before Wisemans Ferry, we turned left and took the car ferry across the Hawkesbury River. It was then around 20 kilometres of lovely winding roads following the river to the pub. Between the river glimpses, we passed lots of lovely rural properties with their grazing cattle. It's so nice to be outside of Sydney sometimes!

Although there were lots of kangaroo signs we didn't see a single kangaroo. This was a bit of a disappointment to our Californian visitor, Gordon Craig (editor of The Morgazette).

Just before the **St. Albans pub**, there was very old single-lane wooden bridge. **Geoff Hollings took a great photo of his Roadster on the bridge.**

At the pub, the group was scattered over several outside tables. It was very pleasant with no rain in sight!

I spent some time with Gordon. Apparently, Richard Rogers and Roger Shawyer had been looking after him very well.



Aero rear view



One of the things that we discussed was finding spare parts for our Morgans. Gordon mentioned that if parts were difficult to find in Australia, maybe they could be found in California. He was aware of 4/4 parts and several interesting Morgan 'projects'.

As always, the Morgans attracted attention. I talked to one person who was surprised to hear that 'they were still making them'. She was off home to fetch her husband.

The drive home was just as pleasant as the drive there. I did keep a careful eye out for the police car but I didn't see him. I hope everyone else made it home without adding to their points.



WHO IS 6269?

Posted: 11 Apr 2014 09:54 AM PDT

"why is 6269" on the logo? 6269 is Steve's Morgan's Chassis number that he also had on his license plate. We named this event the STEVE ROAKE MEMORIAL MORGANS

OVER AMERICA VI for many reasons.

Steve worked closely with Jeremy Harrison on creating the route for Morgans Over America I in 1990. www.morgansoveramerica.co.uk. Subsequently, Steve planned the wonderful routes for MOA II, III and IV. He did a superb job of including scenic routes, interesting historical sites, parties with other Morgan Clubs, making each trip unique and an awesome adventure. He hosted us at his Dry Creek home on several of the trips.

When Ken and Elaine decided they would plan MOA VI, Elaine mentioned to Steve that we would be doing another trip. Steve expressed that he didn't believe he would be strong enough to go. Sadly, Steve passed away April 14, 2011 not long afterward. At Steve's Celebration of Life, Elaine, who was the Master of Ceremonies, just felt it was the right thing to do and ended the event with the announcement that MOAVI would be in memory of Steve.

A little about Steve for those who didn't know this wonderful man: Steve graduated from Notre Dame in 1960 with a Degree in Architecture. He worked in Manhattan for several years, moved to San Francisco, and opened his own office a few years later. Steve left his mark in San Francisco, designing award winning residential complexes. In 1979, he bought land in the Dry Creek area of Sonoma County; he designed his dream home and moved to Sonoma County in 1998.

Steve was well known and liked for his casual sense of humor, diversity of interests and his zest for life. His interest in classic cars led him to collect a number of beautiful cars which he enjoyed driving. Steve was active in many car clubs, including the Antique Automobile Car Association, Franklin Club, Kaiser-Frazer Owners' Club, International, Morgan Club, Freewheelers, Lincoln Owners Club, Antique Studebaker Club, Classic Car Club of America (CCCA) and Nor-Cal Region of the CCCA. Steve also served on the Board of Directors of both Classic Car Club of America and Nor-Cal Region CCCA. Steve toured extensively with other car enthusiasts and he hosted many tours, designing the routes and setting up the logistics for participants. Steve had the great honor of being invited to show his 1931 Studebaker President All Seasons Roadster at the Concours d'Elegance 2010 in Pebble Beach last August.

Steve was charming and talented and generous with his time and private philanthropy and enjoyed sharing his excellent culinary talents with his friends.

KEEP UP WITH THE LATEST ON MOA VI BLOGSPOT!!

<http://morgansoveramericavi.blogspot.com/2013/04/moa-vi-update.html>

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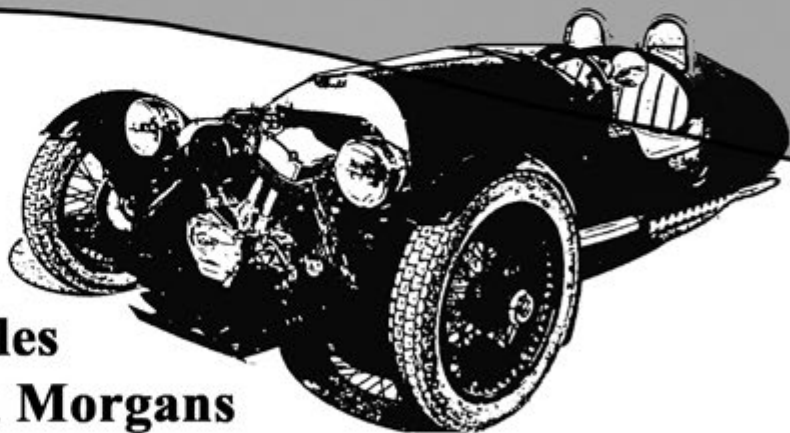
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