



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

November • December 2012

Inside:

Oktoberfest

Gobble Wobble

Holiday Dinner & Awards

Test Driving the New +8!





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 2012

President • Morgan Staines
mogstaines@gmail.com

Vice-President • Michael Rubin
MRubinCom@aol.com

Secretary • Maggi Craig
maggicraig@sbcglobal.net

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Activity Chairpersons • Phil & Elaine Fisher
510-325-6037, mailtophil@astound.net or
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Board of Directors • Mel Cohen, Bob Schmidt, and
David Haines

New Membership • Audrey Haines
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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 issuer

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

Jim and Lyn Hilton

18001 Adobe Creek Road
Kelseyville, CA 95451
707/279-2660

kville4us@hughes.net

1963 +4 roadster (under restoration)



*New
Member,
Susan
Loesche*

Club Event information:

<http://msccnc.blogspot.com>

Cover Photo: Give Me a Mog to Match My Mountains! RB Ward answers the California State Motto with his '52 Flatrad set in Yosemite Majesty.



*** 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)

DECEMBER

FLYER

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

JANUARY 2013

FLYER

***13th SUNDAY** • Oyster Run XIX. Contact Donna Dell'Ario and Larry Ayers

DATE Change!

FLYER

***19th SATURDAY** • 2013 Event Planning Meeting and Potluck. Contact Elaine Fisher



***31st THURSDAY** • **Deadline** for paying your Membership Dues. Contact Bob Koupal.

2012 Activities Review At Holiday Party • by Elaine Fisher

Hasn't this been a wonderful year of mini vacations in your Morgan? A huge thank you to everyone who organized an event this year, and to everyone who participated to make each event a success. Without your willingness to organize, this club would not be such a success.

We've enjoyed gentle and not so gentle Morgan Runs covering the countryside as far north as Crater Lake, south to Cambria, west to the Pacific and East to Yosemite. Additionally, some members have driven their Morgans across the US, and across the UK and Europe to attend the ¾ Club Autumn Mog in Newport RI, LeMans Classics in France, and the 40th Anniversary Party of the Dutch Morgan Club in Assen Holland as well as touring on their own.

We enjoyed dry Marin county weather on the Oyster Run by Larry and Donna, as well as the Murrays "Follow Me Tour". Wet Napa and Sonoma County were visited on Michael Rubin's and Stewart Slipecs' "Mercedes Madness". Spring "Flog Mog" by Bob Panero and Michael Gerdt took us to Northern California around Willits, while "Fall Flog Mog" by John Burks and Barbara Bradley took us to Northern California and Southern Oregon. The Santa Cruz Mountains provided a clear weather day for the Hamilton's' and Larsen's' "Wine and Mine Tour". Heading east, we enjoyed Sacramento County on the "Gobble Wobble Tour" and Amador County on Morgan's' Amador Tour. Further east we went through the Gold Country and Yosemite on the Phil and Elaine's' Oktoberfest weekend. San Luis Obispo County was traversed on John and Lynn Willburns' MOGWEST Rally.

During these wonderful runs, we enjoyed many museums, including Pat Matthews wonderful Mercedes Collection, Marin Headlands Museum, New Almaden Mine Museum, Angels Camp Museum, California Vehicle Museum in Sacramento, and Mt. Lassen, Crater Lake and Yosemite National Park Museums.

A few members prepared their Morgans and/or attended Concours at Annual British Motorcar Show & Swap Meet in Woodland, Morgan West's Monterey Mission Event,

MOGWEST at Cambria, Murphy's Ironstone Vineyards, Palo Alto Concours d' Elegance, and Pebble Beach.

A few Morgan Racers continue to compete at Buttonwillow, Sonoma Historic Motorsports Festival, and the Rolex Monterey Sports Reunion. This years club Morgan racers are Larry Ayers in his 1930 Morgan JAP Super Aero, Greg Solow in his 1963 +4 SS, and Jeff Abramson in his 1959 +4 . Additionally we have other Morgan Club racers present tonight including Dale Barry in his 1934 Morgan JAP Super Sports, and Keith Ahlers in TOK 254 and other Morgans who races in the UK and Europe, and lady racer Karen Barry in her 1960 BMC Huffaker Formula Junior.

Parties and dining were enjoyed together at the homes of Jim Taylor and Ellen Barons' for pot luck; morning coffee at Doug and Joyce Hamilton's, Bob and Thorley Murrays', and Morgan Wests' sponsored morning coffee at the Monterey Mission; pizza at Grant and Angie Larson's; BBQ's at George and Kathy Tollworthy's , Gary and Francine Marquis, Barbara Bradley and John Burks, and Loren Steck and Annette Yee's; and Philip and Elaine Fisher's German Dinner. Other yummy food was consumed such as Oysters at Tony's in Marshall by Donna and Larry; Thai Food at Rin's in Sonoma by Rod Miller; Italian Food at Vince's in Sacramento; meals at Ragged Point and Cambria Pines Lodge; and too much wine to remember at various wineries.

Thank you in advance to Wendell Bain for BOXING DAY coming up on Dec 26th.

Last, but not least, many thanks to Donna and Gordon for their coverage of activities in the Morgazette; David and Audrey Haines, and Gerry and Barbara Wilburn who organized MOGWEST; and Fred Thompson and Grant Larsen who organized the San Mateo Memorial Day Parade in honor of the 40TH ANNIVERSARY of the cities adoption of the US Army Alpha Company's 101st Airborne division.

My apologies to anyone whom I inadvertently missed in this list, you too are appreciated and thanked immensely.



History Notes

By Larry Ayers, Club Historian

Wayback in Morganland, November and December

1982 • Bob Murray and Wendell Bain lead a tour through Marin County. No December business meeting in December at Malloy's in Daly City. The Annual Christmas Dinner held at the Grosvenor Airport Hotel, Winsor Room, Airport Boulevard, South San Francisco, \$18.50 PP for dinner!

1987 • Diablo-Delta Run by Lynn and Karen Powell after meeting at Mac's Oakpit BBQ in Clayton. Palm Springs Vintage Races and Concours. UC Berkeley Faculty Club Christmas dinner for \$20 PP with a pre-dinner cocktail party hosted by the Eisenberg's in their suite before the bar opens.

1992 • Report on Steve Roake's Oktoberfest – pool sweep won by Thorley Murray, croquet won by Larry Ayers, lady's darts won by Marsha Heinz, men's darts won by Bob Murray, and Barbara Keller won lady's croquet. Annual Christmas Dinner held at the Berkeley Faculty Club; \$16 for dinner, cocktails \$2.75.

1995 • The Turkey Trot hosted by Bob Schmidt and Phil Eisenberg starting in Niles, ending at the El Torito Restaurant featuring a 16 Q & A quiz and a ride on the Niles Canyon Railway. Berkeley Faculty Club Christmas dinner now \$26 PP. Gurley's host Boxing Day from Baker's Square in Los Gatos.



Meeting Minutes

By Maggi Craig, Secretary

October 20, 2012

President Morgan Staines opened the meeting with a request for any old business.

In old business Kathy Tollworthy reminded everyone that she still has car badges and lapel pins for sale. Lapel pins are \$6.00.

Morgan Staines asked for a discussion on if the club should contribute \$500.00 more towards the statue planned for Malvern. If the statue falls through all the money would be returned to the contributors. The factory needs about 150,000 pounds sterling to complete it. If they don't raise the money by the deadline they will be taxed at 20%.

Larry Ayers asked what the factory's commitment for completion of the statue is.

Morgan said that the factory is waiting for a decision from the government about the designation of the statue. This will determine if the statue gets built or not. A discussion then followed about the club's financial status and obligations.

Treasurer George Tollworthy reported that the club currently has about \$10,000.00 in the bank. We have about \$5,000.00 in upcoming commit-

ments including the Morgazette which costs about \$4,000.00 per year to publish and mail. We will also again subsidize the Christmas Dinner for a lower price to the members. The amount of the subsidy will be determined by the number of people coming to the dinner. Our income comes from member dues and MogWest.

Elaine Fisher moved that we contribute \$300.00 more towards the statue. The motion was seconded by Linda Cannon. Joyce Hamilton wanted the amount amended to \$500.00. Donna Dell 'Ario motioned to amend the motion to \$500.00, Gordon Craig seconded. Elaine consented and the motion for \$500.00 passed.

The topic of making the Morgazette totally digital was brought up. Donna suggested this be discussed at the business meeting in January. It was agreed to table the discussion until then.

In new business Elaine moved that the same people who held offices in 2012 continue doing so in 2013. The motion passed, but ballots will be sent out to all the members for their votes.

President Morgan Staines closed the meeting.



Presidential Points

By Morgan Staines, President

The holidays are upon us! But, enough about that. Let's talk about driving.

The page and a half photo spread caught my eye immediately. Forty-eight switchbacks zigzagging up the side of the mountain, looking like a bolt of lightning. "That's Passo dello Stelvio! We've been on that road!" The late summer catalog from Moss Motors carried a story by John Sprinzel about the "Coupe des Alpes," a grueling rallye across the Alps that had its heyday in the 1950's and 60's. The Staines Family drove Stelvio Pass in 2003, not in a Morgan and not on a rallye, but in a rented station wagon. Some of the hairpin turns became three-point turns, and we were unnerved by the number of places where the low rock barrier had been breached. At the top, we abandoned our car and climbed into a van that carried us still further up the mountain on a precarious, muddy, snowy dirt road. For

the final leg, we were bundled into a snowcat, Anne and Xandi in the cab with the driver, who did not introduce himself but whose name was obviously Igor, and Daniel, Jacob and me in the freezing cold open bed in back. This was in the middle of June. Our destination was a quirky ski camp at the top of Stelvio, 11,000 feet up, where it snows so much that they open for skiing only in the summer. Getting there was more than half the fun!

Passo dello Stelvio popped into my view again, in a piece on The Weather Channel, "The World's 15 Most Amazing Roads." Stelvio was rated #3 in this list, and our own Pacific Coast Highway, which most if not all of you have driven, made the list at #13. Those are the only two of the 15 that I've driven.

- #1: Transfagarasan, Romania
- #2: Stelvio Pass, Italy
- #3: Lysebotn Road, Norway
- #4: Jebel Hafeet Mountain Road, United Arab Emirates
- #5: Col de Turini, France
- #6: Los Caracoles Pass, Andes Mountains, Chile/Arg.
- #7: San Bernardino Pass, Switzerland
- #8: Guoliang Tunnel Road, China
- #10: North Yungas Road, Bolivia
- #11: Oberalp Pass, Switzerland
- #12: Atlantic Road, Norway
- #13: Pacific Coast Highway, California
- #14: Red Rock Scenic Byway, Sedona, AZ
- #15: The Overseas Highway, Florida Keys

Which of these great roads have you been on? Which ones are on your Rust-Bucket List?

Check out the pictures and details at (<http://www.weather.com/travel/driving-scenic-drives/15-most-amazing-roads-20120816>). I'd love to hear your stories – mogstaines@gmail.com.

To get you warmed up, or if you just want the armchair version, watch the three-part film of the 1958 Coupe des Alpes on YouTube. The first segment is at http://www.youtube.com/watch?v=sDTv7ud_39c. The three segments totally only about 45 minutes. The grit and determination of the drivers, men and women, the scenery and the carnage, that's car-nage!, make these videos that you must see. (Note to John Willburn: Do not watch these films! Your rallyes are tough enough.)

Your Morgan loves the cold weather, so get out and drive, dodge the rain-drops, stay safe and have fun. See you on the road!



Correspondence

Gordon Craig, Editor

Hurricane Sandy Damages a Mog

Hi Gordon,

Here is a real heartbreaker from a Morgan friend in New Jersey. The car is a '65 +4 RHD and in better than new condition. Hopefully, if totaled, he can salvage and rebuild it. Ron Clifford, Aptos

Hi Ron,

Hope all is well. As you know the East Coast was hit hard by Hurricane Sandy, however, I am happy to say that we are all fine and safe and staying at my cousins house until power is restored to my area. My house had only about a foot of salt water in the garage enough to get into my Morgan. I contacted the insurance company already and I was told that since it hit the floor boards and it is salt water they are VERY seriously considering totaling out the car. I did however have it insured for an appraised value which will soften the blow of this disaster. My Morgan had only 75 miles on it since restoration so it's really sad. Additionally, my new BMW 535 GT was towed yesterday and water was pouring out of the exhaust and my wife's Z3 has to go into the shop as well and it too might have water damage. Considering the devastation that this storm has caused I am a LUCKY MAN!!!



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2012 MORGAN THREEWHEELER The Blue Meanie, 1800cc/115hp V-Twin engine.

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2011 MORGAN AERO SUPERSPORTS Our very last one! Bentley Silver Lake Pearl Metallic/ Muirhead Portland Grey. Silver wheels.

2010 MORGAN AERO SUPERSPORTS Kilimanjaro Sand Metallic/Distressed Tan leather interior in quilted pattern

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

2011 Aero



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

2005 MORGAN ROADSTER Butternut Pale Ivory yellow/Chocolate Cafe Au Lait leather with magnolia piping, 3,000 miles. Stunning and detailed nicer than new!

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



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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

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1972 HARLEY DAVIDSON XLH SPORTSTER

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



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What I Did Last Summer!

Photos by Neil Miller

Past June, Photographer and Clubmember Neil Miller (author of "Morgan Exploration") paid a visit to MMC, the famous Shelsley Walsh HillClimb near Malvern, and the LeMans Classic. No captions, but some lasting impressions from his ever open lens. - Just one wondering question, could the "open road" shot be none other than the M3W Bill Fink brought to Gobble Wobble a couple of months later? By the Way, that's Neil driving:)

With kind permission, editor.



Oktoberfest 2012

Story by Elaine Fisher • Photos by Elaine, Anne Staines, Donna D, RB Ward, Gordon

Forty Morganeers enjoyed perfect autumn weather, as they spent up to three days in the beautiful Gold Country and Yosemite for Oktoberfest 2012. Philip and Elaine Fisher hosted the group for a very busy and fun time.



Meeting in Farmington

Friday, Philip met a group in bustling Farmington on Hwy 4, and toured them to Angels Camp. A visit to the Angels Camp Museum included many interesting "vehicles" of the past, Studebaker Haulers and Stage Coaches among them, and we had the opportunity to enjoy a picnic lunch. After a short drive down the road, a visit to the Four Winds Cellars provided the requisite wine tasting. On the road to Groveland, the group stopped to enjoy ice cream and the ambience of old Jamestown. After a steep climb up Old Priest Grade, Philip deposited the group at their motel 10 miles beyond downtown Groveland. Most of the group met up back in Groveland at Two Guys Pizza for dinner and socializing.



*[above] Steam tractor at Angels Camp Museum;
[below] Deluxe transport late 1800's*

Kathy Tollworthy
The first thing that comes

to mind is: the details that Elaine and Phil put into making this a very memorable event... from restaurants to roads and of course the talent show and meal that was provided... Cheers."





Jamestown stop

[below] Four Winds Cellars



Saturday, the early birds joined the Fishers in a drive to Yosemite for a hearty breakfast at the Food Court. Sleepyheads joined us later for a stunning "Dry Falls" tour of the Valley Floor, including a visit to the beautiful Ahwahnee Hotel, and a "timely luncheon" for some. Around 5 PM Saturday evening, everyone descended upon the Fisher's Pine Mountain Lake home and their new "Garage Mahal" for a festive

Continued next page



Mel Cohen

\\ Lorraine and I have been to Yosemite several times, but this was the first time in our Morgan. It turned out to be a very special day. Since the weather was perfect we drove all the way up to Glacier Point with a spectacular view of Half Dome. We then drove down to Wawona

for a nice romantic picnic lunch along the river before driving back to Groveland. //



Oktoberfest, Cont'd

evening of socializing, german sausage dinner, business meeting, and the much anticipated "Talent Show" showcasing the many talented performers of the Morgan Club. There was a stirring recitation of the poetry of Robert Service, harmonica blasts, a trumpet solo, limericks in song, and of course George.



But the eventual winners proved to be Mel Cohen and his "Mellow Bellows", Daniel Staines with a Travis picking tavern doggerel, and "Just the Other Side of Nowhere", a Kris Kristofferson impromptu torch song from Maggi, in that

order. In celebration, Maggi and RB danced a polka to Mel's "Roll Out the Barrel!"

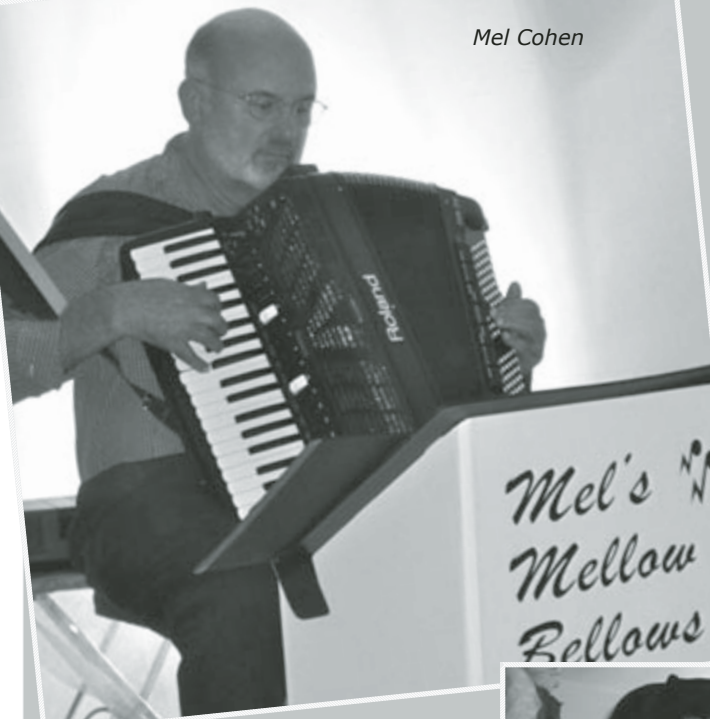
Sunday. The weekend finished with a yummy breakfast at The Pine Mountain Lake Country Club Grill, with the group dispersing to as far away as Los Angeles and Ashland, Oregon. It was our pleasure to have such a wonderful group of friends having a wonderful time, many in their Morgans.



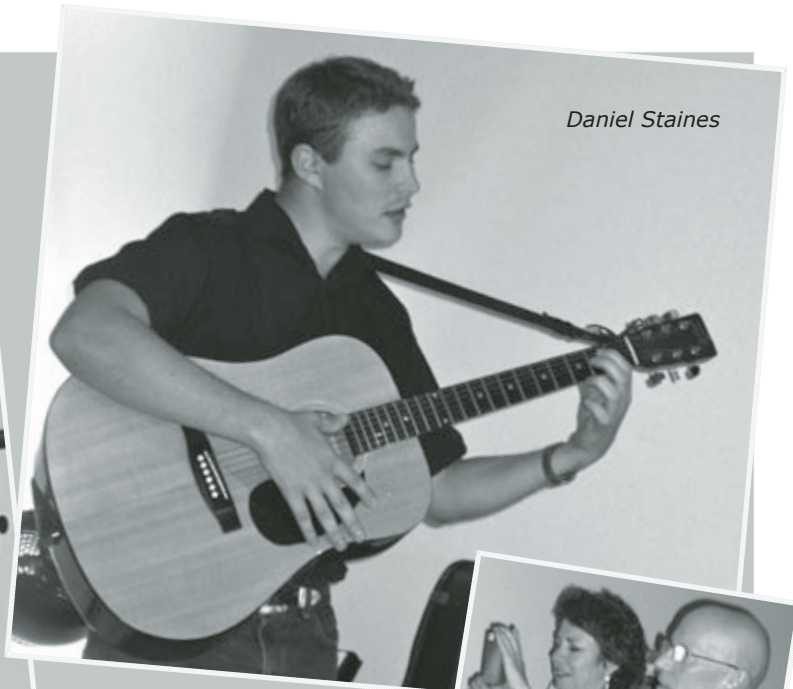
Photos from upper left. **Golden sunshine, enjoyable conversation and thirst quenching drinks at the Ahwahnee Lodge in Yosemite.** L-R: Barbara and Gerry Willburn, Laura Caddell, Linda Cannon, Elaine and Philip Fisher, Lee Isbell • RB Ward, Linda Cannon, Elaine Fisher • Michael and Kathy Gerds • George Tollworthy, Dean Jackson, and Bob Panero

Lively and festive decorations at the Fisher home in Pine Mountain Lake. • Bob and Thorley Murray • Linda Cannon, Elaine Fisher and Laura Caddell

Mel Cohen



Daniel Staines

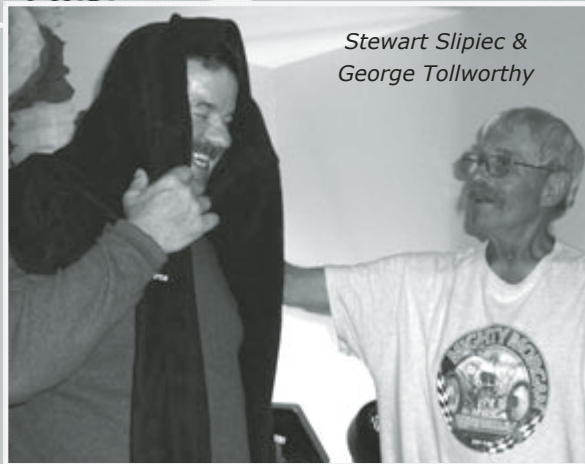


Mel's Mellow Bellows

Maggi Craig



Stewart Slipiec & George Tollworthy



Doting Parents:, Anne & Morgan

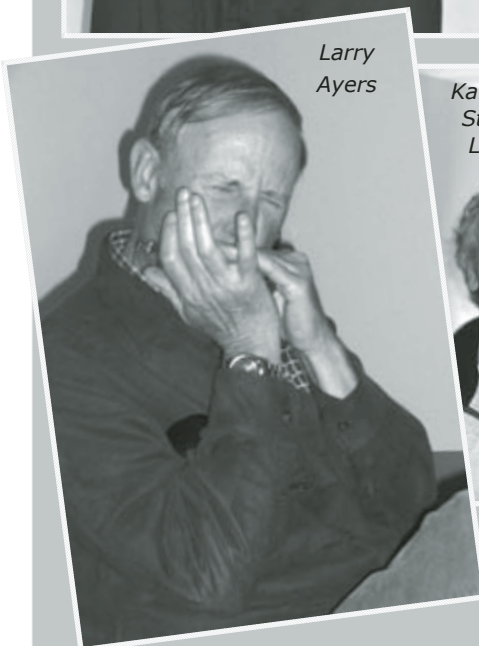


Joyce Hamilton

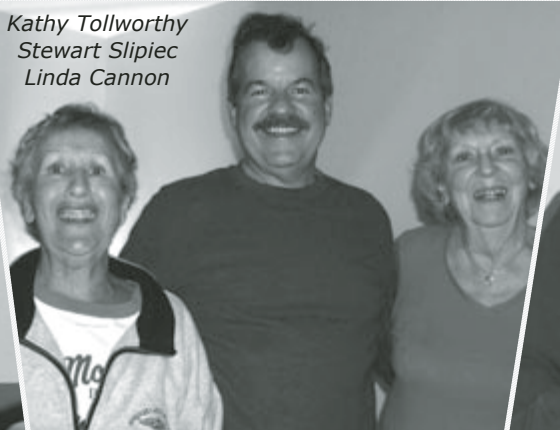


Talented Talent!

Larry Ayers



Kathy Tollworthy
Stewart Slipiec
Linda Cannon



RB Ward



Judges

For this annual run on November 10, many of us came from afar. As conceived by Tim Waller and yours truly, we wanted to have a regional one-day run for all our Northern California drivers. From all points of the compass, East Bay, Marin, Sonoma, Sierra foothills and Sacramento itself, Mogs got an early start to converge at the California State Vehicle Museum by mid-morning on 5th St., near downtown and "Old Sacramento." Were our expectations a bit nuts and overreaching? Yes, a little, but the run included an unexpected "happening" that changed the probably hectic schedule into a very doable, and exciting day.

For our start in the East Bay, we had "record low" temps here due to a stalled cold air mass from the Arctic that brought light snow to the 2-3000 ft. "peaks" that ring the San Francisco Bay Area overnight. This is the kind of "chilly" weather some of you will sniff and snort at but it passes for a Big Deal here, lead story on the TV news sort of thing. Nonetheless, bright and clear morning, our route was top down for a drive up the Sacramento River Delta via the less traveled River Road that is built on the crown of a 100 year old levee surrounding Ryer Island. Beginning in Rio Vista (first you have to get there!) this levee road is about 40 miles of narrow and twisting turns, with some straights where the +4 can wind it up, only to take a sharp turn right or left. The width of the lanes is just possibly wider than a +8, so you pretty much stay on center and the dotted line. There are no shoulders, just steep fall offs on either side, to the left the Sacramento River, to the right miles and miles of reclaimed farmland, mostly corn and grains. There is the occasional pull-out on the right for a barn or silo yard. The straights let you grind it out to 70+ and then back off with a little brake and let the Moss box and 4th to 3rd shift get you ready for the left or right hand play. Great Stuff, but wear gloves and ear muffs. However, this is not a road I would want to be on in a winters night. The Sacramento Delta is infamous for thick fogs.

So, it was like this until we hit the outskirts of farmlands heading away from the island/levee road and north to Sacramento itself. This becomes a long, straight Jefferson Avenue, carrying you into

An old Ford was set up as hands-on demo, so Donna tries it out.

Gobble Wobble, An

Story by Gordon Craig • Photos by



Assembled in the museum parking lot



Old cars are endlessly fascinating - and look! that one is equipped with s



n Unexpected Turn

Gordon, Anne Staines, Larry Ayers



...t. Tour leader Tim Waller on the left.



kis!

[below] Definitely NOT a Kit Car!



the suburbs. We were going to the former Towe Collection, hundreds of cars and trucks from all eras and decades. It began with the sell-off of a portion of the Jim Harrah estate on the 1980s, who owned casinos in Nevada and exhibited thousands of cars both in the casinos and his own exhibition hall in Reno. After he died, the collection was sold off to many bidders and other collectors. Due to time and the fact we were all starving for lunch, we got through the large Brass Car portion which included some early fascinating vehicles like the 1912-15 Cartercar, which was sold as a "kit car", in successive \$25 bundles of parts to owners who would then assemble the ongoing vehicle, and when they could afford the next bundle, would order accordingly. Guess they were asking, "Is that a kit car?" back then, too.

So, off we went to Vince's Ristorante, in West Sacramento for a set lunch menu of Italian, lasagne, veal parmigiana, etc., via a bumpy cobblestone tour of "Old Sacramento" down by the riverfront. A fun procession through 150 years ago. And lunch was "manja", hearty and just right. Back to Now, who should show up all the way from Isis Ranch (100 miles) but Bill Fink, and wearing a motorcycle helmet at that. He drove his first delivered M3W, just received the day before, and decided this was the day for a first Northern California looksee at the Morgan 3 Wheeler, sleek and black with red interior, bright shiny S&S V Twin cylinder heads. He took the same Ryer Island road and he was elated, said the car is everything you read about, quick, manageable and quick. It likes it at speed, takes a set at 70, solid as a rock. All of us were wide-eyed, nearly blew the rest of the day playing with the controls, kids clamoring about a fire engine. Up close, the M3W looks every inch a winner, and so exciting not only to see it but to hear its throaty roar as its revs from a thump-thump burble. Endless questions, and trial fittings and sittings in the cockpit.

Then we went on a winding tour through downtown Sacramento, very leafy town with wide, one way streets and a long eastbound mall drive to the State Capitol Dome at the end. We turned right to go south again to our first winery with the M3W especially catching double takes from pass-

Continued on page 15

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Greg Solow's

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*Sizing the M3W...
If the shoe fits...
even new
member
Mike Murphy tries
it on for size.*

*Lynn & Karen
Powell head
toward the
capitol in Old
Sacramento*



ersby. Back onto the Old Delta road through the old town of Freeport, near to Walnut Grove for Scribners Winery behind the levees. By this time, the sun was getting low in the west, and we needed some daylight for the long drive back. Bill headed off on Hwy 12 at Rio Vista, takes him right to his door at the coast. Most of us got home in a timely manner with relatively little Interstate driving.

We didn't fully complete the day's planned run, but so what? Instead of turkeys, an M3W crossed our road, for gawd's sake! Many thanks to Tim Waller for organising, scouting and planning the unplanned. About 12 of us were in Morgans, another 4 in tintops, and Tim shepherded us Supremo!





Holiday

December 8, 2012 At the Oakland Yacht Club •



Bob Koupal reported on **Elections** and **Membership**.

Kathy Tollworthy prepares the **Soggy Bottom** award.



Gordon awarded Elaine Fisher the **Morgazette Writer's Award** as Contributor of 2012



Donna and Gordon show the award for Morgazette Photo Contributor of 2012 that will be presented to Stewart Slipiec when he is next available.



Below L: Dave Sneary and John Burks award the **FlogMog Award** to George Tollworthy (who would not wait for a photo). Below R: Dave Sneary present the Fishers with the **FlogMog Mileage Award**.





Party

Photos by Elaine Fisher, Donna D, Anne Staines



L: RB Ward awards the **Hard Luck** Award to Gordon and Maggi Craig - and Maggi was both moved to tears and song.

Below: RB awards the **Moggie on the Spot** award to Joyce & Doug Hamilton.



Morgan and Anne Staines were awarded the MSCCNC perpetual trophy for service, called the **Matt Dillon Award**.

R: Elaine assists Morgan in awarding the **Leaky Cup** award to Bill Button (who was not present).

Apologies to attendees who did not show up in photos!

Morgan Jingle Bells

Performed by MOG
(Morgan Open Grills)

Lyrics by Donna, Maggi, Gordon,
Morgan, and Elaine.

Performed by them plus: Larry,
Michael, Joyce, Wendell & Norma.

Chorus

Oh! Clatt'ry valves, Squeaky
Brakes,
Jiggle all day long.
Oh! what fun it is to Drive
And sing a Morgan song!
Crunchy gears, smelly
grease,
Mingle all day long,
Oh what fun it is to Drive
And sing a Morgan song!

Dashing through the Fog
In our stylish MOG

O'er the roads we play
Laughing all the way
Wine and cheese we'll bring
Making spirits bright
What fun it is to ride and sing
A Morgan song tonight!

Chorus

A day or two ago
I thought I'd take a ride
And soon my trusting mate
Was seated by my side.
My Mog was shining bright,
The traffic wasn't much,

Burned rubber from a traffic light,
And the cops put on the touch!

Chorus

Now roads call us today
It's where our MOG belongs,
Make friends along the way,
And sing this Morgan song.
Drive that MOG don't wait
And head out for the hills
Open it up on a downhill straight
And Wow! You'll have some thrills!

Chorus



Photo by Fred Thompson



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First Impressions ~ Driving the New +8

Story & Photos by Andy Garlick • Brands Hatch Morgans, England, November 27

The "New +8", built on the Aero chassis and powertrain, is now in production at MMC and is debuting at various UK Morgan dealers these days. Our Morgan friend Andy Garlick had the opportunity of a test drive at Brands Hatch Morgans and pens his thoughts here. Andy is a long time and acclaimed Morgan racer, hill climb and rallye driver, and I welcome his views to our pages. Since it is unlikely we will see this car in numbers on this side of the pond (just my opinion, unless Dennis and/or Bill can pull it off, and the Feds/California regulators let them in), herewith is a unique and informed view of the newest Morgan. Many thanks Andy, editor.

For a day that was supposed to be cold and bright it turned out pretty wet and windy, just the job for testing one of the most powerful cars I've ever driven!

I was the only soul arriving at BHM without the hood, but the demo car, which had been collected from the factory the day before, remained hooded throughout the day.

First impressions are that the car is much wider than a trad +8. All of the normal curves are there, but just more of them. It almost feels square as the front wings are so wide. There is a nice looking undertray with brake cooling vents, which is reminiscent of the 1960s +4 racers, but the vents are not connected and there is a solid panel



directly behind. The back panel is now the usual "Sport" type with no spare wheel opening. In fact there is no spare at all, only an aerosol of sealant. Good luck trying to get a new tyre in the midst of nowhere!

The interior is much more like an Aero or Aeromax, especially the dashboard and instrumentation with the conventional handbrake on the tunnel that has replaced the much loved fly-off. The seats are certainly comfortable but I found the need for more lateral support when cornering. I tossed my camera case and flying helmet behind me for the trip, but did a quick double take. My camera bag almost filled the space, the high mounted fuel tank means that luggage space is not just tight, it would be a real challenge to pack enough for a weekend away for 2. Firing the engine on the starter button (nice), releases a wonderful exhaust note from the rear pipes, louder than my +8, and more melodious.

The pedal position feels quite cramped, the throttle is

hinged on the floor, the brake is very tight by the clutch which is very light and springy, leading to some initial difficulties synchronising the movements between the three. I could

not detect any transfer of heat back along the chassis rails, something I noticed on my first drive in an Aero, however this was a cold day.

On the road the car feels firmly sprung, in fact much firmer than an Aero. Is it likely that MMC have used the same springs and dampers from the Aero 8 which is course 220 lbs heavier? But to put that into context it is still much softer than any trad Morgan, and the wheels do stay in contact with the road all the time. There is good traction, BUT in the wet there was no way I was going to push too far, I wanted to keep it firmly on the black stuff.

As I gained confidence in the conditions and the long suffering BHM employee relaxed a bit, I started to open up and a bit more. The throttle response is superb and 3000 rpm is more than enough for



progress to be very rapid. Above 3000 rpm the exhaust started to howl and all hell broke loose as the rear tyres started to fight for grip. I am told that above 4500 rpm the variable valve gear releases another surge of torque, and redline that is still 1500 rpm away! It is a truly fabulous engine.

At very low speeds (and who is going drive such a car at slow speeds?), there does seem to be a little drive line shunt, I was informed that in its native BMW habitat there is a harmonic damper, but it is claimed there is no room for this in the Morgan application.

The brakes are superb, great power and with good feel, perhaps a mite over-servoed at low speed but that is but a minor issue compared to their virtues.

The steering feels very odd to me, I think it is electrically assisted , but it feels a little lifeless without much

feedback around the straight ahead. When using more lock at slow speeds I just could not feel the front wheels (I am told that the assistance "turns more than the input" in order to lighten the loading) whatever it is , I found it disconcerting.

The build quality seemed quite good , there were no leaks into the cockpit despite the heavy rain, no rattles at all, and everything seemed taught and well put together. Under the bonnet it looks just like an Aero, very cramped and with lots of electrics everywhere.

The power from the 3.7 litre is addictive, although you don't need more than 2000 to 3000 rpm and the motor pulls incredibly well from 1500 rpm, it is tempting to keep running the revs up and down just to hear the exhaust note change. It certainly made short work of overtaking a whole line of cars up a steep hill.

I really enjoyed that test, and would love to repeat it in the dry, even better on the track, and given a lottery win I would put my name down immediately. However, would I want to sell my +8 and find more than that amount again for a GBP90k+ package? The answer is no, I will stay with my +8 for now and continue to enjoy it, but I can see the point of the new car and welcome it into the Morgan stable, it is much more of a true Mog than its brother Aeros.

Regards, Andy

For a short drive in the New +8, go to this youtube video from UK dealer Allon White.

http://www.youtube.com/watch?v=elvCKtp01IM&feature=youtube_gdata_player

(Note: Video glitches and buffers a lot but you'll get a taste of what Andy experienced in the Brands Hatch car, ed.)

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THE LE MANS CLASSIC 2012

David Crandall



Imagine this. You're in a Morgan pal's Paris apartment the night before the two of you are heading out in his original Plus 4 Super Sports for a much anticipated weekend at the LeMans Classic celebrating the 50th Anniversary of the world famous Morgan Super Sports, TOK 258 class win. All week he's been nervous because the rear brakes need to be replaced and his after hours mechanic has yet to get to the job. At 9:00 PM, the scruffy yellow car, aka La Furiosa, has been delivered to the cramped garage and the mechanic has said it should be a two hour job to replace the leaking wheel cylinder and fit new brake shoes. While the weather report isn't promising, at least you can hit the sack with visions of three nights in a marvelous French chateau with the six other American Morganeers - Bill Button and Loretta Nelson from WA, Ron and Kathi Garner

from MA and the bi-coastal Hunters, Burt and Mary, from WA/NJ - you've recruited for this memorable event. Button and Garner have shipped their Morgans to Southampton for a pre-event pickup and some touring on the continent prior to the weekend and you're looking forward to seeing them for the welcoming cocktails planned by the chateau's charming hosts, Alain and Marie-Christine.

Midnight. A slumber killing noise wakes you up. Stumble into the living room. "Who the hell is calling at this hour?" "My mechanic." "What's the story?" "The new wheel cylinder broke." "Merde! What are you going to do?" Remember, we're to leave Paris in the morning to rendezvous at the

chateau outside Le Mans. And here's where a little uncharacteristic anticipation by my Parisian host, plus a huge dose of luck, comes to the rescue. Turns out that in the course of a visit to Autumn Mog a few years earlier, where I was the Morgan driver and he was the navigator guy in our second joint US Morgan event, he'd purchased a wheel cylinder repair kit from the excessively well-stocked Penny Bates and just happened to have the little green box on his sideboard.

Roll the tape forward to morning. [Yes, I did get back to sleep since my offer of assistance had been rejected.] Over microwaved instant coffee, I

heard the tale. The two hour job had stretched until 2:30 AM and, surprise surprise, could only be completed after rebuilding the crusty old wheel cylinder and by having two guys to bleed the brakes. So we could go as planned after all. Whew. [I'll skip recapping the further snafus that compromised our departure. Suffice it to say we got to the chateau, wetter than wished due to intermittent rain, but intact.]

Driving through the massive gates to the picturesque Chateau de la Cour was like entering another world. Our beautiful hostess, sporting a Ralph Lauren sweater with our Stars and Stripes, welcomed Douglas and me with a big smile and a round of kisses, setting the tone for a fabulous experience in a superb first-class establishment. Our party of eight had taken over the main chateau and we were joined by two delightful British couples who'd retired to France and had motored down for the event in their Morgans.

After sorting out some niggling logistical issues for the morning, when those of us planning on doing a circuit drive at the track had to leave before 6 AM, all the Morganeers retired to comfortable divans in the chateau's living room. A massive stone fireplace's fire warmed our dampened bones as our host, Alain, appeared with special apertifs and a tray of lovely hors d'oeuvres. The wet drive was forgotten as our gears shifted into full anticipation mode for



photo:
Top Left: Morgans galore **Above:** Morgans on the Le Mans track

tomorrow's activities at the circuit.

The full scale of the world famous Le Mans circuit cannot immediately be realized when approaching it, even though it's obviously big. Emerging from the entry tunnel and seeing classic cars stretching out of sight on the left and vendor booths on the right, it starts to become clear – this is one mother of an enterprise! Slowly,



way too slowly to be sure but there are a bunch of Morgans in front of us, we crawl through the crowds to the designated parking area. It's not yet 7 AM and the place is alive with the sound of hundreds of engines and the loud murmur of thousands of attendees. The Morgan Sports Car Club [MSCC] has secured a large area for the anticipated 450 Morgans and the indefatigable Quentin English has recruited parking marshals in an attempt to calm the chaos of so many cars arriving at once. Five Morgan clubs are represented – the British, French, Dutch and German clubs, as well as the Aero club, and all have cars present, ranging from trikes to Aero Super Sports and even the first production Plus 8 Plus.

But we're there at this ungodly hour because we're going to drive the circuit and Morgans have the honor of being the first to go. Another heat-inducing, clutch-jamming crawl down the gravel to the circuit and finally La Furiosa and close to a hundred Morgans are unleashed on the circuit.

The thrill of more than forty minutes and three laps on the thirteen mile plus circuit is still with me, but almost indescribable. While we didn't exceed 130 kph, passing and being passed by nothing but Morgans on one of the world's most famous racing circuits,



left an indelible memory never to be repeated. Every Morgan owner should be so lucky.

There were many other highlights. A wonderful talk by Charles Morgan on the company's history of racing complemented by marvelous anecdotes from Richard Shepard-Barron, the surviving co-driver of the famous Chris Lawrence built TOK 238, present in its restored condition in the stewardship of Keith Ahlers. A terrific squad of pre-teens who competed in five mini-Morgans and brought home some silver against teams of Bugattis, Alfas and others. A fantastic commemorative display in the Morgan Club du France pavilion with never before seen photos and reports from 1962 racing magazines, arranged by my host and wheelman, Douglas Hallawell. Meeting Morgan discussion group pals from all over. Knowing that the USA had contributed not only our eight, but three other couples – Bruce and Shelley Mankowicz from PA, Phil and Elaine Fisher from CA, and Diane and Justis Weeks from MI – in a subtle reminder that we're still here on this side of the pond and still loyal to the marque. All in all, an event to check off the bucket list.

For further Le Mans Classic photos go to: www.morgancubdefrance.fr/Album/main.php?cmd=imageview&var1=201207_Le+Mans+Classic+2012+%28J.+Tellier%29%2F12.jpg ed



photos: **Top Right:** Author in Douglas' Super Sports on the course **Above (TOP):** Author hobnobs with Charles Morgan and Richard Shepard-Barron **(BOTTOM)** Douglas and the Morgan Club of France display

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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

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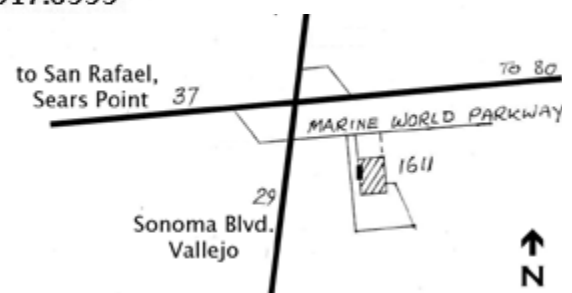
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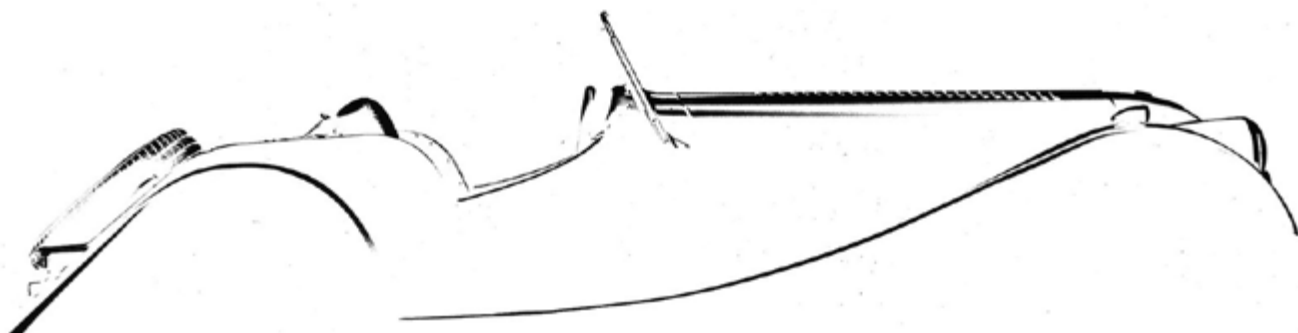
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