



The Morgazette

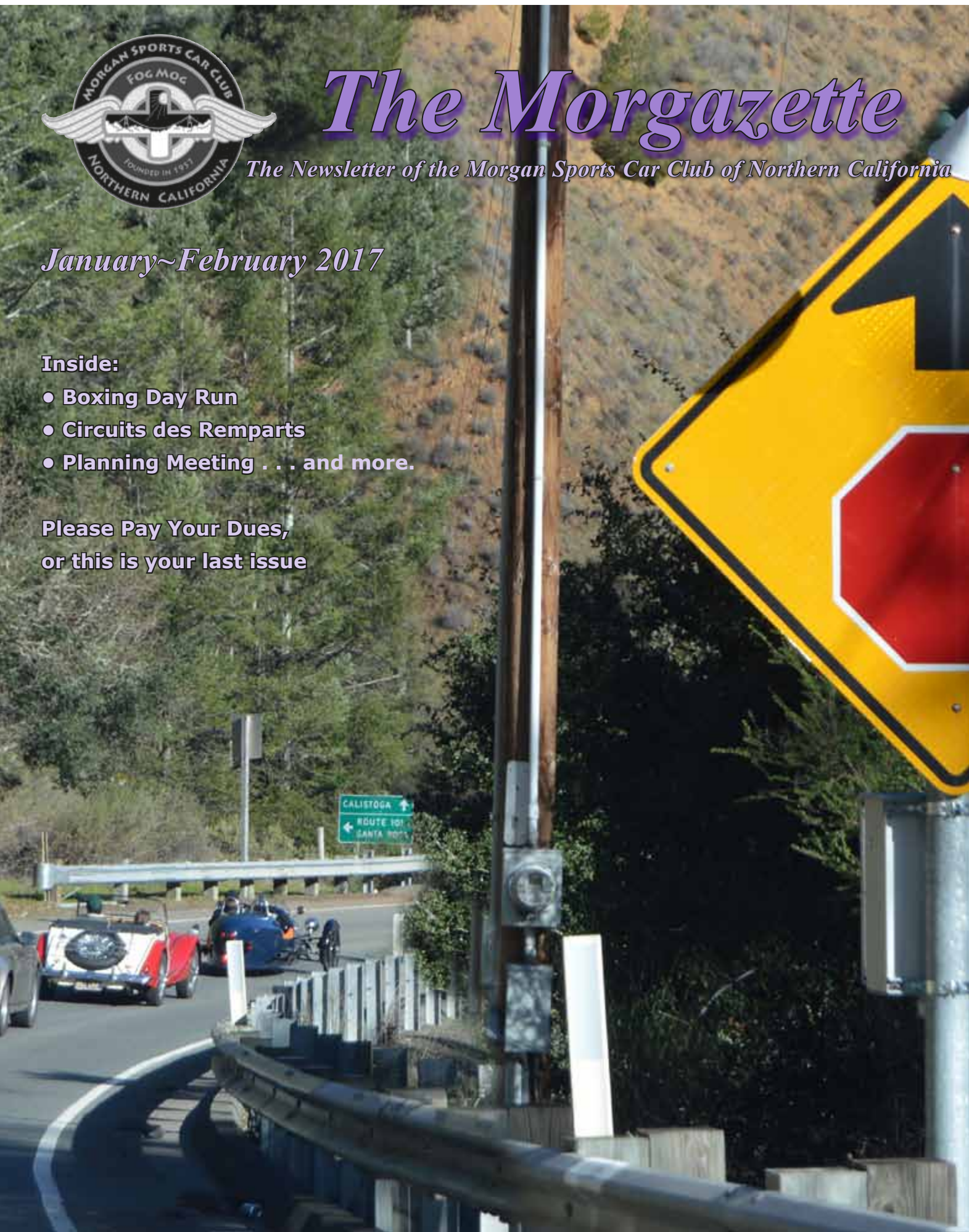
The Newsletter of the Morgan Sports Car Club of Northern California

January~February 2017

Inside:

- Boxing Day Run
- Circuits des Remparts
- Planning Meeting . . . and more.

**Please Pay Your Dues,
or this is your last issue**





The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2017

President • Elaine Fisher
togetelaine@gmail.com

Vice-President • Maggi Craig
maggicraig@sbcglobal.net

Secretary • Lexa Most
408-248-6492 *lexamost2@gmail.com*

Treasurer • George Tollworthy
925-462-6378 • *trikenut@comcast.net*

Board of Directors • Pres/VP/Secty/Treas plus
Wendell Bain, Gordon Graig, Paul Marchant

•

Activity Chairperson • Angie Larsen
650-593-6335 *2angiogrant@comcast.net*

New Membership • Audrey Haines
916-652-5679, *audrey.haines@ncbb.net*

**Registrar, Membership Renewals &
Contact Information Changes** •
Bob Koupal (address in club roster)

Historian • Larry Ayers
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Morgazette

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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:

- Jan 23 for Jan-Feb 2017 issue
- March 21 for Mar-Apr issue • May 29 for May-Jun issue
- July 24 for Jul-Aug issue • Oct 2 for Sep-Oct issue
- Nov 27 for Nov-Dec issue

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

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

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

Welcome New Members

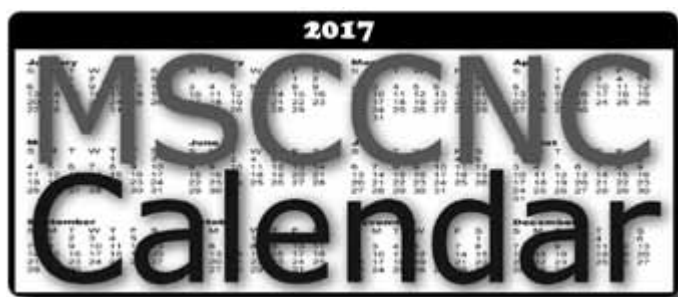
Mark Flaming and Nysa Kline
San Rafael, CA
2006 silver Aero 8

**Please send your dues and registration
to Bob Koupal, NOT Gordon!**

Bob's address is in the Club Roster.

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

**Cover Photo: A crisp and chilly day along
Porter Creek Road on the Boxing Day Run.**
See story by Wendell on pages 9-10



* MSCCNC Club Sponsored Event

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

Hello fellow Morganeers,

I am your new Activities Chairperson. This year we have a wonderfully full calendar which we set up at the Planning Meeting this past Saturday 1/28. There should be something for everyone. Some of the activities are on the weekend, some are mid week and some one day long. Some are purely social, others are driving events. Also, some of the dates have to be confirmed, but the month is usually firm.

So be sure to take a good look at the proposed events and mark your calendar well in advance so that you don't miss out.

I look forward to meeting you at one or many of the planned activities. /s/ Angie Larson

FEBRUARY

11 SAT • Valentine's Day Run - Contact - Wendell Bain
See Flyer

*19 SUN Hot Pot Lunch in San Bruno...ride to the Pacifica Cliffs after lunch if time permits - Peninsula. **See Flyer**

MARCH

* 12 SUN • Oyster Run (rescheduled) - Contact Ayers/Dell' Ario. Marin **See Flyer**

APRIL

*1-9 TBD • Mission Padua Tour - exact date not yet known - contact Mieger/Most

*24-27 MON-THUR • Sliding Pillars Tour (aka Spring Mog)-contact John Burks/Gary Marquis
See Flyer

30 SUN • Pacific Coast Dream Machines at Half Moon Bay - 26th 10AM-4PM www.dreammachines.miramarevents.com

MAY

6-7 SAT-SUN • Buttonwillow British Extravaganza - contact - Larry Ayers

*13-14 TBD • Mercer Caverns @ Murphys - contact - Doug Hamilton/ Grant Larson

21 SUN • Dixon United British Sports Car Club concours www.ubsc.org

JUNE

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

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

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

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

JULY

*14-16 FRI-SUN • MOG WEST - contact - Audrey Haines/ Wilburn (See page 21 + **Registration flyer**)

AUGUST

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

*18 FRI • Morgan Party at Loren Steck's & Annette Yee's

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

20 SUN • Pebble Beach Concours de Elegance

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

SEPTEMBER

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

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

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

*26-28 MON-THUR • FlogMog in the Sierras - contact- John Burks **See Flyer**

OCTOBER

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

Calendar continued on page 22 ►



Notes from Meetings

by Lexa Most, Secretary

The January 28, 2017 Business Meeting was held in the community room at the home of Jim Taylor and Ellen Jo Baron. After a social hour and potluck brunch, the meeting was called to order by President Elaine Fisher at 12:15p.m. Approximately 30 members were present, including V.P. Maggi Craig, Treasurer George Tollworthy, Secretary Lexa Most, and Directors Wendell Bain, Gordon Craig, and Paul Marchant. M/S/C approval of minutes of October 2 and October 22, 2016 as previously published in the Morgazette.

George Tollworthy gave the Treasurer's Report. See his report published as a flyer with this Morgazette. Discussion occurred regarding ways to increase income or spend current monies. A suggestion was made to offer a bonus to members who participate in club runs as a means of increasing participation. Another suggestion was to increase dues. Consensus was that there is enough income, no need to raise dues. No action taken. Elaine reminded members that expenses for club activities need to be pre-approved by Board of Directors.

There followed a review of proposed bylaws changes. As club historian, Larry Ayers has custody of all legal documents pertaining to the club as a corporation. "Registrar" refers to the person who keeps the membership rolls, a volunteer position currently held by Bob Koupal. The definition of quorum is purposely vague to allow flexibility. Clarification was offered that MSSCNC is tax exempt, not non-profit. M/S/C to accept bylaws as

written and published to members with agreement to review for possible revisions at the next meeting in October, 2017.

Discussion followed regarding MogWest. New organizers are needed as Audrey Haines (No. Cal) and Gerry Willburn (So. Cal) will no longer continue after 2017. Elaine surveyed those present to determine interest in continuing this event, which is the only current venue to get together with the Southern California Morgan Club. Cambria has been the location for MogWest because it is acceptable to both northern and southern clubs. Morro Bay and other locations have not worked out in the past for various reasons. Don Henry volunteered to be the lead organizer from our club for MogWest 2018. He will work with Audrey Haines this year to familiarize himself with the task. Cambria Pines Resort is asking for the 2018 dates, which are still under discussion. Elaine will work with Don and the southern club to determine dates.

Discussion followed of calendar events, led by Angie Larson, Activities Coordinator, for the remainder of 2017. See the MSSCNC Calendar on page 3. Elaine reviewed her previously distributed report of the 2016 Christmas party. Discussion occurred regarding place, date, day of the week, menu choices for 2017's party. Suggestion was made to have a SF Bay cruise; consensus was negative due to weather in December. Two persons suggested Zio Fraedo's in Vallejo; Donna Dell'Ario will check availability.

Meeting was adjourned at 2:30p.m.
Recorded and respectfully submitted by
Lexa Most, Secretary.



Even after a really tasty brunch members were attentive to the Club's business and calendar meeting.



The prez, Elaine, answers lingering questions about the by-laws.



George explains the budget.



The Prez Sez...

By Elaine Fisher, President

Welcome to our new members and thank you to all who have sent in renewal dues for 2017. If you haven't renewed yet, please do so today in order to be listed in the 2017 Roster.

While we desperately needed the rain, it caused the January Oyster Run to be postponed. Not only was there flooding and road closures on the scheduled day, Tony's Restaurant had suffered damage to the building pilings. Larry and Donna have rescheduled the Oyster Run for Sunday, March 12. Should it be rained out again, it won't be rescheduled this year. Please see the Calendar and read Angie's Activities for a wonderful year of Morganning.

We had a well attended Planning Meeting and Brunch January 28 at Ellen Jo and Jim's Clubhouse in Los Altos. Revised Bylaws were approved as distributed with the December 2016 Morgazette. As Audrey Haines and Gerry Willburn have resigned from organizing MOGWEST starting in 2018, Don Henry agreed to take over organizing for our club. Please read Secretary Lexa's Minutes for details of the meeting.

If you have any questions or suggestions for our club, feel free to contact me either by email or on my cell phone.

December 13, 2016

Morgan Sports Car Club
c/o Elaine Fisher, President
813 Hutchison Road
Walnut Creek, CA 94598



Dear Elaine and Morgan Sports Car Club Members,

Thank you for again thinking of the children served by River Oak with your gracious hosting of a toy drive to benefit our families. We so appreciate your continued support of our families. These gifts will find homes throughout all of Sacramento County this holiday season with our Santa's Workshop Event. Your donation will be appreciated by not only the children and families but by the clinical team as they are able to provide support for their families this holiday season.

Coming up in the next week is our annual Santa's Workshop Event. Our goal this year is to provide a book and gift for 1,300 youth. Despite the challenges our families have to overcome, we strive to provide them with comfort. This is just one of the many community events that River Oak will participate in this holiday season.

I can assure you that the impact of your gift will be felt by many children and families in need. The knowledge that you truly *have* made a difference should bring you a tremendous sense of satisfaction and pride.

Thank you again for being such an integral part of improving the lives of the children, youth, and families we serve.

Sincerely,

Laurie Clothier
Chief Executive Officer

- *No goods or services were provided in consideration of this gift. For your tax-reporting purposes, our State Identification Number is 910-1618, and our Federal Identification Number is 94-2519001.*

RIVER OAK CENTER FOR CHILDREN

5445 Laurel Hills Drive • Sacramento, CA 95841-3105 • 916.609.5100 • Fax 916.609.5160 • www.riveroak.org
Non Profit 501 (c) (3) #94-2519001

Every Holiday Dinner, members bring unwrapped children's toys to donate to the River Oak Center for Children in Sacramento. One of our members works there and facilitates this donation. This is the Center's letter of appreciation.

In Memoriam

Viggo Riddersholm RIP - 1925 - 2016

from Gordon Craig

It is with great sadness I must announce that longtime MSSC/ NC member Viggo Riddersholm died at his home of natural causes Christmas Day morning. He was 91 years old. A member of the his family arrived in the early afternoon expecting to drive him to Christmas festivities. Sadly, and with great shock, Viggo was discovered and could not be revived by responding EMT attendants. In recent years he had had a heart attack, a stent procedure, a moderate stroke and was under medication and treatment for Parkinsons onset.

Viggo joined the MSSC/NC in the mid-1990s and was active in the club until about 5 years ago, when his health began to decline. He drove a 1966 +4 fourseater he had revived and restored, acquired as a derelict from an abandoned warehouse auction. (A detailed history of this Morgan and his restoration appeared in the May-June 2015 Morgazette). Over the years, he put many miles on many Morgan runs and events, and won awards at shows and concours like Hillsborough, MogWest, the Palo Alto British Car Meet and Stanford. He retired as a career machinist at United Airlines and put his decades of machining and prior merchant marine experience to keep the +4 in tiptop mechanical and cosmetic condition. He also restored an MGTD and a rare MGA Coupe to the same high

standards. He had many friends in the club, and a longtime friendship with Chris and Betty Broadwell, whom he often visited in Santa Cruz and they would go out driving in their +4s together. Maggi and I enjoyed his friendship and company for the past 18 years, visiting MogWest together many times, going on a FlogMog one year, and celebrating birthdays together. Viggo had a quiet sense of humor, a stand up and honest character, and a sharp business sense, all of which he openly and gladly shared. He was truly a self made man, a positive and gentle spirit, and he respected and appreciated anyone he met.

Viggo was born in Denmark, and lived his early years with his younger brother on the family farm in Jutland. He was 13 when WWII started and spent the occupation years on the farm. After the war, he became a sailor, served aboard many cargo vessels bound for Asia and back to his native Copenhagen in the 1950s and eventually he moved to Toronto, along with his brother. He became a machinist for various Canadian companies. In the early '70s he moved to the S.F. Bay Area to be employed by UAL where he remained until retirement. He owned a motorboat that he docked at the shoreline behind his home on Mariners Lagoon, Foster City, and took many trips to other S.F. Bay harbors when the lagoons were still open.

Viggo was buried in a private family funeral service in early January at Skylawn Memorial Park, Hwy. 92 and Skyline Highway. An iTunes video of the service is available here:

Viggo 1_6_17-HD (720p).m4v (86.3 MB)

The family requests donations be made to the National Parkinsons Foundation, in memory of Viggo Riddersholm.

Contact <http://www.parkinson.org/>

He will be greatly missed by all who knew him. Meantime, when you're out and about in your Mog, top down and breezing along, look up and give Viggo, Betty and Chris a wave, they're up there driving along with you, all smiles.





Messages about Viggo from Morgan Club members

So sorry to hear this news Gordon, I know you lost a long time friend. He was a nice guy. /s/ Angie

Hi Gordon, So sad to lose VIGGO. /s/ Elaine

Dear Gordon and Maggi — Very sorry for the loss of your good friend Viggo. It sounds like you have many good memories to help you through this sorrow. /s/ Donna D

Very sorry to hear Viggo has passed away. I have been overwhelmed with deaths of people I know within the last three months. I was just thinking of Viggo a few weeks ago and wondering how he was. /s/ Pat Mannion

Really sorry to read your email re Viggo, such a nice pleasant and gentle man. I know you were a great friend to him over the last years and I'm sure that helped him a lot. He had a good and long life. /s/ Paul Cowley

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To start, turn the key, and hit the **YouTube** button -
 For most of us back in the mid-1970s Morgans were more a distant gleam of desire in our eyes than a reality. This YouTube video of "Morgan Sports Cars Television, 1975" is guaranteed to bring it all back in its 12 minute tour of the Works and interview with PM. Ride on, kind of our "Back to the Future", don't you think? Go to:

<https://youtu.be/LuDS23vjlaY>

Sliding Axle? Sliding Pillar? Either? The perpetual question of "Just What is the Front End of a Morgan Doing at Speed on the Road? Just might be answered with this intriguing video from Lorne Goldman. After all this time and raging debate, Lorne thought to ask the road for its opinion, placed a Go-Pro camera on the frame and like Muybridge's Galloping Horse sequence, came to a startling perspective on what happens "down there". Watch especially for the turns, very subtle. Go to:

<https://www.youtube.com/watch?v=Rb5rXVG1SuQ>

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Come one, Come All to Buttonwillow! -

(A note from Larry Ayers.)

Come to Buttonwillow in May to race or show your Morgan.

The 22nd Annual British Extravaganza, run by VARA, will be 5-7 May, 2017. Buttonwillow Raceway is located near Bakersfield just off Hwy 5 at the Lerdo Highway

exit and consists of 7 race classes competing on the 2.6 mile road course. At the Buttonwillow Truck Stop on Friday, there is a dinner at the Willow Ranch Restaurant for Morgan and prewar folks. There is racing on Saturday with a BBQ and karaoke, and racing on Sunday. In addition, there is a car show on Saturday where you may enter your British vehicle.

Accommodations are available at two Motel 6 and several other motels at the Buttonwillow Truck Stop on Hwy 5.

Spectator fees for the weekend are \$10 plus \$15 for the delicious Saturday BBQ.

I've entered my 2013 trike in the prewar class this year, and if you would like to race your trike I can tell/show you how to prepare it. There are usually a couple of Morgan 4 wheelers competing in several classes, so why not come out this year, lend your support, and have some fun? Let me know if you would like more information. I will have one FREE BBQ ticket for someone on a first request basis.

Happy racing, Larry

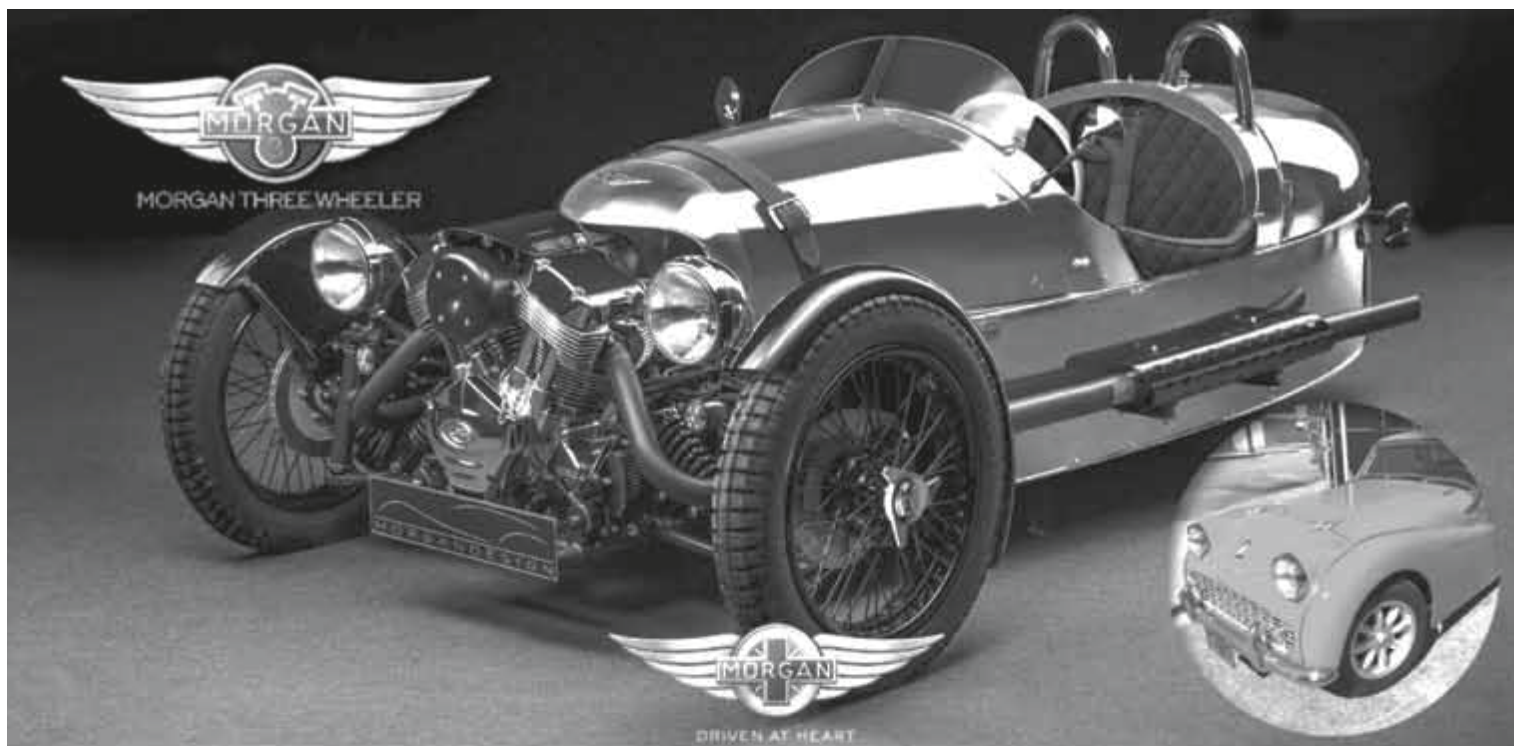
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Circuit des Remparts -

By way of introduction later in these pages, Dear Readers, as you know I am a lover of long-form feature articles, the kind to while away a rainy day or a leisurely afternoon. The pages of the Morgazette have been dotted with them for these ten years I've been editor and this issue Douglas Hallawell takes us on a historical tour of the Angoulmeme Circuits des Remparts, a road course set on the Old Town streets of this French city near the Bay of Biscay southwest of Paris. Since the 1930s many a European and British Marque have turned a wheel on these cobblestones and many drivers who would go on to become "The Names" have driven them. So, sit back, relax, read on as Douglas takes us on this event past and present along with photographers Unai Ona and Renaud Joubert for the contemporary images and many period photos as noted. A special nod goes out to Lyn & Graham Peek, formerly of CranMog MSSC, UK, who moved to Angoulmeme and host many UK Mogs and their cars for the event held in mid-September.

Bravo! C'est Magnifique!

See You On Down the Road! gordon



NEW 2016 Morgan 3 WHEELER:
Tourist Trophy Special Edition #5
of 5 built for the World, Polished
Alloy body, quilted Navy Blue
leather stitched in yellow, more!

NEW 2016 Morgan 3 WHEELER:
Polished Alloy Land's End Trials
Edition, 1 of 5 for the World

NEW 2016 Morgan ROADSTER
'65: Montblanc White/Chocolate
leather, 340HP 3.7 liter V6/6 speed

NEW 2016 Morgan ROADSTER
'65: MountBlanc White, Yarwood
Cinnamon leather, 340HP/6 speed.

NEW Morgan 3 WHEELERS:
choose from 2016 Triple Black

2015 3 WHEELER Black,
Electric Blue leather

2012 3 WHEELER Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2005 Morgan 3.0 ROADSTERS, choose
from: Two Tone Blue Metallic;
BRG Metallic/tan, 1,800 miles

2003 Morgan Plus 8, 35th
Anniversary (1/100) Panama Green
Met./Sand leather, 4.4k miles

1992 Morgan Plus 8, BRG/
Tan leather, 7k miles

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

1966 Morgan Plus 4 DHC, White/
Black, chrome wires, ground up
restoration // PRICE DECREASE

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

1959 Morgan Plus 4 FOUR
PASS, Ivory/Green leather,
older beautiful restoration

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

1955 Morgan Plus 4 FOUR
PASS DHC, LHD, two tone blue,
beautiful older restor. 1 of 51

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

OTHER MARQUES:

Allard J2X, Mk III

2012 Perana GT, last one ever
of 6 for the US; LS3/AT

2008 Tesla ROADSTER, almost
new, every option, Red

1961 Triumph TR3A, Just rebuilt
with about 1,000 miles

1951 Willys "WOODIE" STATION
WAGON, modern V6/AT

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Boxing Day 2016

Photos by Wendell and Gordon

I thought I moved away from the Mid West to get away from weather like this! I could not only see my breath, it was coming out as icicles! I also arrived around 8:30 in front of the Cheese Factory, having stopped for gas and money and miscalculating the time needed. They were not open yet so I couldn't get out of the cold... and I had a cold. Couldn't call in sick for my own event.

By the start time we had approximately 50 people and 30+ cars. Not all went on the run due to other commitments. We had 5 Morgans. Richard Kaufman and his son (I didn't get his name) in a 2016 three wheeler, Grant and Angie Larson in a modified +4, Bob and Olivia Koupal in the

Tollworthy's +4, Gordon and Maggie with Paul and Leslie Cowley in a Rolls-Royce, Donna and Larry in a 2011 Mini Cooper, Mike and Linda Rubin, Mike Anthony (who didn't go on the run). Two Ferraris, a Studebaker Avanti, a Lancia Flaminia Spider, a TR-4A, an MGA coupe, an MGB, a Mercedes 300 SL Gullwing, 63 split window Corvette, Jaguar XJS, a couple of BMC Minis. Sorry if I missed anyone.

The route went out West Napa Street from the town square and then from Hwy.12 to Calistoga Road. Turn left on Porter Creek Road, out River Road and onto Mirabel Road to the town of Forrestville. Then through the town of Graton through several scenic backroads to Occidental



Bob Koupal and daughter, Olivia in the Tollworthy's "Peaches."



Gordon Craig & Michael Rubin

[below] Grant Larson and Maggi Craig sandwich Wendell Bain.



Boxing Day, cont'd

and a much needed potty break at the Union Hotel. By now the day had turned quite nice and actually warm.

Then onto Bodega Hwy. past the Potter School that Hitchcock used in his film "The Birds" and then to Hwy.1 toward Petaluma and the lunch stop, Pub Republic on Lakeville Hwy. Good food, great service, reasonable prices, Good atmosphere.

Heard all had a good time.

Thanks to all who attended,
Wendell Bain



8Lancia Flaminia Spider



[left]Peaches without the Tollworthys

The Larsen's Moggie.



Richard Kaufman and son compare
Trikes with Larry Ayers.



BEWARE

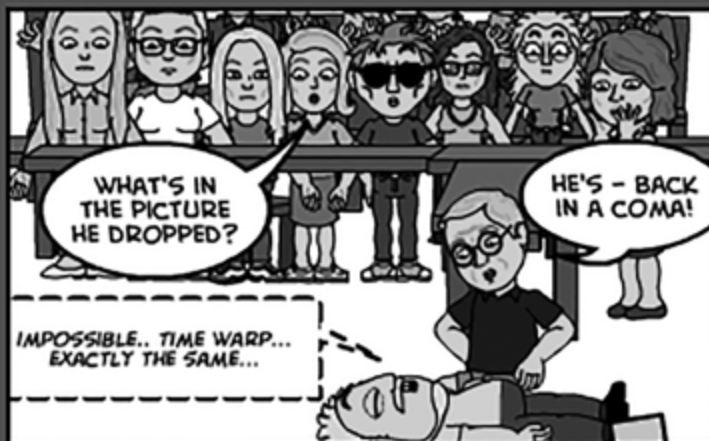
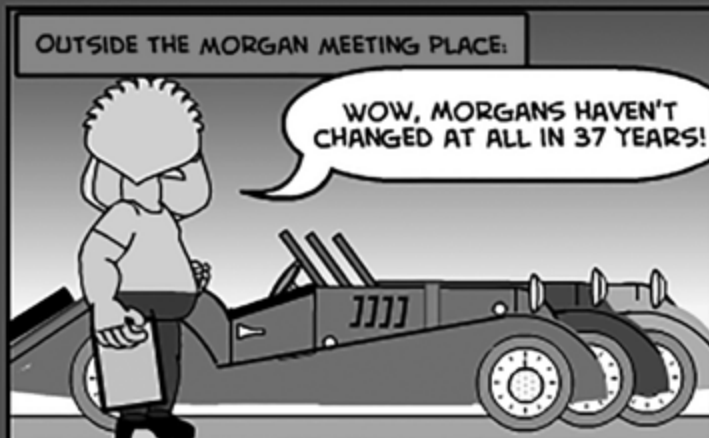
MORGAN CAR ENTHUSIAST DISEASE

HIGHLY INFECTIOUS TO MALES OF ALL AGES

THE SYMPTOMS : The sufferer becomes confused and bewildered when not driving a Morgan car. Will be observed wandering around with a blank expression, muttering strange words. Rapid rise in temperature at the sight of any Morgan car. Behaviour then can become very erratic: much rushing about and waving of arms. Foaming at the mouth is not unusual. The patient spends much time and money on Morgan magazines and books and constantly polishing their Morgan. Seems not to notice "normal" people.

THIS CONDITION IS NOT FATAL

THE TREATMENT : The patient must be kept well supplied with items of Morgan interest. Should be encouraged to go on as many Morgan rallies as possible and to Morgan gatherings where he can meet lots more victims of the illness and exchange any ideas with them. Friends and relations can aid recovery by talking constantly about Morgan cars. In case of an emergency take the patient to the nearest Morgan spares day or an Morgan owners club meeting.



The "Royal Cousin" 4/4

Photo from Elaine & Phil, story by Gordon

Be it known the Royal Cousin ("RC") resides for a time at Madresfield Manor, just outside Malvern, awaiting its annual visit from its driver/caretakers Phil & Elaine Fisher from across the pond. On these American shores we know so little of the Royal Cousins, the thoroughly modern Morgans that live and drive the green and pleasant lands of England, Scotland, Wales and N.I., and beyond to the Continent, its heights, valleys and shores.

This 1999 4/4 fourseater did venture here with its PO at the wheel for the 2005 Morgans Over America IV, perhaps the only RC to do so in this millennium. The Ford Zetec 1800cc with its "hot" cam, performance chip and 5 speed powertrain made short work of the long miles of that MOA, by that time it had 30,000 miles on the clock. RC impressed many and afterwards as it was about to be shipped back to the UK, the PO taking a fancy for another Morgan, a 2006 Roadster, he announced RC was for sale. To Elaine & Phil, this was love at first sight about to be fulfilled, they bought RC as their ready to roll Mog on their yearly trips to the MSSC/UK AGMs, and UK Morgan Trials and Racing events.

But not without some BST (Blood, Sweat and Tears, as in "typical Morgan").....each year RC has to pass MOT (Ministry of Transport inspection). To do that, two things have to happen, a good battery to start the car, and brakes in good order. On the latter, sometimes the rear wheel cylinders will begin to weep from sitting so long, and the seals have to be replaced. On the former, trickle charging off and on the gel cell battery doesn't guarantee that the on-board voracious computer doesn't eat up every dormant electron. So, sometimes some brake work and a half dozen dead batteries over the last ten years. On top of that, the hot cam and the aftermarket performance chip had to go early on to comply with ever stringent UK emissions testing, so it was back to the stock engine configuration. So, "typical Morgan." it was something of a strict (and expensive) learning curve those first years of RC care taking. We've all been there, safe to say, Morgans are made to be driven, they complain when left to sit a spell.

But those purgatory years have eased as Phil & Elaine put on more than 22,000 touring miles to date in the UK and Europe. They have traveled to Provence, to Livorno via the very twisty Stelvio Pass, and as high as 8500 ft. altitude over other German and Austrian Alps tours, to Holland for the Dutch Morgan Club 40th Anniversary bash, 5 LeMans Classics, and the 2009 Morgan Centenary, the year RC posed for this photo. Only once, in Llangollen, Wales, an on the road breakdown---the anti-rollover system switch failed, and thanks to a local Welsh Mog, who installed a fused bypass, everything ever so modern is still working today. Phil says RC "handles very nicely", is quick on the sprint, and comfortable for the long hauls.

One last note: RC did start life at MMC as a bespoke Plus 4 and it was to have a larger cc Rover engine, but the Works ran short of those, so the Zetec powertrain was installed, creating a rare 4/4 "widebody". RC has a fold down rear seat, it makes for loads of luggage and "stuff". As Elaine once observed, "shopping with a husband is like hunting with the Game Warden." Hmm, there's a photo of that moment somewhere....)





ANGOULEME – Circuit des Remparts 2016

& A Historical Review • Douglas Hallawell



Angoulême 1939 official poster by Geo Ham

On the weekend of September 16-18, the city of Angoulême hosted yet another edition of 'Circuit des Remparts'. As the name suggests, this major French event takes place within the city limits which explains why part of the city is closed off to traffic throughout the 3 days. Although the clockwise circuit is merely 0.79 mile long, it does include 3 hairpin bends and a couple of 90° right-handers. The first of the hairpin bends, termed the 'Marronnier' on account of its chestnut tree, is considered the most challenging because of the high speeds commonly attained on the preceding straight that result in a funnelling effect on the cars.

Inaugurated in 1939, racing at Angoulême was subsequently suspended during WWII and only resumed in 1947. Apart from the period from 1956 to 1977, when new regulations were judged too restrictive to permit racing to be pursued, the event has become a regular in the calendar of French racing, devoted mainly to cars from the 1920s to the 70s. In spite of the very short circuit, the initial edition hosted only Grand Prix cars with then famous drivers like Maurice Trintignant, J-Pierre Wimille, Roger Loyer and the Swiss Raymond Sommer (who won the 1939 race in an Alfa Romeo 308 monoplace). At the time, practice racing was



*Angoulême 1939 period shots - 1939 26 GUERIN Bug 24
HERKULEYNS MGcompress 38 CONTET Delahaye Rotondes
hairpin. photo ACOCRA*



*Angoulême 1939 period shots - Raymond SOMMER Alfa Romeo at
Marronnier hairpin. photo ACOCRA*



Angouleme 1948 period shots - Prince Igor Troubetzkoy Simca Gordini 20 on finishing line. photo ACOCRA

spread over 2 days and Sunday was reserved for 2 eliminatory heats (40 laps) serving to qualify the 10 best drivers for the final race of 70 laps and roughly 55 miles. Geo Ham was solicited to paint the official poster for the four initial editions.

In 1947 F1 cars were banned as they were considered too powerful for the circuit, and engine capacity was limited to two litres. As a result, seven cars that qualified to race in 1939 were unable to participate in 1947. Two car makers, Amédée Gordini and René Bonnet participated for the first time, driving respectively a Simca Gordini and a DB (Deutsch-Bonnet). Four Cisitalias also made their debut at this second edition, with a Frazer Nash winning the race at the hands of Eugène Martin. During the 4-year period from

1948 to 1951, organisers succeeded in bringing Sommer and Trintignant back to the event but it was Prince Igor who won the race in 1948 in a Simca-Gordini T15. However, Trintignant won it a year later driving a Simca-Gordini, beating two Ferraris in the process, a 166 Inter and a 166 F2.

Motorbike racing for 2 categories (350 cc & 500 cc engines) was

added to the weekend programme in 1950 as well as 47-lap bicycle racing over 37 miles. The latter disappeared though from future events. This led to a dual classification of the cars, one for F2 (2 litre engines) which was won by none other than Fangio in a Maserati 4 CLT, and a 'Racers' class (500 cc engines) which was won by Sommer in a Cooper. Another famous driver from Argentina, Jose-Froilan Gonzalez, took third place in an A6GC F2 Maserati. By this stage, attendance was up to a record 15000 spectators, partly attributed to Fangio's presence. An F2 Ferrari, driven by Rudi Fisher, took the flag in 1951 with Lance Macklin in second place in a HWM. The F2 Ferrari is currently part of the Schlumpf collection.

From 1952 to 1955, new regulations further



Angouleme 1950 period shots - Fangio, Trintignant and Gonzales. photo ACOCRA

Angouleme 1950 - Fangio & his mechanic after winning the race. photo Michel Loreille



Angouleme, cont'd



Angouleme 1951 period shots - ML 1st heat Chiron and Macklin.
photo ACOCRA



Angouleme 1951 period shots - ML winner Rudi Fischer F2 Ferrari
212 12. photo ACOCRA

compromised the traditional racing at Angouleme, making it impossible to continue. Consequently, a touristic rally replaced the racing in 1952 and a parade for normal road-going cars, was scheduled in 1953, with no event at all the following year. Then, in 1955, a new category, for lightweight racing midgets, the 'Monomills', developed a year earlier by Bonnet, was introduced at Angouleme. The race was snubbed by the locals, but what put an end to racing in France was the drama that occurred at Le Mans six days later, on June 11th 1955. In 1978 the event was revived by the newly elected mayor, J-Michel Boucheron, a classic car enthusiast and collector himself. He succeeded in organising a kind of retrospective of the event involving some 60 classic cars. Past champion Fangio accepted the mayor's invitation to attend and open what was simply a relaxed competition whereby the goal was to cover a maximum number of laps with a given quantity of

petrol. For the occasion, Mercedes loaned Fangio a W196 monoplace, identical to the one in which he won two world championships in 1954/5. Although the quality of the cars competing at Angouleme from 1979 to 1982 improved, organisers were still handicapped by the lack of homologation for the circuit, indispensable for traditional racing. When J-Michel Boucheron finally recovered the precious homologation in July 1983, Michel Loreille took over, co-organising that year's edition.

From 1983 to 1989, Michel Loreille became the principal actor in the organising team, raising the event to international status by attracting a host of racing cars and famous drivers like Sir Stirling



Angouleme 1978 - Fangio with
lady interpreter and commentator
Harold Kay. photo Michel Loreille

Moss, John Surtees and Didier Pironi. Consequently, up to 70% of the cars entered in the '80s were from UK, making that era the heyday of Circuit des Remparts. In 1990 the agency 'Peter & associates' (now Peter Auto) tried their hand sponsoring the event, but backed out the following year, and for the first time, spectators were charged (35 Francs) to attend the races. 1991 was to spark off constant feuding amongst the organising bodies to the extent that it nearly put an end to the event in December 2015. It also led to Michel Loreille resigning in 1993 as organiser.

'Circuit International des Remparts', as it's officially called, has always attracted a variety of cars and even 3-wheelers, an example of which was the 70th anniversary edition in 2009. As a special bonus, that year organisers agreed to let an assortment of 20 Morgans, including four 3-wheelers, parade on the circuit to commemorate the marque's centenary, with an official commentator describing each Morgan on the loudspeakers. Incidentally, it was Bugatti's centenary as well which explained the presence of several 'Bugs' from the Schlumpf museum. As for the racing, a wide range of over 20 trikes from the '20s & '30s



Angoulême 2009 by Philippe Gutierrez start of parade



Angoulême 2009 Douglas as passenger in trike & Spurlings behind in FlatRad

▼ Angoulême 2009 trikes parading on circuit



Angoulême 2009 trike cornering during parade

Angouleme, cont'd

put on a spectacular show afterwards.

In the ensuing years, the tension between organisers and the municipality persisted. And gradually the quality of the racing cars was to suffer due to several factors. The 3-wheeler owners, for example, found it increasingly difficult to enter their trikes at Angouleme, with the obligation to apply for a specific racing licence. The result was a disappointing total absence of these wonderful old trikes this year. However, Morgan was represented by four Plus 8 models (from 1968 to 1979), all entered by well-known Morgan racers from UK.



Angouleme 2016 - Mary Lindsay's Plus 8 on circuit by Unai Ona



Angouleme 2016 - Tim Clark's plus 8 in the paddocks by Unai Ona



Kevin Laidlaw on hairpin bend



Leigh Sebba entering hairpin

More stringent security, termed 'Vigipirate', was omnipresent and these measures obviously impacted the municipality's budget for the event, as reflected in the cost of tickets for spectators: €29, and combined with an overcast sky, did little to encourage the public to flock to the races. Nevertheless, the programme, with eight grids on Sunday, made the attendance well worthwhile. The €10 programme itself made for an excellent 71-page photographic souvenir. The twenty Type 13 Bugattis benefited from their



Angouleme 2016 Bugatti Brescia - winner Julian Eckersley cornering at Wilson hairpin bend by Unai Ona



Angouleme 2016 - 1936 Riley by Unai Ona



Angouleme 2016 - photo Renaud Joubert 1 of 4



Angouleme 2016 - Brescia Bugatti duo in paddock by Unai Ona

own grid – 'Raymond Sommer' – and the winner was Julian Eckersley. Altogether, there were 33 Bugattis in three grids, an impressive turnout. The only 3-wheeler listed, Charles Reynolds' 1933 Super Sports Morgan, - in the 'Raymond Sommer' grid – never turned up for the event. Had it done so, it would have raced alongside five MG/TA/TB/K3 Magnette models, six Austin Sevens and seven Rileys as well as two Bugatti 37s!

As usual, a concours d'élégance - involving 43 classic vehicles - was scheduled on Friday evening at 8:45 pm. The next event in the weekend programme was the 116 mile long 'Rallye International de Charente', comprising 180 classic cars which took up most of Saturday. An alternative one, the 'Rallye des Clubs de Charente', had an identical itinerary. All day Sunday the clubs displayed their cars on the



Angouleme 2016-1937 Riley Falcon Special by Unai Ona



Angouleme 2016-1936 Riley by Unai Ona



Champs de Mars, providing a separate show in itself. As regards the racing, amongst the four official commentators, Roger Wrapson, head broadcaster for a radio station in Kent, was the person designated for commenting in English.

The recently created 'collectif emotion circuit des remparts' is aimed at providing

Angouleme 2016 - Morgan 3 wheeler Rallye Int Charente 2016 photo Michel Amat

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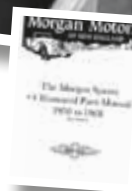
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Angouleme, cont'd



Angouleme 2016 - Gendarmerie by Douglas Hallawell

organisers and the municipality much needed impetus for future editions, thus restituting the aura and serenity that Circuit des Remparts deserves. Past organiser Michel Loreille is once again back on the scene (in the 'collectif'); hopefully, his precious counselling will be heeded.

www.circuit-des-remparts.com/Home-1.html

<http://tinyurl.com/zh2nslu>
Douglas Hallawell

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Audrey Haines, Northern Club Coordinator - 916/652-5679 audrey.haines@ncbb.net

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Member Classifieds



FOR SALE • 1955 Morgan +4 four seater Drop Head Coupe. Rare: number 21 of 51 produced.

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Larry Ayers, redmorganracing@earthlink.net or 707-554-1787 for more photos, info, or offers.

At this price, it's a steal — but I need to make room in my garage for other interests!

Calendar, cont'd

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

NOVEMBER

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

DECEMBER

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

*26 TUES • Boxing Day – contact – Wendell Bain

JANUARY 2018

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

NOTES:

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

Note to Members:

Please remember that Gordon and I are looking for **great shots for the centerfolds.**

Contact Gordon if you have a suggestion, or if you want to feature your car.

thanks, Donna

Member Classifieds



For Sale:

1953 Flatrad Vanguard Plus 4

This car was built in October 1953, towards the end of production of the flat radiator version of the Morgan cars, but since it sold in 1954, it is registered as a 1954.

Engine rebuilt about 1500 miles ago, and the rest of the car was completely gone through at the time and repaired as needed to bring it up to excellent running condition.

This car has the original Triumph Vanguard engine, although the engine was slightly modified with cam bearings installed (original did not have cam bearings) and the head shaved to increase compression to 7:1 (original is 6.7:1), so it is literally better than new.

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