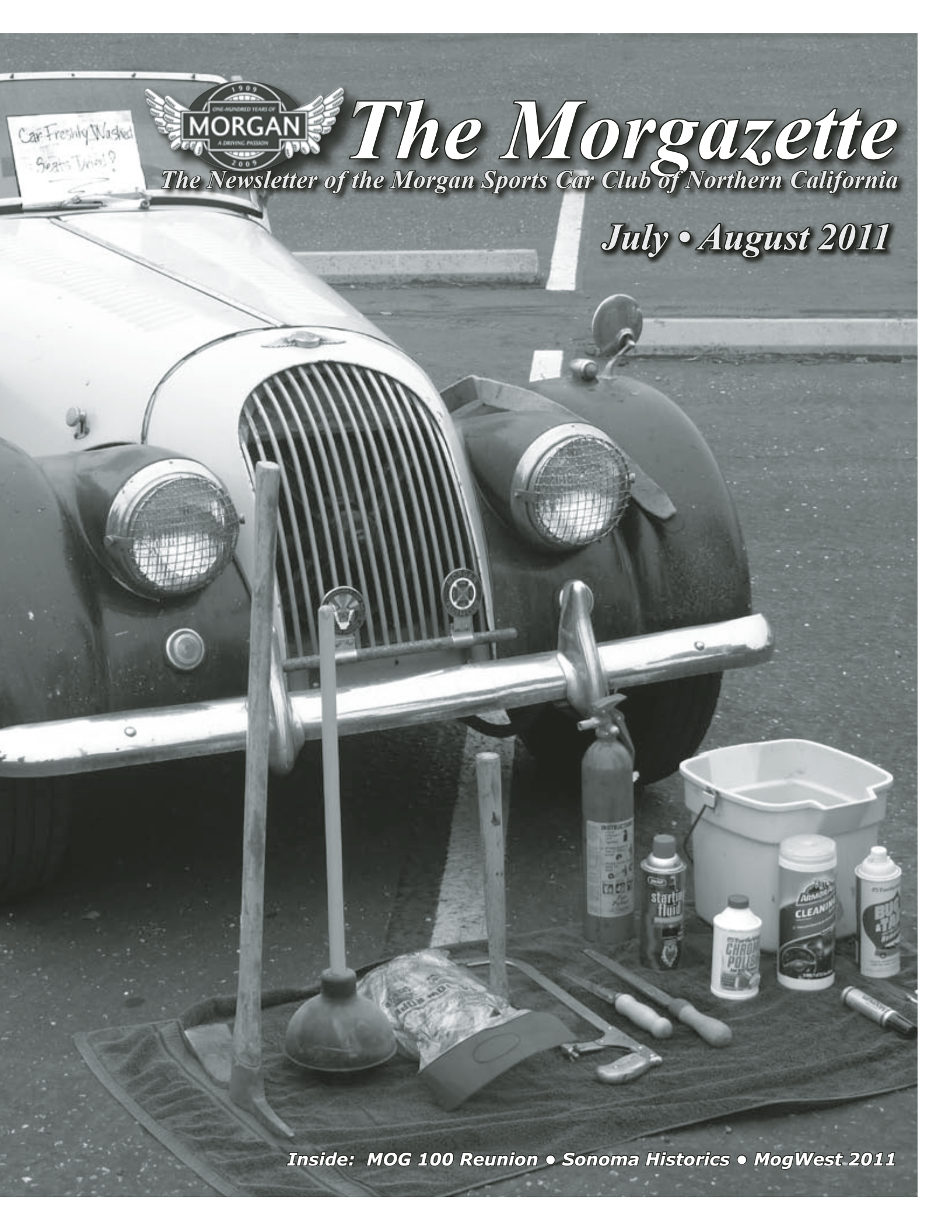




The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

July • August 2011

Inside: MOG 100 Reunion • Sonoma Historics • MogWest 2011



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 2011

President • Bart Weaver
408-254-8912 • bartweaver@earthlink.net

Vice-President • Bob Schmidt
510-792-4157

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408-254-8912 • mscooros@earthlink.net

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925-462-6378 • trikenut@comcast.net

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togetelaine@astound.net

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Jerry Gurley and Shelley Katz

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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:

- **Oct 10** for Sept-October issue
- **December 12** for November-December issue

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

The **Morgazette** is now available in an on-line format as a web PDF. It can be downloaded at the club website or contact the editor.

Welcome New Members

As of July 2011

Michael and Janet Canning

18825 Withey Road
Monte Sereno, CA 95030
408-395-7024
mcanning@citiusconsulting.com
2005 blue roadster

Cover Photo: *Loren Steck's meticulous preparation for winning the MogWest Concours' "Termite Motel" Award.*
Photo by Larry Ayers.

The Morgazette Online
<http://morgancars.us/msccnc.html>



* 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)

AUGUST

14TH-21ST ALL WEEK • Monterey Car Week www.montereycarweek.com: • Carmel-by-the-Sea, Concours on the Avenue • Automobilia Monterey • Pebble Beach Tour & Concours d' Elegance • Concorso De Italiano • Rolex Monterey Motor Sports Reunion Races

Flyer

*19TH FRIDAY • **Morgans in the Meadow** 5:30 dinner, Carmel Valley, Loren, Annette & Jonathan Steck, 831-626-8761, lorensteck@aol.com



LATEST NEWS!

First Time Ever! (A Two For One!)

Stecks "Morgans in the Meadow" will include the First Ever

"MORGAN CONCOURS in the DARK"

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Handsome "Best Of Show" Trophy* Will Be Presented!

(*provided by MMC, see photo above)

DON'T MISS IT!

(Well, you can't

if going to the Stecks that night!)

Dennis Glavis, Head Honcho

SEPTEMBER

*10TH SATURDAY • **Baron Roche-Jan Barton Run.**

Jerry Gurley, 408-867-9042, ivygate@comcast.net

24TH-25TH SUNDAY • **Ironstone Vinyards Concours d'**

Elegance, Murphys CA.

OCTOBER

*6TH-9TH THUR-FRI-SAT-SUN • **FlogMog**, Murphys to June Lake. Dave Sneary davesneary@aol.com

Flyer

15TH-16TH SAT-SUN • Nineteenth Annual California Autumn Classic. Morgan Hill.

Flyer

*21ST-23RD FRI-SAT-SUN • **Octoberfest & Talent Show**, Audrey & David Haines, 916-652-5679, Audrey.haines@ncbb.net

NOVEMBER

*TBD • **Gobble Wobble Tour.** Gordon & Maggi Craig, 510-638-4904, lismoregordon@sbcglobal.net, and Bill & Teresa Wilson

DECEMBER

*10TH SATURDAY • **Holiday Dinner**, Kathy Tollworthy, 925-462-6378, trikenut@comcast.net

*26TH MONDAY • **Boxing Day** coordinated by Wendell Bain, 707-795-0260, wbain@sonic.net



President's Message

Bart Weaver

Our Morgan Summer is going fast! And I want to pause, and thank very much Audrey Haines and Gerry Willburn, Lynn

and John Willburn, Morgan Staines, the Hattens, the Dumas and many of our Northern and Southern Clubmembers for putting on a fabulous MogWest weekend. Likewise, many, many thanks to Greg and Pierce, Lynn and Karin Powell, Wendell Bain, Donna Dell'Ario, Elaine Fisher, Rod Miller and Maggi and Gordon for their unstinting work in producing the Mog 100 ReUnion at the Sonoma Historics in early June.

Sadly, we have lost two fellow Moggers, Betty Broadwell and Steve Roake, in recent months. Steve's memorial brought together many vintage car enthusiasts and individuals with whose lives he shared his passion and joy, a very moving event. And Betty will be missed by us all, often at the side riding shotgun with her husband Chris in many Club runs and events these last dozen years.

Our hearts and sincere condolences go out to the legions of friends and the families of both of these wonderful people. They touched our lives, and we will remember them always as we drive our Morgan roads.

In Memoriam

Betty Jean Broadwell

Betty Broadwell was an active octogenarian member of the Morgan Sports Car Club of Northern California (MSCCNC).

Betty Broadwell died in Santa Cruz on June 9. She was 84 years old.

A native of San Fernando, Betty lived in Santa Cruz County for the past 30 years.

She earned a bachelor's degree in anthropology from UCLA and was employed as a cultural worker in El Salvador, as an elementary school teacher in Palo Alto, and as an early member and director of certification with California Certified Organic Farmers.

Her interests included sailing, dressage riding, teaching and gardening. She was certified master gardener and was a member of the MSCCNC.

Sincere condolences to her husband Chris, ever at her side, ever helping her out of their ever-present four pass.

Additional survivors include stepdaughter Sara Broadwell of San Jose; stepsons Peter Broadwell of Palo Alto and Darius B'Alexander of San Jose; and one grandchild.

Betty greeting Charles Morgan at the Steck's BBQ in 2009.



History Notes

By Larry Ayers, Club Historian

Wayback in Morganland, July – August

1974 • The "Beasley's Snowshoe Trip, leaving from Iselton on July 4th to "Topsham" and a tour around Lake Tahoe with a "prime rib buffet" all you can eat dinner for \$4.00. Quincy Campout by the Fishers. Manuel's Madness Beach Party at Arroyo de Los Frijoles, south of Pescadero on Hwy. One.

1984 • The Morgan show at the Lafayette Concours. The Morgan "75th Anniversary" Celebrations in Malvern Link, U.K. Kites & Castles with Marj Scooros and Andy Eisenberg with a swim and dinner following at the Eisenberg's in Los Altos.

1994 • A new club badge featuring a belt surround with a bear in the center above Morgan wings for sale by Gary Kaye at \$55. A design by John Hardgrove. Mog West! — and Bob Murray won "Best of Show" with "People's Choice" to Gary Byrd. Harry Robinson took 2nd in the Drophead Coupe Class.

2004 • 22nd Annual Mog West at Cambria Pines Lodge. Business meeting at Harry's Hof Brau in Foster City. 13th Annual "Morgans On The Grass" party at the Steck's in Monterey. Sadie Hawkin's Day Run by Ellen Jo Baron and Donna Dell'Ario.

Rebuilding Old Morgan Wheel Cylinders

Morgan Oasis Garage • Hoodspport, Washington

Friends

On the sweet little '53 Morgan flat rad now being re-born in the shop here, the front brakes just came apart. The most curious thing was the hydraulic wheel cylinders. When they came off the backing plate all four of them were frozen solid. This is what I ought to have expected, this old trooper has been sitting thirty some years. The end that expands and presses the brake shoes into the drums, was not moving, in or out. They were not held in any way except by crud and corrosion. The bodies of the wheel cylinders are made of aluminum. I cleaned these bodies on a wire wheel, but could not see how they would come apart. I thought if they were sent out for re-sleeving, those people could disassemble the cylinders. But the people who re-sleeve warn about having to take extreme measures means more charges. The most common charges for re-sleeving were \$60 each. I found a shop in Puyallup (try pronouncing that) Washington who have much experience re-sleeving collector cars. Their brake man said \$48 per sleeve and he'd cut the charge a little more 'cuz I have the rebuild kits.

Thinking about the "more charges for disassembly" bit got me wondering if I would plug one

side and screw a grease fitting in the other side, would this force the piston, spring, and seals out of the bore ? Early that morning Mike Anthony who is running a shop in Vallejo, California called "MogDogs" told me grease from a grease gun ought to get things moving. I plugged one side by soldering a fitting closed (out of the cylinder) and a grease fitting screwed in the other hole. Then the first good stroke the grease gun made moved the piston out about an encouraging eighth of an inch. Three or four more strokes moved the piston out where I could pull it out with a rag wrapped around the piston. I marked the original positions of all four front wheel cylinders with a stamp set. RF, RR, LF, LR just so they'll " go back, go back, go back to where they once belonged." Then I mailed them and prayed the Post Office is having a good day. The shop with the friendly re-sleeving price is Hagan's Automotive, tel. no. 253-845-7020, remember to send the rebuild kits along, too.

Stay tuned, Cuthbert

HYDRAULIC FITTING 3/8" X 24

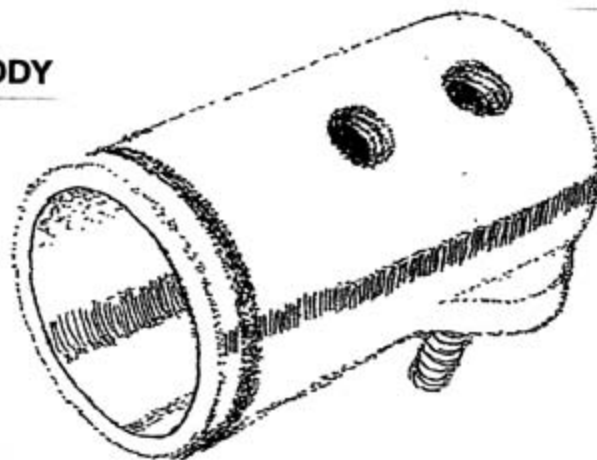


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Mog 100 REUNION

Lovely Rainy Day Run, Dinner, Concours, Sonoma Historics • Story & Photos by Gordon

One of the planned events for the Mog100 Reunion was a run in the west Marin and Sonoma county back-roads. This was loosely based on the "One Lap of Marin" run held early April by the Alfa Romeo Club who invite all comers. Michael Jhon and Maggi and I went along in our Morgans, helping to fill out a field of nearly 70 vintage Eurocars. We had a great time, and I knew our out of town visitors to the Mog 100 Redux would enjoy these roads as well.

So it was a rainy Friday morning we gathered at the InnMarin parking lot in Novato and awaited our fellow

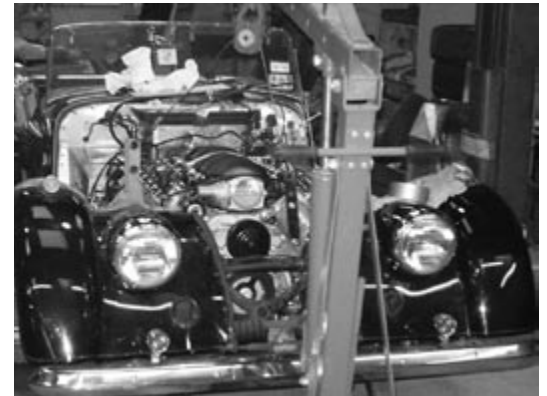
"runners": Phil and Elaine Fisher, **Gary and Francine Marquis from Chico**, and Linda Cannon of San Luis Obispo.

First off, we went to Infineon Track, just to get a taste of the forthcoming weekend, and look about the paddocks. **We crowded**

on the State Dinner Registry of Fine Wines served at the White House! They are on Bonness Road just off Hwy. 116 North about a mile after the Hwy. 121 intersection. Well worth the visit, the younger members of the family were there, they loved our Morgans, we loved their wines.

Then we left to get back on Hwy. 116, intersected Adobe Road, and right on into Penngrove, the Bodega Valley Road took us west out of town, and then onto Valley Ford Road, and

eventually to the town of Bodega and **Bill Fink's Isis Motors** on W. Salmon Creek Road. By this time the sporadic



rain had let loose into frequent downpours but we were welcomed to view his latest +8+ project and **a wonderful afternoon "tea" at the house as Judy served up panini specialties, fruit and cheeses and a lemon**



cake, taken with wines including a certain White House State Dinner red. Bill and Gary talked of their respective

+8 projects (Gary has supercharged his Rover +8), we all talked of other things Morgan, trips to take, plans to make, the pleasure of the warm room with lit fire and easy company,

around Larry and Donna's Pit where he had his 1928 and 1930 Morgan Trikes displayed.

There were Trans-Am cars out on the track doing slow, slow practice laps for a while, but all in all very quiet with lots of drivers/crews erecting "pop-ups" and other coverings, as the skies darkened and glowered.

About lunchtime, we went off to the **Robledo Family winery** nearby. See <http://www.robledofamilywinery.com> They have quite a history and are now



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two tone 2.4k miles

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Edn. Rosso Corsa, 6.6k miles

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the rain pattering outside, had nearly all of us in communal and blissful sleep. Or, is this the new "60"?

Ah, but we had to rouse ourselves and get back as the daylight was drawing late. Gary and Francine headed on back to the InnMarin directly via Petaluma and Hwy. 101 as they still had to check-in, the rest of us took the more indirect route, a kind of stepladder of west roads heading southerly like Spring Hill, leading to Chileno Valley to Wilson Hill and the back end road into Novato. The rain was lighter on this return and let us get back to the InnMarin relatively dry, daylight to spare. Our little band had a lovely run, and we all thank Bill and Judy for making it so.

Though the usual Sonoma Square Saturday evening Celebration and Parade of Vintage Cars was cancelled due to really rainy weather, "Mog 100" went right along with a dinner at Rins Thai Restaurant just off the Square. More than 20 stalwarts braved the elements to attend a sumptuous feast of Thai delicacies, and even two drove up in proper Morgan livery in all that inundation. Hilary and Peter Smith-Mahon motored up from San Francisco in her mother's venerable +4, and the spirit of Marion Smith infused the table with good cheer and animated conversations. Many thanks to Rod Miller and owner Jupa for organising a great evening of fine dining and comraderie.



Sunday dawned wet yet again that weekend, but that didn't stop Mogs from coming to the track and featuring their cars in the Mog 100 Concours. **Wendell Bain** organized this event and turned us into judges prepared with rating and judging sheets and instructions at Turn 3. Some unusual cars turned up, including the **MMC Works original Plus 4 bodied "Mule" +8 test car, the very first +8**, owned and driven now by Bill Fink. The car is affectionately known as "Boobs", see photo. Many thanks to Wendell for producing this Concours, especially when the skies were all so dark and glowering around us.



The Mog 100 ReUnion/Sonoma Historics Weekend was a very challenging event to put on in largely wet and limiting conditions, and I want to thank Pierce and Greg Powell for spearheading the event, Wendell Bain, Donna Dell'Ario, Rod Miller, Elaine Fisher, Lynn and Karin Powell, other ad hoc volunteers, everyone for performing principal roles in getting a multi-faceted event going and moving along so successfully. Thank all of you very much, Gordon

Winners Mog 100 Reunion Concours

Best of Show

Marg Naughton 57 Drophead

Plus 4

1st Marg Naughton 57 DHC
2nd Steve Kellerman 55 Roadster

Plus 8

1st Steve Kellerman 04 Roadster
2nd Phil & Elaine Fisher 92 Roadster

Exhibit only

Walter Menzel 05 Roadster

Bill Fink original +8 Works car based on +4 body, "Boobs"

Soggy Sonoma Historics

Story by Gordon • Photos by Gordon and Donna

The Sonoma Historics in the first weekend of June can easily be categorized as a near total wash-out. Unseasonable and incessant rains made for a Friday and Saturday of non-racing and quiet, covered cars, drivers and crews in the pits waiting it out. A few qualifying groups made it out but it was hardly worth it. All the racing happened in one long Sunday of threatening clouds, overcast, humid, with dwindling showers. It had rained the Devil all the night before, and the Raceway officials decided to combine Saturday quals with Sunday finals into one merge of Groups A and B. Here some highlights and sadly, mostly lowlights.

The Sunday morning races were relatively slow commutes with wet

The Morgan club racers (northern and southern CA Clubs) that participated included:

Jeff Tamkin 1956 Austin Healey 1004 #616 2660cc

Louis Timolat **1959 Morgan +4** #73 2188 cc

Greg Solow **1963 Morgan +4** #45 2187 cc

Stewart Smith 1957 Lotus 11 #185 1200 cc

Brian Howlett **1961 Morgan +4** #111 2188 cc trophy winner

Damian Friary 1966 Corvette #666 5359 cc

Karen Barry 1960 BMC Huffaker Formula Jr #58 1100 cc

J. Dale Barry **1934 Morgan 3wheeler** #88 1300 cc DNF

Larry Ayers **1930 Super Aero 3wheeler** #151 1084 cc DNF

Jeff Abramson **1959 Morgan +4** #145 1995 cc

Jeff Abramson 1960 Cooper F1 #75 2500 cc

and ponding track conditions, so for ex., Group 1A, '55-'62 GT Cars, first out at 8 am, ran 11 laps (lap = 2.5 miles) avg. speed recorded 61.875 mph for the leader. 31 finishers out of 32 starters. Though drivers spaced out for lots of room between each other and more or less holding position, **Jeff Abramson #145** took the lead on lap 2 and never looked back to take the checkers. It marked Abramson's second Infineon Raceway victory behind the wheel of his 1959 Morgan "Baby Doll." **Brian Howlett third in his '61 +4**, and Louis Timolat 11th in his '59 +4.

"It was fantastic. After starting fourth, working my way to

first made it an exciting race," said Abramson, who previously won in Sonoma in 2009. "Especially racing in the wet, I had so much fun."

All these cars/drivers got out on the track for some short duration.

Gradually the track dried out and tires began to get grip, fields got going a bit faster. By 11 am, '55-'64 Formula Cars were the first group to get up to something near speed, and **Karen Barry** came in 17 in her



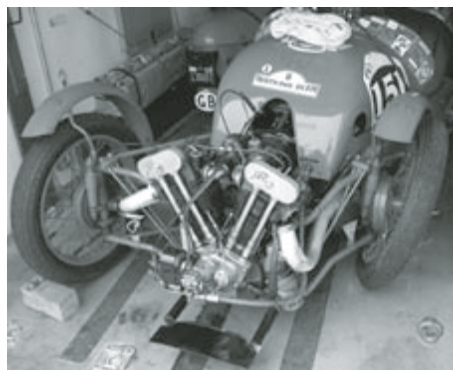
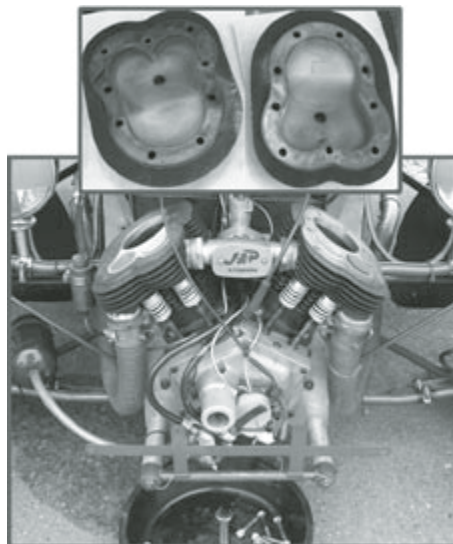
Brian Howlett claims the sportsman trophy for Group 1A.



FJ Huffaker Special out of a field of 30, BMC motor, no longer plagued by ignition problems, and a broken half shaft at Buttonwillow the month before.

But alas, **Dale Barry and Larry Ayers** with Red Johnnie, endured the Saga of Broken Trikes for the whole weekend. Friday, Dale went out on his just finished trike, sporting a fresh rebuilt JAP flathead. He had been advised to change to leaner needles. which he followed, but something in the back of his mind said, no, this is not right, and sure enough, climbing the hill to turn 2, he lost power and he limped back to the pits. The alloy pistons and liners had an argument and upon inspection, the cylinders were heavily scoured, and the heads were a very light beige. Done completely.

And additional serious misfortune came to Red Johnnie and Larry on the last lap Sunday of the Group 1B



final (1911-1926 & 1927-1949 Sport and Racing Cars). By this time the track was dry and he was leading the last third of the group when he came up on the tight turn 11, the left front wheel lifted, he corrected but it was too late and the momentum carried him right into the outside wall, nothing he could do. Just another 3 feet of wiggle would have brought recovery but it was not to be, the left front flattened and creamed that side of the trike. See Donna's story for more details and the beginnings of Red Johnnie's resurrection.

With elimination of the pre-1930 racing cars from the Monterey Rolex Reunion this August (What Up With That? ed.) it looks 2011 will be a very short year of competition for the only West Coast USA Morgan Three Wheeler Racers. May the other Morgan Four Wheelers carry the rest of the year.

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Red's Over-Enthusiasm & Recuperation

Story and Photos by Donna Dell'Ario

At the end of a rainy race weekend, the track had dried off by the time Red's race group headed out to the track. Missing were many of his racing buddies who'd had earlier mishaps or mechanical problems. All the faster cars had lapped him and were well ahead, and all of the slower cars were well behind. Red felt good – as good as he'd ever felt in recent history. Larry sensed this and increased the throttle bit by bit so that on the last lap, Red was fairly flying down the back stretch into the last turn, a sweeping U-turn. Whoops! The wheel lifted. Larry compensated, fought for control, but the force pushed him left. When the wheel grounded, he ran out of room and slammed into the wall. The wheel folded back against the body. One of the stays broke through the wood and punched across Larry's shin. About 500 yards from the checkered flag, Larry got out of Red, waved to reassure the crowd, and waited for the tow truck.

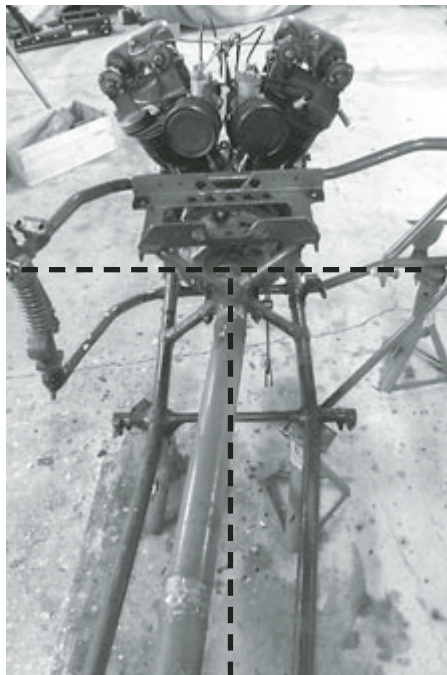
Meanwhile, Donna was in the "Ladies Tea Room" suite, high above the track and one of the few places she could not see was Turn 11. But she heard the track announcer shout, "Oh no! The little red Morgan hit the wall! ...But the driver is OK.... Too bad about Larry Ayers. He's been racing for a long time and is a good driver. Sorry this happened."

Well, we are, too.



When Red got back to the pit, he found many hands ready to help him into the trailer, including our pit crew, Paul Cowley and Sal Marino, and racing buddies, Dale and Karen Barry and their pit crew.

Once Red was home, Larry started the disassembly and Michael Anthony helped with the assessment that found a twisted chassis, damaged wood, bent body, broken prop shaft – but no damage to the engine or gear box.



Donna's brother, Brendan was visiting and willingly added his knowledge and muscles to the preliminary tube straightening. Michael Anthony loaned appropriate tools, expertise, and muscle to straighten the chassis. At times the chains and ratchets



and torch looked like a torture rack! But the combination of heat, force and hammer brought the tubes back into alignment.

By late July, Larry repainted the chassis and is locating a new wheel that will be relaced to the old hub. Next will be the wood and body work.

So it was a cruel punishment for Red's over enthusiastic racing, but the lesson's learned: older bodies should leave the full-tilt racing to the young. Red's presence on the race track in the future will be to exhibit its long racing history with unsurpassed records and accolades.

It's enough to keep the spirit alive.



Editor's Notes: MogWest 2011

By Gordon Craig

Carmel Crossing to Cambria, July 8 Friday

Every year we MogWest pilgrims from Northern California and points beyond gather at Hwy. 1 and Rio Road, the "Carmel Crossing". We get there between 9:30 and 10:30, Morgan time. About 18 Morgans assemble, including the new kid on the block, Jon and Tamzen's beautiful Aero Super Sports, what a treat to see this beauty in our midst. Audrey and David in their Tintop SUV, loaded with MogWest apparell. They just come by to say Hi and Bon Voyage, they will go 101 and get there before us. And Chris Broadwell comes by with son Peter to wave us on our way. He is not going this year, sadly Betty has passed recently and it is so gracious and thoughtful of Chris to come in the +4 he shared for many years with Betty and see us amid the losswe all miss her, and their annual MogWest rides with us, we'll do this one for them.

So we light our engines, turn south on the Cabrillo Highway (Rt. 1), soon we cruise past the Coast Guard Station, through Big Sur, the iconic bridge spans, with a back drop of overcast sky and blustery winds as we round the high turns in this jagged coastland road and dip into the shallow canyons and back out again. Onto Nepenthe, our first and always lunch stop. In the parking lot we see a +8 with Oregon plates, wonderful, Skip and Joan from Portland have been found, great to see them on the road with us. Orders for "Ambrosia Burgers" abound, and we soak in the warming sun of the rest of the day, the glistening waters of the coves out to sea and the morning fog receding to the west. Shaking off our languor, we hit the road again, some spirited driving when able, and after the BIG Slide just north of Gorda that closed the road well into early June, the road is more inland, longer straights, and soon you can spot the towers of Hearst Castle in the heights to the east as you come over the high corners ever closer. Pretty soon you're upon them, and in a "Morgan blink", you arrive in Cambria. Its 4 pm, always amazes we get there that soon.

Out in the parking lot of the Cambria Pines Lodge, there's Dick Tuttle astride a motorized French bicycle from the 50's. It brings memories to me as a 12 year old in Paris in '57 and seeing scads of them all over the place. On the front wheel a little domed motor and gas tank with a drive wheel on the tire rim, can scoot you around just like that. Maggi hops on, and off they go. I go ahead inside into a reception room full of smiling faces, and buzzing conversations. The Dutras sign you in and give you the packet, the Haines have set up shop, Dennis has those silky silk Morgan shirts and ties, Larry and Donna are there with the Dart Boards, a dvd is playing of the Morgan 3-wheeler, folks are sitting at tables, the room is aglow with stories of the road and just plain catching up. At the line up for the darts competition, Larry in his birds nest cap, two fistfuls of darts for each

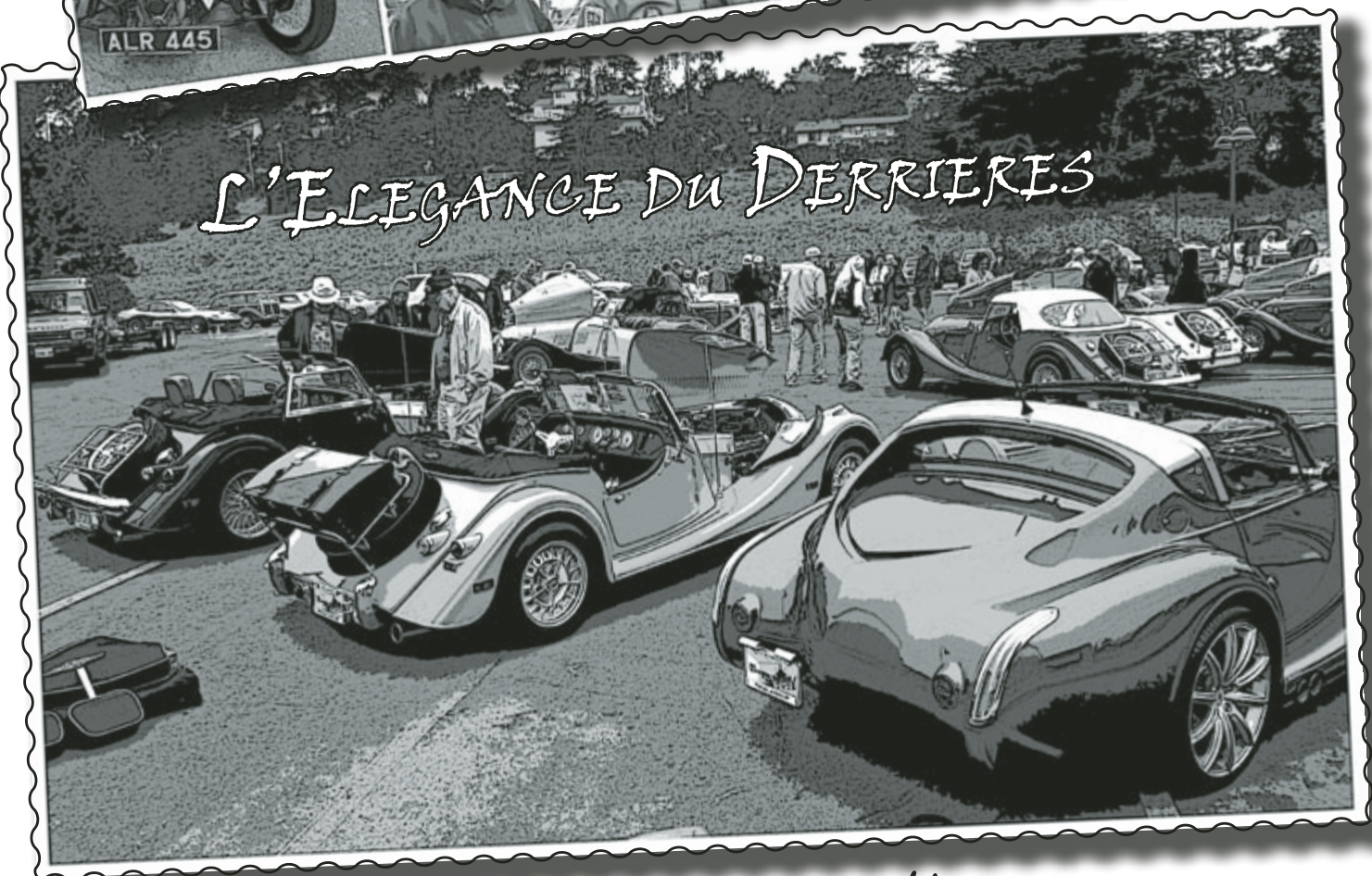
board. It is hard to land those fins sometimes, you think you are shooting for accuracy, seems the more you do, the less those birds stick, ask me how I know. But I get a second chance, "Format" editor Mike Hattem challenges me to the on the spot inspired "Editors" Cup, and we flail at it. He pulls way ahead in Big Numbers on the first board, but because the second board is mostly a "bullseye" proposition, I get my very last dart to lodge just in the outer ring of the bulls eye, and hang there, precariously, but it sticks! I squeak him out with a come from behind all in one whopping 500 points, Ta Da! By now, though, a full day of early start driving, wind and sun exposure is beginning to bring the Sandman. Time to hit the pillows.

Concours, Rallye, BBQ!, July 9 Saturday

This will be the Big Day. We start off with the Concours, held on Main St. in a church parking lot, by far the best venue. Mike Hattem and his early crew guide us to our class rows with ease and there is room to set up and do last minute touch-ups and trailered cars can be off-loaded on the side entries without a lot of fuss. I'm excited to get there. Year after year now I compete in the +4 Drivers Class, and "lismore" puts on more miles and more road wear, she always looks a nice "thirty footer," and maybe I'll finish in the Top Five of my Class, who knows? I really want to see the other cars, and say hello to folks I haven't seen in a year, like the father/son team, the Ryans, Ed Ryan's +4 is a Chris Lawrence prepared Competition Special that has many of the hallmarks of the Lawrence tune +4 Super Sports, but was purpose built here when Lawrence came to L.A. and set up shop. Thus it has the twin Webers, the Lawrence tune exhaust, the molded airscoop on the bonnet, all the great stuff. Ed and his son have revived it in recent years and it is just a wonderful Old Morgan with its own unique pedigree, goes like stink, too. A tap on the shoulder stirs me out of my reverie, and I hear, "Good morning, Sweetheart, did you miss something?" I turn around and there's Maggi, arms on hips, OOPS, I forgot Her! I left her back at the BlueBird, completely spaced her out in my haste to get here. She caught a ride from George and Kathy and I'm in the doghouse, Oh Boy, I'm in it now.. Thankfully she is forgiving, but I'll be scrambling to make up for this lapse all day to be sure. My other favorites: Jon and Tamzen's Aero S.S., Dennis brings a 1950 Dellow Body Flatrad with suicide doors, Vanguard engine, tube chassis. He always brings every year interesting and unique one-off Morgans, sometimes they go on to be Pebble Beach or Quail Lodge Showstoppers, and everyone of them has a fascinating history. There are two other Flatrads in that row belonging to RD Ward and Bob Frisbey, both drivers with later TR 4 engines. They came down with us the day before. I look over from my row and Loren and Annette Steck have just

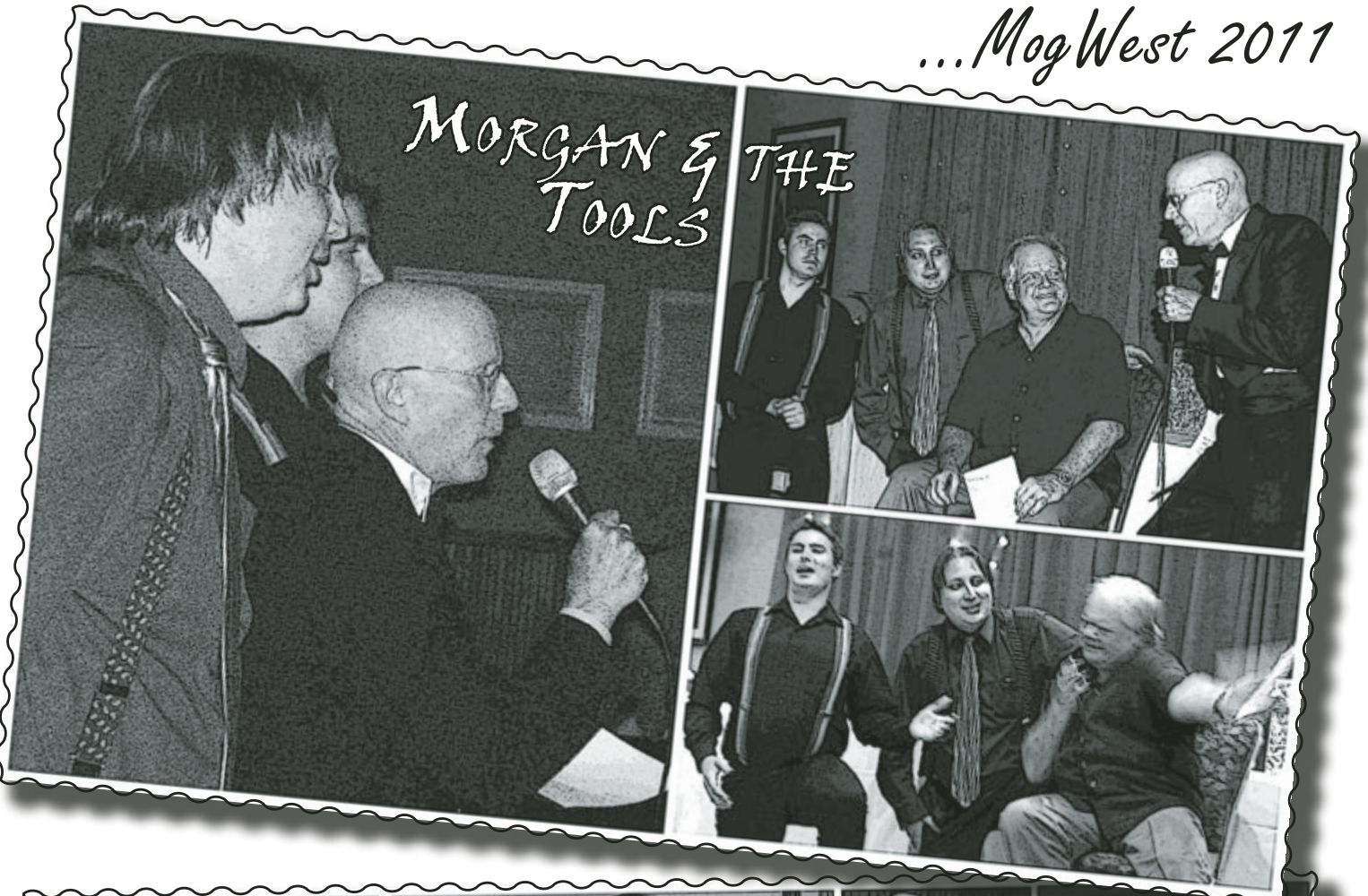
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Postcards from ...



Had a great time...

...Mog West 2011



...See you next year



Darts

Men

1st Place • **Larry Ayers**

2nd Place • Bob Murray

3rd Place • Jon Callas

Women

1st Place • Wendy Woolsey

2nd Place • Tamzen Cannoy

3rd Place • Barbara Willburn

Noted, but not Awarded

Bull's Eye • Bea Worthy

Editors Challenge •

Gordon Craig, Morgazette (533)
vs **Mike Hattem**, Format (372)



Rallye

Four Wheel Morgan

1st Place • Chris & Susan Dutra

2nd Place • Jeff & Robin Gardiner

3rd Place • Loren Steck & Annette Yee

4th Place • The Ryans

5th Place • John Burnam



Three Wheel Morgan

1st Place • **Jim Taylor & Bob Murray**

2nd Place • Dick Tuttle & **George Tollworthy**

Non-Morgan

Deanna & Gary Balzer

Captain Wrong Way Peach Fuzz + Wiping Up The Rear

**Gordon & Maggi
Craig**

**Hard Luck
John Benton**

Mog West

**Bold type indicates
person in photo**

Perpetual Trophy

Jon Callas &
Tamzen Cannoy



Farthest in a Morgan

Skip Jones & Joan Darling (Portland OR)

Concours

Best of Show

Peter Morgan Award

Al Gebhard

Premier Class

1st Place • Mike Hattem

2nd Place • Roy Gustavson

3rd Place • Mollie Miller

4th Place • Mary Ann Dutra

5th Place • Ted & Sandi Robinson



Concours

4/4 and +8 Drivers Class

1st Place • Jerry Gurley

+8 Prepared Class

1st Place • Bret Anderson

2nd Place • Robert Ross

3rd Place • Skip Jones

4th Place • Cal Woolsey

Drophead Class

1st Place • Milt Worthy

2nd Place • Ed Ryan

V6 Roadster Class/Aero

1st Place • Pamela Glavis

2nd Place • Ron & Kathy Garner

3rd Place • Jon Callas & Tamzen Cannoy



Concours

Three Wheeler Class

1st Place • Jim Taylor

2nd Place • Larry Ayers

3rd Place • Dick Tuttle



Termite Motel

Loren Steck



Concours



Four Seat Roadster Class

1st Place • Dan Redmon

2nd Place • Sarah Hattem

3rd Place • Mike Rubin

Restored Class

1st Place • Larry Dalphy

2nd Place • Stan Shirley

3rd Place • Lynn Willburn

+4 Drivers Class

1st Place • Robin Gardiner

2nd Place • Gordon Craig

3rd Place • Morgan Staines

Limited Production Class

1st Place • Bob Murray

2nd Place • Dennis Glavis

3rd Place • John Willburn



arrived from Carmel Valley in what will be our Cover Car this issue, and he lays out all the tools of the "Termite Motel" tradecraft. I'll know he'll win hands down Garrett Capune has brought his early Runabout and we help him roll it off his trailer, getting the ramps just right. The lovely old Trike finds its place on Trike Row. Garret has brought with him some of his fabulous Morgan memorabilia collection, which will be displayed at the Awards Banquet, but you can see quite a bit of it at www.morganmemorabiliamuseum.com. Finally, I don't want to forget Larry Dalphy's newly restored +4 roadster, another Derek W. effort. Derek has accomplished many fine restorations over the years, Hats Off to you, Derek.

The Concours is winding down, time to get a little lunch, and then line up at the Rallye Start at Cambria Pines Lodge. We rush to get there, tape our numbers on our respective left front headlamps. I pull up to the Startline, Rallye Maestro John Willburn recites the countdown, and I synchronize my chronograph with a hearty yell of "Engage!", off we go! The beginning of the Rallye is the Cambria Catwalk, a through line of different neighborhoods all over town connected through a series of closing, ever tightening right and left hand turning maze of local streets playing out until the last inner street becomes the exit to the next maze set up, and so on, and we're given 20 minutes to do this in "average speed", and watch out for wildlife of the four legged and bipedal variety, too. It only gets easier from here, hah! The Driver Directions are tersely worded one liners with an L or R, name of street, abbreviations like HTS (Hard to See), SOL (Sign on Left), C (Continue) and so on. Then, a sometime implied warning to watch out for Tourists! Deer! Traffic! Joggers! Surfers! Campers! Dogwalkers? Egrets! Squirrels! Airplanes! Hippies! Cable Cars! Raccoons! MiGod, What Planet are We On? And, we have to watch for Rallye checkpoints, obey all directions, Stop when directed, and proceed at the Rallye Master Whim or Command, too. He gets all this said in two brief pages. There are no miles or distance covered notes, so you must be on your toes and pedals, watch constantly for the next turn and road, and they could 200 feet or 20 miles apart, who knows? Quite challenging to follow, so you tend to stay with the same cars you start with, but this "if we all stick together, we'll be ok" navigation aid easily falls apart when you come to the stoplights in places like Morro Bay or San Luis Obispo, some of you get through, luck of the draw. So, you go boldly on, where sometimes your Morgan has gone before and it looks vaguely familiar from the other dozen or so Maestro Rallyes you've been in years previous, then again, huh, is this right? And that's where you get into trouble, second guessing what the Maestro has in store for you. Oh, the map you put in your head to help you thread your way proves all wrong anyway. Only thing to do is slow down, suck it up, back track and read the directions once again. At Orcutt Dr. off of Tank Farm Road bereft of fellow Mogs, I had begun to notice the turn signals were acting strangely, slower and slower, whiffing a little of Lucas Smoke. Then suddenly the engine died, sputter, kaput. And it wouldn't start again, nope, starter

turns, but nada. And of course, this in the middle of Saturday afternoon shopping traffic, whoopee. Some college guys in the car behind us hop out, and with me now outside the car and steering, we push "lismore" over to the corner and turn onto the crossroad, which is on a steepening downhill of its own, and look out, the car nearly gets away, but the three of us "muscle" an abrupt halt. Whew. I thank the fellows very much, open the fuse block cover and sure enough, the fuse through which the fuel pump connects has blown, a spare goes in and voila, clicking again, the engine comes to life just like that. But this all takes 15 minutes or so off of our already doddering rallye time, so we see no more Morgans bringing up the rear and won't, we're it. I must compliment Herr Rallye Maestro on including that long section of Canyon Road that takes you out of the residential area of SLO into the back ranch country towards the coast. What a great Morgan Road! It winds this way and that, takes up over the coastal hills eventually to wide open vistas that display open country north, south and east for hundreds of square miles, then gently loops back into farm and vineyard country back to SLO, all in about 20 miles. Back to the finish of the Rallye, hmm, says right here after the right turn on Santa Rosa go 60 mph and you'll come to Studio Drive, we do that, and nobody around, nowhere, so yes, Wiping Up the Rear, yet again!

More hungry than tired, we collect our touring jackets, and go to the Willburn Ranch for the best BBQ ever — Lynne has it catered every year by this group in Cambria and its great. Pulled pork, tri-tip and chicken, varieties of salads pasta to greens, beans, bread, a great spread for all the Mogs All the tables are laid out in checkered flag finery and table favors, everyone is here. But before we dig in, there is a MogWest tradition to be enacted — The Piping of the Haggis and a select reading of Burn's "Ode to a Haggis" by Kathy Tollworthy, then the Morgan folk are beckoned to come forward and partake of the corpus of the Haggis. The Willburns, Gerry, Derek, John and myself bring the beastie in, adorned in procession with crossed flagons of Scots Whiskey (Gerry), the Great Broadsword (John), the Platter of Haggis (moi) and the Ceremonial Daggers of the Guard (Derek, in Chain Mail). We make quite a motley sight. Even with this discouragement, we are flocked with out stretched plates, well, not quite, but more brave souls than you might think. It helps that Gerry is liberally saucing each serving from the bottles, so in the end, we get 'em all. And once you try it, you love it, right?

Awards Banquet, Sunday night, July 10

What can I possibly say? MC Morgan Staines and his back up duo, the Tools were hilarious, all of us in constant gales of laughter, the service and entrees delicious and the awards well deserved, and so was dessert. It was a memorable evening, please, please come next year and have some memories of your own, too. Many, many thanks to everyone, North and South, who put their shoulder to the wheel on this MogWest and made it happen. It was just The Best!

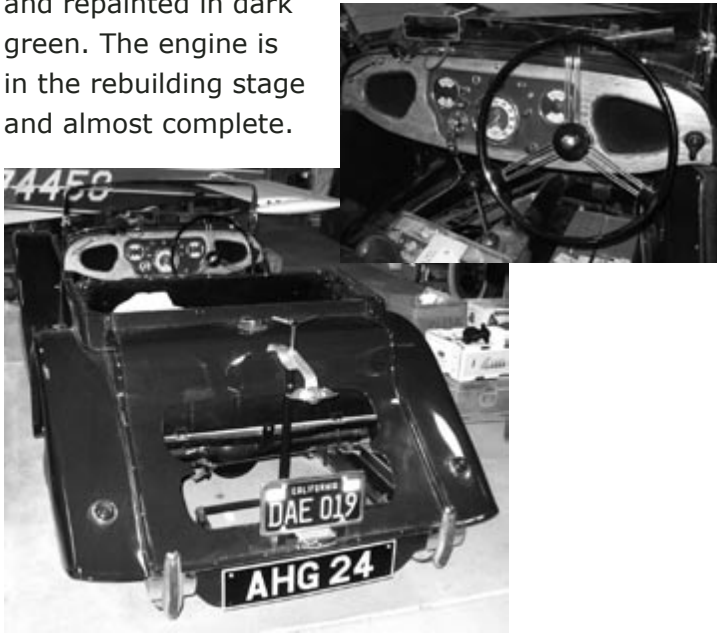
Member Classifieds

Announcing Sale of Steve Roake Morgans to MSSCNC Members

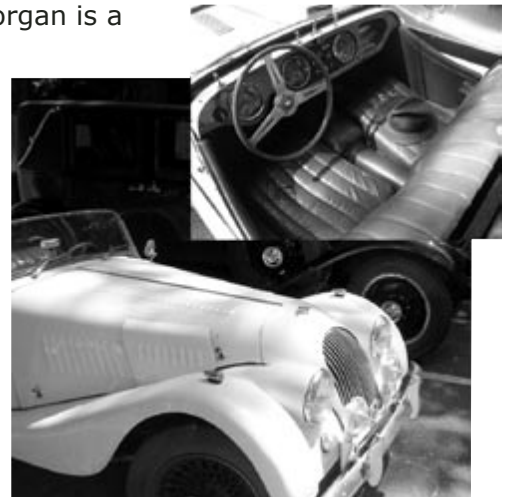
As you may well know, Steve Roake passed away on April 14th. Steve had two Morgans in his collection and friends believe that Steve would have wanted the cars be offered to club members before being advertised.

Any interested persons may contact:
Roy Payment at totoh@sonic.net

The first Morgan is a **1950 4/4**. This car is a frame up restoration with new woodwork, new wiring and repainted in dark green. The engine is in the rebuilding stage and almost complete.



The second Morgan is a **+4 #6962 of 1967** vintage. The factory made 50 of these competition models. It is in very nice condition - white with blue leather interior.



FOR SALE:

1934 Morgan Super Sports Three Wheeler.
Barrelback body style with overhead water cooled J.A.P. engine. Excellent condition.

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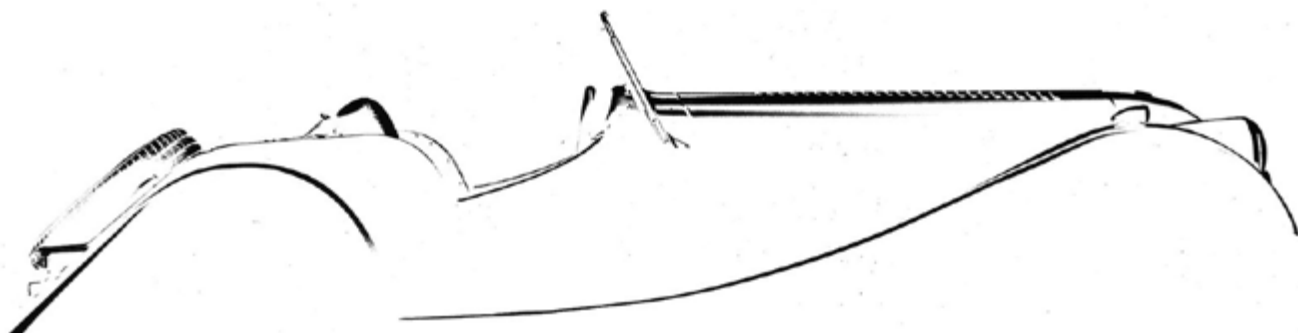
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