



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

Inside:

- **Boxing Day**
- **Oyster Run XIX**
- **Havana & Honolulu in 2 Morgans**
- **Assen/Dutch 40th Races, Holland**
- **and more. . .**

January • February 2013

If you don't renew your membership, this will be your last Morgazette.



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:

- **January 24** for January-February
- **March 25** for March-April • **May 27** for May-June
- **July 26** for July-August • **September 30** for Sept-Oct issue
- **November 29** for Nov-Dec, **Dec 9** for Holiday party photos.

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

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

Welcome New Members

No new members this issue

REMEMBER, Pay Your Membership Dues By JAN. 31!

You were sent an individual letter with all your pertinent contact and Morgan info. Please amend or correct as needed and return it with your check for dues.

Cover Photo: by Jim Foley.

*A group of Oyster Run Mogs in the Marin countryside:
[l-r] Murray's +8, Larson's +4 4-seater,
Marquis' Aero, Ayers +4 4-seater DHC.*

Club Event information:
<http://msccnc.blogspot.com>

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 for attribution.



*** MSCCNC Club Sponsored Event**
Other events are listed for information only • Please let Activities Co-Chairs, Phil & Elaine Fisher, know if you would like to host or promote an event on the Calendar. (Contact info pg.2)

February

FLYER *2nd SATURDAY • Chinese New Year
Dinner, Los Altos. Contact - Ellen Jo Baron

March

***3rd SUNDAY • SF Academy of Arts Classic Auto Collection**, San Francisco, Contact Michael Rubin/Gordon Craig.

17th SUNDAY • St. Patrick's Day Run with Wine Country Car Club, Contact - Wendell Bain (tentative)

23rd-24th SATURDAY-SUNDAY • 24 hour LeMons Races (cheap cars), Sonoma Raceway, Contact - www.24hoursoflemons.com

April

***27th SATURDAY • Niello Concours de Elegance** and More, State Capitol, Sacramento, Contact - Morgan Staines.

27th-28th SATURDAY-SUNDAY- Pacific Coast Dream Machines, Half Moon Bay, 10a-4p.

May

3rd-5th FRIDAY- SUNDAY • Buttonwillow British Extravaganza, Buttonwillow Raceway. Contact - Larry Ayers.

***8th WEDNESDAY • Follow Me Tour**, Marin County, Contact - Bob Murray

17th-18th-19th FRIDAY-SATURDAY-SUNDAY • Sonoma Historic Motor Sports Festival, Sonoma Raceway. Contact - TBD

19th SUNDAY • Annual All British Motorcar & Motorcycle Show and Swap Meet- Dixon Fairgrounds. Contact - TBD

June

7th-9th FRIDAY-SUNDAY • MOG 43 MCCDC - Mimslyn Hotel in Luray, Virginia. Contact Louis DeCamp.

***9th SUNDAY • Mine and Wine Tour**, Atherton, Contacts - Hamiltons/Larsons.

6th-9th THURSDAY/SUNDAY • Danish Morgan Club 40th Anniversary Weekend, Denmark.

Calendar continued next page

Activities Notes

2013 EVENTS

A successful Planning Meeting and delicious Potluck dinner on January 20 at the Taylor/Baron Clubhouse resulted in a tentative 2013 calendar of events for our club. We continue to seek out more events, as well as contact people and organizers for some currently scheduled events. Please contact Elaine Fisher to offer your ideas and assistance.

At the request of a member and concurrence at the planning meeting, we will try something new, which we will call ... **"FLASH MOGS"**

These will be 1-3 day Morgan "driving trips" on rural roads, occurring on short notice, when the weather is predicted to be nice.

Any FLASH MOGGER would get a bright idea for a trip with a destination, identify a motel, a meeting place/time, and a suggested route. They would send out an e-mail to those club members who have expressed interest in being invited to join FLASH MOGGERS. FLASH MOGGERS would notify this trip organizer YES or NO for this trip, make their own motel reservations, and show up.

If you are interested in being a FLASH MOGGER, please let Elaine Fisher know.

July

13th SATURDAY • Discover Morgan Hill Road Rally & Poker Run, Morgan Hill, Contact - See web site

*19th-21st **FRIDAY-SUNDAY • MOG WEST**, Cambria. Contact Audrey Haines.

August

TBD • DOG MOG, Contact Michael Rubin.

*16th **FRIDAY • Morgans in the Meadow BBQ**, Carmel Valley. Contacts- Loren Steck & Annette Yee.

16th-18th- FRIDAY/SUNDAY • Rolex Monterey Sports Reunion (Races), Laguna Seca.

18th SUNDAY • Pebble Beach Concours de Elegance, Carmel. Contact - Web site.

16th-19th FRIDAY-SUNDAY • MOG 2013 by MSCC, University of Kent, Canterbury, UK. Contact Elaine or Philip Fisher.

September

27th-28th-29th-SATURDAY • Ironstone Vineyards Concours de Elegance, Murphys, & Ebbetts pass run - Contact tbd

October

*7th-10th – **MONDAY-THURSDAY • FLOG MOG tour**. Contacts - John Burks and Dave Sneary.

*TBD • **Talent Show**. Contact - TBD.

November

*9th or 10th **SATURDAY OR SUNDAY (TBD) • Gobble Wobble Tour**, Contact Gordon Craig.

December

*7th **SATURDAY • Holiday Party**, Oakland Yacht Club. Contact - Elaine Fisher.

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

January 2014

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

*TBD • **Planning Meeting & Potluck**, Place & Contact tbd



1/19/13 Meeting Minutes

By Maggi Craig, Secretary

President Morgan Staines opened the meeting and Treasurer George Tollworthy gave the treasurers report. We had \$11,324.49 in the bank at the end of 2012. The Southern Club has been given a check for profits from MogWest which were split with them.

We had a new club member at the meeting, Jim Hilton who has a '63 +4.

Bob Schmidt asked if our subsidizing the Christmas Dinner helped with attendance. We had 70 people attend and it was motioned by Bob to continue the subsidy so that the price for the meal to each member would remain \$40.00 this year. The motion was seconded by Kathy Tollworthy and was passed.

Anne Staines wanted to discuss how we might use the money to grow the club and promote the Morgan marque. Larry Ayers suggested combining runs with other clubs. Ellen Jo Baron suggested we use some of the money for an apprentice/scholarship program to encourage high school and college students who are interested in learning to work on classic cars by working with a club member. Michael Anthony and Dick Tuttle were suggested as potential teachers. Bob Schmidt suggested a committee be formed to investigate what it would take to offer such a program. It was decided that Jerry Gurley, Jim Taylor, Doug Hamilton and Dick Tuttle would make up the committee. Elaine Fisher said she knows a young person who inherited a Morgan and is interested in learning how to work on it.

Gordon Craig and Donna Dell'Ario wanted to know how the members felt about running a color centerfold of a member's car in an interesting setting in each issue of the Morgazette. Donna checked with the printer and the additional cost would run us about \$100 per issue. The members unanimously agreed that this should be done.

Donna also informed the group that the Club reimbursed her \$249, which is half of the expense, to upgrade her Adobe software in order that the Morgazette can stay current with the new technology which effects our ability to communicate with the printer's software. Everyone agreed that the reimbursement was in order and it was decided that the other half of the expense would also be reimbursed to Donna.

There was much discussion about the events calendar for the year. Most events still need to be finalized but Bob and Thorley Murrays Follow Me Tour will be held on May 8 and the Christmas Dinner will be on December 7.

Morgan Staines closed the meeting.



Presidential Points

By Morgan Staines, President

[Herewith the Transcript of the Inauguration Ceremony and Second Inaugural Address of the Umpteenth President of This Morgan Sports Car Club of Northern California]

I, Morgan Staines, do solemnly swear or affirm (I can never decide which is best) that I will faithfully take to the autoroute as President of the Morgan Sports Car Club of Northern California, and will to the best of my ability, preserve, drive and not bend the chassis of my Morgan Plus Four Roadster. Moreover, I, Morgan, take you, Moggie, to be my lawfully licensed vehicle, to drive and be bold, whether running better or worse, making life richer though I be poorer, in rallyes and concours, to love and to cherish, until debt us do part.

(APPLAUSE)

Not more than a few days ago, I met with many of you, in a spare Los Altos hall, to advance the timeless spirit, that spark of automotive liberty embodied in this fine organization. On that hallowed ground, four fathers, at least half a dozen mothers and a score of other various Morganeers of every color and creed gathered, and there they set in motion the plans for this club for the coming year. Elsewhere in these pages you shall find the evidence of those deliberations, in calendar form, suitable if not for framing, then for your personal participation and enjoyment over the coming days and months.

(APPLAUSE)

We understand that outworn programs are inadequate to the needs of our time. So we must harness new ideas to remake our future which has not yet occurred. And so was appointed a committee, consisting of the right honorable Messrs. Jerry Gurley, Doug Hamilton, James Taylor and Dick Tuttle (in absentia), charged to consider how to bring our journey to our children, whether by sponsoring a mechanical internship, reaching out to automotive tech students by way of membership or scholarship, or otherwise seeking to assure that the legacy of The Marque and the bruised knuckles of the wrenched masses are passed on to future generations. If you, my fellow Morganeers, have your own ideas about how we may more effectively engage younger people in our passion, I pray you contact me or any of the aforementioned committee members.

(APPLAUSE)

The world will little note, nor long remember what I write here, but it must never forget what so many others have done. Your Editor, your Publisher and Yours Truly cannot alone dedicate, nor consecrate on these pages the exploits of the luminaries of Morgandom. But with your help, we can accomplish the great task remaining before us. If you will nominate a club member or other Morgan patriot to be honored with a profile in this very publication, we will seek to so honor them. Please tell us whom you would honor and, if they are not currently in this club, where we may contact them. It is our fervent desire to honor these living legends while they are living, so that they can see for themselves all the nice things we have to say about them.

(APPLAUSE)

My fellow Morganeers, our cars are made for this moment and we must seize it, lest our engines seize up.

See you on the road, so help my Mog.



15th Annual Boxing Day 2012

Story & Photos by Wendell Bain



Yes it was raining.... Enough to wake me up at 4 am on the day of the event. I thought this can't be good. When I got up the skies were becoming less cloudy and patches of sunshine were coming through. I opted to drive the tintop (as did many others) and the weather was decidedly better by the time I got to the town square in Sonoma.

Several others were already there and we talked over coffee as more arrived. At the start of the drive, after passing out route sheets and 15th anniversary windscreen stickers, 55 started the event.

As the day progressed, it became brighter and warmer. Two real Morgans showed up, along with Corvettes, MGs, TRs and various Asian cars. We even motored through a real roundabout on Corona Road in Petaluma.

On Bodega Ave. the CHP rerouted us as the road was flooded. All arrived in Tomales, the first stop for more coffee and pit stops, etc. From there we proceeded South on Hwy. 1 (through





some mild flooding) to the second stop, MarinSonoma Rouge et Noir cheese factory. Here everyone sampled and purchased the great cheeses and made yet another pit stop.

Down the Petaluma Point Reyes Road along D Street past the Victorians to the next stop and final of the day at Pub Republic on Lakeville Street for lunch. This is a new place having been opened two months prior with good food, reasonable prices and of course the required great beer!

Many thanks to all who braved the odd weather to attend.

See you next year!

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Oyster Run XIX

Story by Larry Ayers • Photos by Jim Foley, Elaine, Larry & Donna



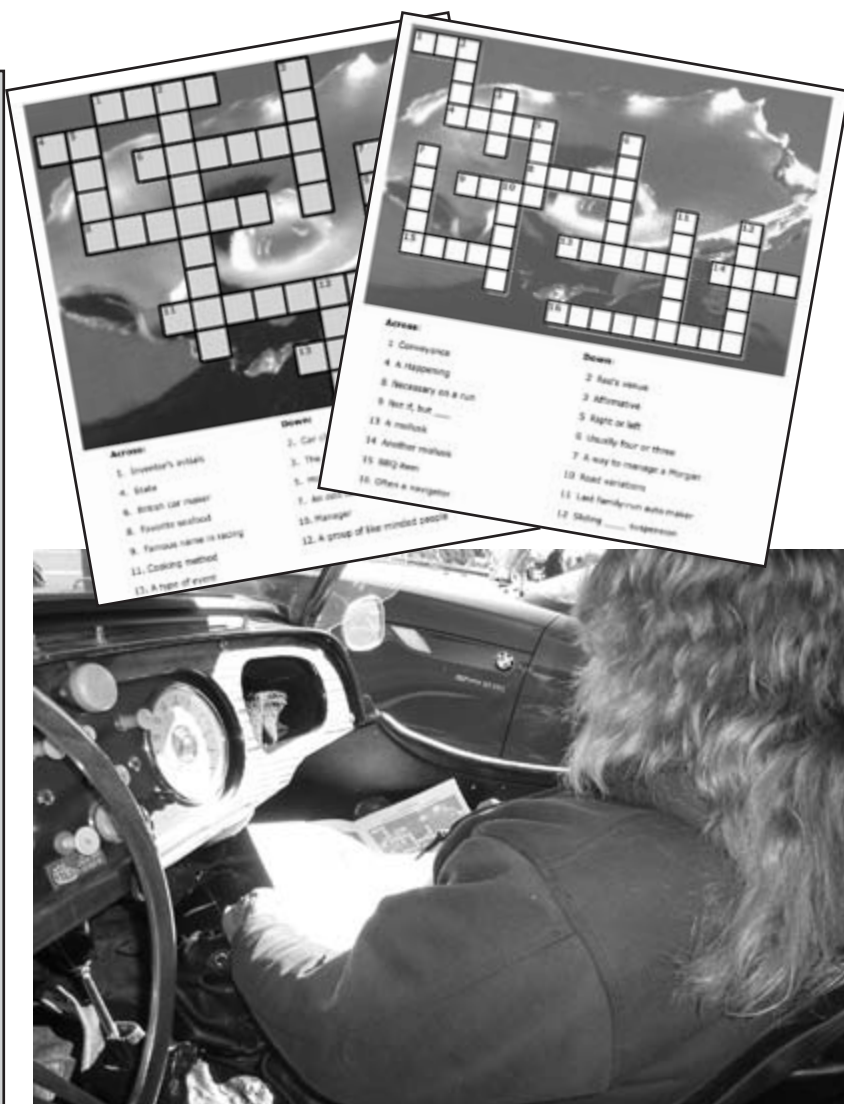
Powell's radiator hand defroster.

It's gambling or playing roulette every year with the weather for the Oyster Run, but this January we won with sunny skies although chilly temperatures. We met at Denny's in Corte Madera and Donna dispensed Christmas fruit cake and homemade persimmon bread to early registrants.

Lynn Powell braved near freezing temperatures when starting his early morning trip from Plymouth in the Gold Country in his '57 +4 to join us. Gary and Francine Marquis endured a three hour drive from Chico in their Aero 8 to join our group. Bob Frisbey and Stewart & Susan Smith in their Morgans, all the way from Santa Cruz, had another cold drive. Actually, all the Morgan-driving folk had to be well layered & bundled up. Thanks to everyone for making those special efforts.

By 9:45 AM 18 Morgans and 10 tin tops had assembled in the parking lot and the bugle was blown signaling the driver's meeting. Guests and club members were welcomed and Donna explained **the two crossword puzzles** that would be the competition for awards.

Larry Ayers & Donna D. . . . 1955 +4, 4-str DHC
Lynn Powell 1957 +4
Bob Schmidt. 1995 Toyota
Kathy & George Tollworthy Mazda Geo
Gordon & Maggi Craig 1960 +4, 4-str
Grant & Angie Larson 1967 +4, 4str
Michael & Kathy Gerdt 1971 +8
Bob Panero and Barbara F 1966 +4, 4str
Stewart & Susan Smith 1962 +4
Dan & Sharon Wardman. 1967 Lotus Elan
Gary & Francine Marquis Aero
Dave & Cheri Sneary +8
Dean & Fawn Jackson 2011 Mini
Bob & Thorley Murray 1998 +8
Mel Cohen 1995 +8
Wendell Bain Dodge truck
Carter Strauch
Paul Cowley & Sal Moreno 1961 +4, 4-str
Jim Foley A4
Hilary Smith M. & Peter Mahon . . 1960 +4, 4-str
Doug Hamilton, Jim Taylor, Dick Tuttle . . . BMW
RB Ward & Judith Little 1952 +4 Flat Rad
Paul Marchant. 1965 SS
Phil & Elaine Fisher DryMog
Michael & Linda Rubin Volvo
Dan Roberts 1954 +4
Bob Frisbey 1953 +4 Flat Rad
Bill Fink M3W



Maggi works the puzzles after lunch.



The bugle signaled departure.

We dispersed in groups for points north as described on the route sheet, but more in a scramble than a follow me tour. Everyone met up at our first stop in Nicasio for a brief break. From there we headed west toward the blue Pacific and our lunch stop at Tony's Seafood Restaurant in Marshall on Tomales Bay.

Our group filled most of the parking spots at Tony's and we were allowed early entry to secure seating and order beverages. Those BBQ



oysters looked delicious sizzling on the grill, and some of us were soon downing a plate of them, soaking up the juices with French bread.

After lunch, we headed north on scenic Hwy. One for seven miles before turning eastward toward

Continued next page



Gordon, Larry, Sal, Paul & Maggi enjoy lunch.



Oyster Run XIX, continued. . .



Could a day on an Oyster Run be better than this? Just ask these folk: [clockwise from above] Bob Schmidt, Kathy & George Tollworthy, Carol Pittman, Bob Panero, Kathy Gerdt, ?, Jim Foley, and Francine Marquis.



With just a few minutes remaining, people polished their puzzles: [l-r] Michael & Linda, Jim, Phil & Elaine; Bob, Hilary, RB and Judith, Paul, Gordon.



Petaluma and Novato. The hills were green and lush and the cattle grazing peacefully brought tranquility to our wayward journey over nearly deserted roads. The cold weather must have kept cyclists and others indoors.

We arrived at Moylan's Pub and Restaurant in Novato around 2:30 for fellowship and those competing for awards swapped their crossword sheets with others for grading. The awards were gold, silver, and bronze oyster shells with ribbons. Several ties resulted in picking the 3rd place winners. The tie-breaking question between 3 couples was, "How many production 'Snobmogs' were turned out by the Morgan Factory?" No one came close to the correct answer of 51, but the closest guess by Elaine & Phil Fisher garnered them a win. Second place (with one wrong answer) were Hilary Smith-Mahon and Peter Mahon. The

first place winners, with a perfect score, were the team of Doug Hamilton, Jim Taylor, and Dick Tuttle traveling in Doug's BMW. Dick was the only person who perceived that "Morgan" could also mean "horse" as well as "car," which led him to the correct answer to the clue, "a way to manage a Morgan"....."reins."

Morgan talk and health issues consumed more visiting before our group began heading home in various directions. Luckily, several people volunteered to push- start our DHC since the solenoid had quit.

Many of us promised to meet the following Saturday for the Annual Morgan Club Pot Luck and Calendar Meeting in Los Altos. Donna and Larry thank you for attending Oyster Run XIX, and we hope your Morgan journeys are safe and joyful ones throughout this New Year.



*Donna with the winners:
2nd - Hilary,
3rd - Phil & Elaine,
1st - Dick, Jim and Doug.*



Notes about the Centerfold

Gordon Craig, Editor

Donna and I propose to spice up the Morgazette a bit - We want to showcase Clubmembers' Morgans in each issue and what better way to do it than with a spread right in the middle - a new Centerfold, in fabulous color to boot! Ta Dah! The Members present at the planning meeting voted unanimously to accept this change. [See Minutes, page 4.] And all of you Clubmembers may have a chance in this. . .

From this issue on, we will display one specific Morgan on a Morgan event, like a run, or MogWest, or a Concours, or crossing the finish line in racing trim. Anything, as long as it shows a Clubmember's Morgan doing all the things we love these cars for. Maybe you went on a solo Sunday afternoon drive and found the perfect "Kodak Moment". That's fine, too. Keep us in mind wherever you go.

This month we premiere with Phil and Elaine's +8 in the Columbia Icefields near Alberta, Canada on "Morgans Over America V."

Now Donna has a few remarks about the photos: The photos have to be high resolution (more than 3 MB) in a horizontal format with good color. If you have a photo that you think will work, send it to dd-mgzt-gc@earthlink.net along with the text to caption it. (See Elaine's next page for a model.) We will review, pick the best, and publish.

We're looking forward to your "views" - Be a centerfold! cheers, Donna and Gordon





Philip & Elaine Fisher

*Athabasca Glacier in Columbia Icefields
on the Icefields Parkway in Alberta Canada
Morgans Over America V*

1992 +8 , R10803

Third owner, bought in 1997 with 2,857 miles

*Imported by Isis Imports, amongst the first Gas-powered +8s
after years of US required propane-fuel for Morgans.*

Morgazette • January~February 2013 • Centerfold

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2010 MORGAN AERO SUPERSPORT Cote D'Azur blue metallic/Wings and roof panels in Midnight Blue Metallic.

2005 MORGAN ROADSTER BRG Metallic, Tan leather, Black Mohair fabric top, steel wire wheels 12,500 miles, one owner, absolutely as new original condition.

2005 MORGAN ROADSTER Pollen Yellow exterior/Black leather w/yellow piping, Mulberry Engineering suspension and brakes, Roush modified ECU, smog legal

1998/2000 MORGAN PLUS 8 SuperForm alloy body Gaslight Blue/Red leather

1967 MORGAN PLUS 4 FOUR SEATER Supersport

1965 MORGAN PLUS 4 FOUR SEATER Bare metal repainted in BMW Laguna Blue, fully disassembled new chrome, all new stainless steel fasteners.

1964 MORGAN PLUS 4 ROADSTER

BRG/Tan, Full body off restoration

1963 MORGAN PLUS 4 FOUR SEATER Ivory/Dark Red

1962 MORGAN 4/4 "SKIMPY SAN" cycle fendered Flatrad

1962 MORGAN PLUS 4 SuperSport

Roadster Soft Yellow body/Black

1959 MORGAN LIGHTWEIGHT

1959 MORGAN PLUS 4 DROPHEAD COUPE

Kingfisher Blue, stunning restoration.

1928 MORGAN TRIKE

other marques

2012 ZOLFE GTC/4

2012 AC 378 GT

2003 JAGUAR S Type R

1978 TVR

TAIMAR

1973 CITROEN

SM // HUGE PRICE MARKDOWN

1972

HARLEY DAVIDSON XLH SPORTSTER

TVR 3000 S CONVERTIBLE PROTOTYPE 1978 model; purple/tan leather, black top, 58 miles.

1960 AUSTIN HEALEY 3000 BN7

Early car badged as 100-6



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Havana & Honolulu in 2 Morgans

Douglas Hallawell

INTERNATIONAL AFFAIRS (of the Morgan Kind)

Our Paris correspondent, Douglas Hallawell, took a couple of trips in recent years to tropical climes and a bit of intrigue to boot, quite by chance. This article first appeared in MorganWorld last Fall. Many thanks to Douglas for both story and the photos, editor.

Part 1 - Cuba

Cuba wasn't exactly top on my list of places I was longing to visit, but as fate has its say on occasions, it was where I landed in August 2011. A next-door neighbour friend - Jean-François Guillotin - happens to be the son of a ship's crewmember that survived a major sabotage which took place at La Havana's docks on March 4th 1960. He finally convinced me last year to accompany him during what was intended to be a 10-day holiday, at least as far as I was concerned.

In March 2010 the Cuban embassy in Paris had organized a 50th anniversary ceremonial tribute to the 101 victims of the sabotage of the French cargo ship La Coubre. The following year J-François informed the Cuban ambassador of his upcoming Cuban holiday, with me tagging along (& acting as translator). Unawares to me, the Cubans had decided to give us the red carpet treatment... On arrival we were intercepted by two officials, one of whom was a judo black belt chauffeur. The other was to be our personal guide and interpreter, 'trained' in Moscow. As it turned out, Pedro and Julia picked us up every morning at the Plaza Hotel and took us to various government institutions, like the archives, where no tourists would ever be granted access. We did, however, manage to fit in one single day on a distant idyllic beach the day before our departure.

Our visit started off with a press conference where J-François was guest of honour along with a couple of surviving widows of Cuban dock worker victims. I was, however, intrigued by the discreet presence of an American woman who purported to be a journalist during my discreet conversation with her. Cuba is, after all, one of the most unlikely places on earth to bump into a US citizen (or, for that matter, a Morgan sports car). This all resulted in extensive press coverage on TV that evening and in the newspapers the next day surrounding J-François' visit to Cuba. It should be noted that none of the surviving crew had ever returned there.

So much so for the setting of what was to become anything but a straightforward Caribbean holiday. But where, one might ask, is the Morgan content in this story!?



Well, three days before leaving Cuba I decided to investigate an amazing discovery I had made the previous day. To my surprise I had come across a Morgan parked all on its own near the Spanish embassy but the message I left on the driver's seat had remained unanswered. Not to be so easily discouraged, I decided to try again to establish contact. The car bore diplomatic black plates so it seemed logical that the owner was based at the nearby Spanish embassy. After speaking to security at the entrance, a Spanish diplomat joined me and very affably proceeded to screen me during his cigarette break. I gave him my card and hotel details, confident that it would be handed to the Mog owner.

Later that day I discovered an official sealed letter from the diplomat owner waiting for me at the Plaza's reception with an invitation to join him for coffee the next morning in his office. My perseverance had finally paid off! Although taken aback by a change in schedule, Pedro and Julia had no option but to drop us off at the embassy where, we told them, we had an important





appointment with a high-ranking diplomat. And so it was that I finally made contact with the only Morgan owner in Cuba. He turned out to be one of the embassy's advisors, and was delighted to talk about Morgans and tell us about the trials and tribulations - in spite of his diplomatic status - in getting the Morgan V6 Roadster licensed in Cuba. The Cuban authorities had no knowledge whatsoever of the marque and so initially

thought his Mog was a one-off from Spain!

Before leaving, he asked me if I would care to have a leisurely Sunday morning drive in La Havana in his 2007 Roadster to round off my holiday. Needless to say, I was only too pleased to accept. On the day, it was so hot we decided to leave the top up! When I requested his permission to write an article on our encounter, he accepted provided he remained anonymous. It took another unusual Morgan encounter - one year later - in another distant island to prompt me to write on both events.

Part 2 - Hawaii

Somewhere through the grapevine I had heard of two stalwart members of the Morgan community based in Hawaii. Come to think of it, I'm pretty sure there was also a short article on the Rutters' trip to Hawaii in issue 28 of MorganWorld... This year, after emailing both Hawaiian moggers with a view to meeting up eventually during my 9-day holiday there (with wife & daughter), Paul Levitt informed me that he lived on Oahu island not far from Honolulu and suggested we maintain contact.

So as soon as we had checked in at our hotel on Aug 16th, I duly gave Paul a phone call. Next thing I knew, he was on his way to my hotel in his blue 1963 series IV 4/4 roadster (#B849) which looked like it was freshly



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out of a major restoration. In the attached photos, you can see Paul driving up to the hotel entrance. Meanwhile, wife Kathie and Sophie had better things to do than listen to Mog discussions and had strolled off to discover Waikiki beach...

While sipping our drinks and indulging in some serious and sustained Mog talk, I casually showed Paul the April issue of the Morganeer, the US east coast ¾ Group's magazine ... Little did I know I was chatting to a past president of the ¾ Group (circa 1995)! Paul went on to fill me in on his past, mentioning that he lived in Soho, New York at the time and that he and wife Robin moved to Hawaii in 1997. They brought the east coast Morgan with them and the Fergus ID plaque on the bulkhead is evidence of the car's NY origins. It has always intrigued me an American dealer should go to the extent of creating and using his own serial ID numbers for new Morgans sold through his dealership.

Paul also informed me that there is a club in Hawaii called HiMog with about 20 members. It is now more of a registry since members piggy back on the larger British Car Club of Hawaii. The original Morgan club in Hawaii dating from 1976 had become dormant and it was Paul's intervention to draw Mog owners back together that led to the creation of HiMog and its badge. Designed by Paul, financed by Win Sharples and made by Jim Baker in UK, the run of 100 badges sold out several years ago. Talk of successful teamwork!

When Paul purchased his 4/4 in 1985 it already had its engine updated to a 1600 crossflow unit. In 1993 it was rebuilt by 'Marcovicci-Wenz Engineering', a well-known US company specializing in Ford race-prepared engines. They rebuilt it to 1700cc with "a whole lot of goodies" at that time, reaching 125 bhp on the dyno. In 1991 the car was stripped down and repainted by Ed Hausman with the assistance of Larry Eckler of Morgan Motors of New England. Paul modestly terms it a partial restoration. The car was finished in "Squadron Blue", a Jaguar shade of blue from the '60s chosen by his wife.

While the left bonnet side was open, I was able to



review the very tidy engine bay, enhanced by a highly polished tubular exhaust system. The last time I saw anything that fancy was Marc Wunderman's +4 tubular manifold a couple of years ago at AutumnMog in Newport Beach. Paul then offered to round off our encounter with a spin in his Morgan which, needless to say, was to be the highlight of my 2 days in Honolulu. According to Paul Levitt, there are as many as 12 Mogs currently in all of Hawaii. No wonder they have their own badge !



What I Raced Last Summer... Assen/Dutch 40th Races, Holland

Story by Jochem Kentgens • Photos by Jochem & Doug Hallawell

One of the Big Morgan events worldwide occurring last July was the Dutch Morgan Club's 40th Anniversary and the Vintage/All-Morgan racing held at nearby Assen Racetrack.

Jochem Kentgens of Amsterdam campaigned his +4 racecar that weekend, and this car should be very familiar to many of us who follow local Morgan racing. It is the ex-Doug Sallen vintage racer, competing often at Laguna Seca and Sonoma Raceway over the years.

Many thanks to Jochem and Doug Hallawell for bringing us in word and photos an update on the further exploits of this Morgan speedster, editor.



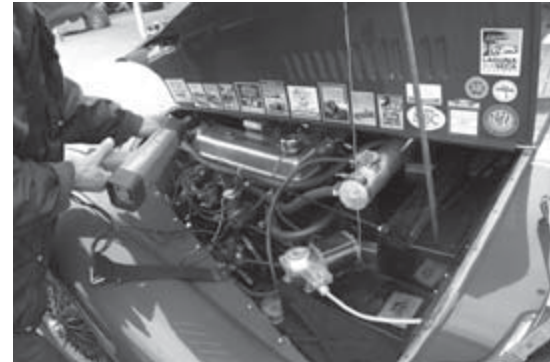
Assen was a great weekend, with mixed emotions when it comes to the races.

First day Friday. rain, rain, rain, ugh.

Free practice just to see if everything was ok and it was. So, confidence for Saturday's qualifying sessions. I took part in the normal FIA championship for touring cars and GT's (my normal series) and in the Morgan 4 cylinder race. So quite a busy schedule, with 2 free practice



sessions, 2 qualifying sessions and 2 races for both groups. On Saturday even more rain... qualifying of the Morgan the only race, 12th in a field of 29 cars. Was quite happy with that, especially if you consider that a lot of cars were on Avon Tyres and I was on Dunlop racing L section Tyres.



Then it became dry... next outing. Qualifying for the FIA race... no no no... overheating again. same as in Spa... and Zandvoort... and Assen the previous year.. We did a head swap before the weekend, thinking the head caused the overheating, but the swap didn't do anything. In the rain it is OK, just not so much pressure and revs and it keeps running fine, but in dry weather it doesn't and it blows out all the coolant and starts overheating.

So race 1 of the Morgan only race I knew it was going to happen



again if it kept dry, but when we went to the start grid it began to rain. I hoped for rain to keep the lid on and at least finish the race. But it became Sunny and after 3 laps I put the car in the pits.



Shame! Then my friend Mark Schmidt came to the rescue. Mark has been racing Healeys for 30+ years. We took off the bonnet and cowl, took out the full cooling system and radiator, all hoses, etc. Flushed everything and filled it up with (can you believe it) coca cola, as we did not have any flushing chemicals.

We flushed the block etc. Next morning very early flushed out the coke and put everything back together again. Took off the electric fan and set for the track.

Three races on Sunday, all 3 finishes, car is OK, appeared to be residue in block and radiator that caused the overheating after all.! Car ran

great! I was very happy with the car's handling. So we think the car is OK and now we can start concentrating on some improvements. In October I finished two races at Dijon with promising results. So we are on the way up again!! Now building a new engine for 2013 season... competition be aware... !

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To commemorate the DVLA's three-day auction of personalised registrations from within Morgan's historic factory in May, DVLA Personalised Registrations is offering Morgan owners the opportunity to suggest the perfect personalised registration they would like to buy.

Providing the DVLA has not previously sold or issued requested registrations it has pledged to include them within the sale, which gets underway on Wednesday 22nd May until Friday 24th May.

In order to avoid disappointment, if a suggested registration isn't available, DVLA's auction manager Jody Davies and her team will work closely with the person to put together a suitable combination that can be included in the auction.

In order to meet the necessary checks conducted by the DVLA team, which compiles the 1,500 personalised registrations for each auction, all requests must be placed with the DVLA by no later than Friday 15th February.

Damian Lawson, DVLA Personalised Registrations Marketing Manager, said: "Morgan is one of the most iconic motoring marques in the world, famed for offering owners the ultimate in personalisation. We have wanted to stage one of our three-day auctions at its factory for a long time and now we are actually doing it, it seemed obvious to include the Morgan owners in some way."

He added: "If a suggested registration is available it will be treated like any other in our sale. A reserve will be placed on it by our team and the customer will have to place a bid."

So far, MO12 GAN, MSC 1C and MOG 6T are already included in the sale, but don't worry if you want to bid on them and can't get to the sale in person, bids are also accepted via the telephone, the internet and SMS plus as an absentee bid.

If you want to include your perfect personalised registration in the auction please contact the auctioneers at auction@dvlaauction.co.uk or telephone 0300 123 3500



Official DVLA Auctioneers

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Worcester, Worcestershire, WR1 1HD
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Correspondence

Friends,

The Morgan History Info page has been renewed.

The home page <http://morganhistoryinfo.sharepoint.com/> got a different look, errors that were found after an earlier conversion have been corrected. Some Factory pages got a new look, but more are still due.

In the Competition chapter the remarkable lady, Sharlie Goddard, tells her own story, while several pages in the same chapter got new information and/or pictures.

A completely new page "Great Morgan Views" has been added. This gives some splendid or unusual view, which involves (part of) a Morgan -or several Morgans. You are invited to send in your own contributions to this page. THE MORE THE MERRIER.

In the books/regalia chapter a number of changes have taken place as well. An entire page about Spanish badges has been added, the "badges wanted" page has been renewed entirely, while the badges for sale page has been brought up to date with the latest offerings from different sides. Take your pick, before you are too late!

Those of you who are on Facebook might enjoy having a look at the page <https://www.facebook.com/MorganHistoryInfo#!/MorganHistoryInfo> while there also two GROUPS on Facebook, where you can share your pictures, views, experiences with other Morgan minded people:

<https://www.facebook.com/MorganHistoryInfo#!/groups/morganhistoryinfo/>
<https://www.facebook.com/MorganHistoryInfo#!/groups/MorganHistoryInfo1973on/>

Come and have a look and enjoy everything connected with Morgan!

Kindest regards,
Hermen Pol

....And a letter to the Prez.....

Julio's Auto Sales, or You See Mogs in the Darndest Places

12/23

Hi Morgan. This is Myles Chute. My wife, Mary ann, and I met you at Mogwest last year and sat across from you and your wife at the BBQ on the hill. I didn't know you and thought you worked for Cal-Trans.

Well the other day Mary Ann and I were driving through a small town south of Fresno, Parlier, and were caught in traffic.

I was looking at the used cars when I noticed that the car on the used auto sales sign, on the right, is a Morgan. Mary ann and I were amazed and returned the next day to ask Julio what the history was about the sign. Hoping that there might be an old Morgy in back looking for a new home. Well Julio didn't know what a Morgan was or what I was talking about. He said he had paid this young college student to paint the sign and he just added the two cars. We proceeded to tell him a brief history about Morgans and he was quite surprised. Told him we'd return in the future with ours so he could see one up close. Hope these two pics come out well. Take care and see you next Mogwest. Myles and Mary Ann.



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I shall be pleased to purvey the following from my private reserve:

- **1952 +4 Flatrad 2-str.** Dry stored since 1970. Currently undergoing restoration to FIA compliant specification – wide brakes, tuned TR4A engine, HR trans., 3.7 axle, Gemmer Steering. Eligible for every retrospective auto event worldwide.
- **1962 +4 2-str.** Dry stored since 1971. Undergoing full restoration to original specification, cream instruments, new body tub. Discover what it is like to drive a properly put together Morgan.
- **1962 +4 2-str.** Last on road 1980. Currently being built to circa 1966 "competition model" specs with new low profile body etc. Could be finished to full Supersport specification.
- **1959 +4 Baby Doll Spec 2-str.** The rarest of all Morgans! Only 14 built (of which I have had five in my hands). New factory alloy body, engine to purchaser requirements, limited slip diff, Gemmer steering, cream instruments. FIA passport a certainty. These Baby Dolls are highly prized by the discerning few who know of their existence, because of their unique fit in European historic competition categories.
- **1959 +4 2-str.** Off road for 35 years. Being fully restored to original with new body etc. Because of its year of manufacture, this car could be built to "Baby Doll" specs using original Baby Doll parts from my collection.
- **1967 4/4.** Taken off road 30 years ago for installation of Buick engine and auto trans, which fortunately never happened! 24,000 miles from new, now about to get mechanical and cosmetic refresh. OR, would make the ideal basis for modern engine conversion.

Expected shortly on consignment:

- Another of the '59 "Baby Dolls"! Stored by its owner for 43 years, a 100% original time warp, requiring sympathetic refurbishment only to the highest standards.
- **1965 Drophead.** A beautiful car fastidiously maintained over the years. Upgraded brakes (special calipers, Alfin drums) and other upgrades. Expensive new top, varnished tow bows, even the top frame chromed! New chrome wires. Due to be repainted original dark blue.

PARTS: I have literally tons of new old stock and used pre '70 Morgan parts, viz.

- **4/4 Series I** – Climax and Standard Special engines, cylinder heads, transmissions, pre- and post-War chassis frames, front subframes with spindles/hubs brakes, etc., rear axles, steering boxes, wheels, gas tank, sheet metal, even a brand new Drophead body frame with windshield frame!
- **Series II on** – 1172 block, spindles, brakes, w/w hubs, w/w rear axles, radiators, even a Wooler remote gearshift.
- **Plus 4 Flatrad** – rare and perfect front bumper with brackets, top frames, wheels, rear springs, etc, sheet metal incl. fenders new old stock and used tail panels, even a like new chassis frame. . .
- **Plus 4 round cowl** – spindle assemblies with narrow and wide brakes, 3HA rear axles, axle shafts, engine to gearbox intermediate shafts with muff couplings, steering boxes, pedal assemblies, new old stock front fenders (steel and alloy), used front and rear fenders, transmission covers, tail panels incl. new 4-str rear corner panels, nos. scuttle panels, top frames for all models – 2 and 4 seater, Drophead, bonnets with every louver configuration (high profile), Drophead coupe hard to find door locks, windscreen frames, scuttle sheet metal, used doors etc., even a pair of made unobtainium sliding glass sidescreens for 2-seat Dropheads. . .
- **Plus 4 Plus** – the only pair in the world of nos rear quarter bumpers!
- **Plus 8** – some early sheet metal

And many, many more small parts, from a rad bracket to a spare wheel bracket.

For any of these items, **Contact me.**

Cell: **831.917.6999**

e-mail: mikeanthonymog@gmail.com

More Correspondence

THE ONE & ONLY FLOGMOG

12/16/2012

Elaine,

I'm sitting in front of our Christmas tree with a cup of tea reading the new Morgazette, great job by our editors. I feel compelled to make a correction on your excellent article on page three regarding club activities in 2012. There is no such

thing as Spring FlogMog it is simply Spring Mog and there is no "Fall FlogMog". The only event that can be called FlogMog is the one John and I organize each Fall. Please don't consider this to be picking nits but rather a request to continue a long standing tradition. We are proud of our efforts in organizing the tour and want to keep FlogMog as a stand alone name for the event.

Dave Sneary

Member Classifieds

New Fergus Plaques Available

The former New York Morgan agent Fergus Motors used to have its own system of keeping track of which cars they sold. They added a plaque with their "stock number". Many of those plaques were lost over the years.

An American Morgan owner has made reproductions of them, which are now available.

For more information have a look on <http://morganhistoryinfo.sharepoint.com/Pages/FergusMotorsNewYork.aspx>

Hermen F.A. Pol, Morgan Historian
Het Veer 129, 1633 HD Avenhorn, Netherlands
Tel. +31 229 540221
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Is your Mog feeling a little "unadorned"? Need some bling in the Old Girl's step??

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1934 Morgan V-twin three wheeler project.

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- JAP LTOWZ motor rebuilt and road tested by Ray Olson.

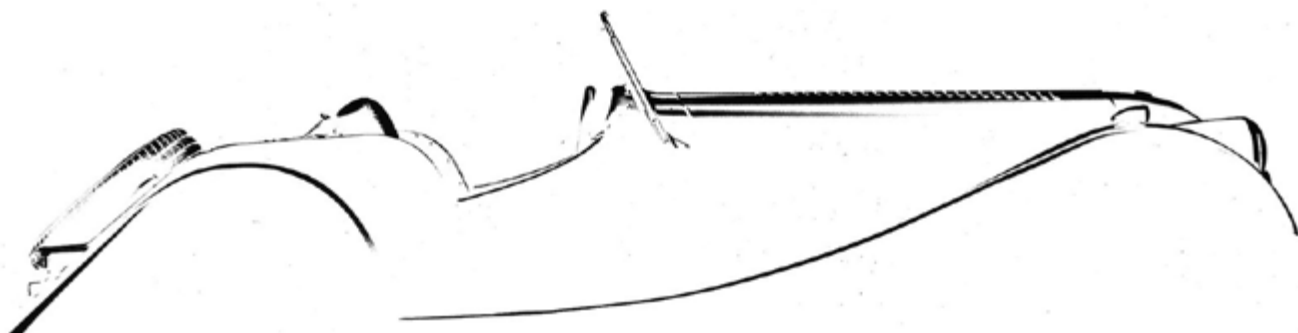


- 1934 twin chassis currently has a home-built special wooden body mounted on it. See the MTWC Bulletin June 2006 issue, pgs. 18-20. Chassis is complete and on Avon tires (like new) with all chassis components present and no rust.



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