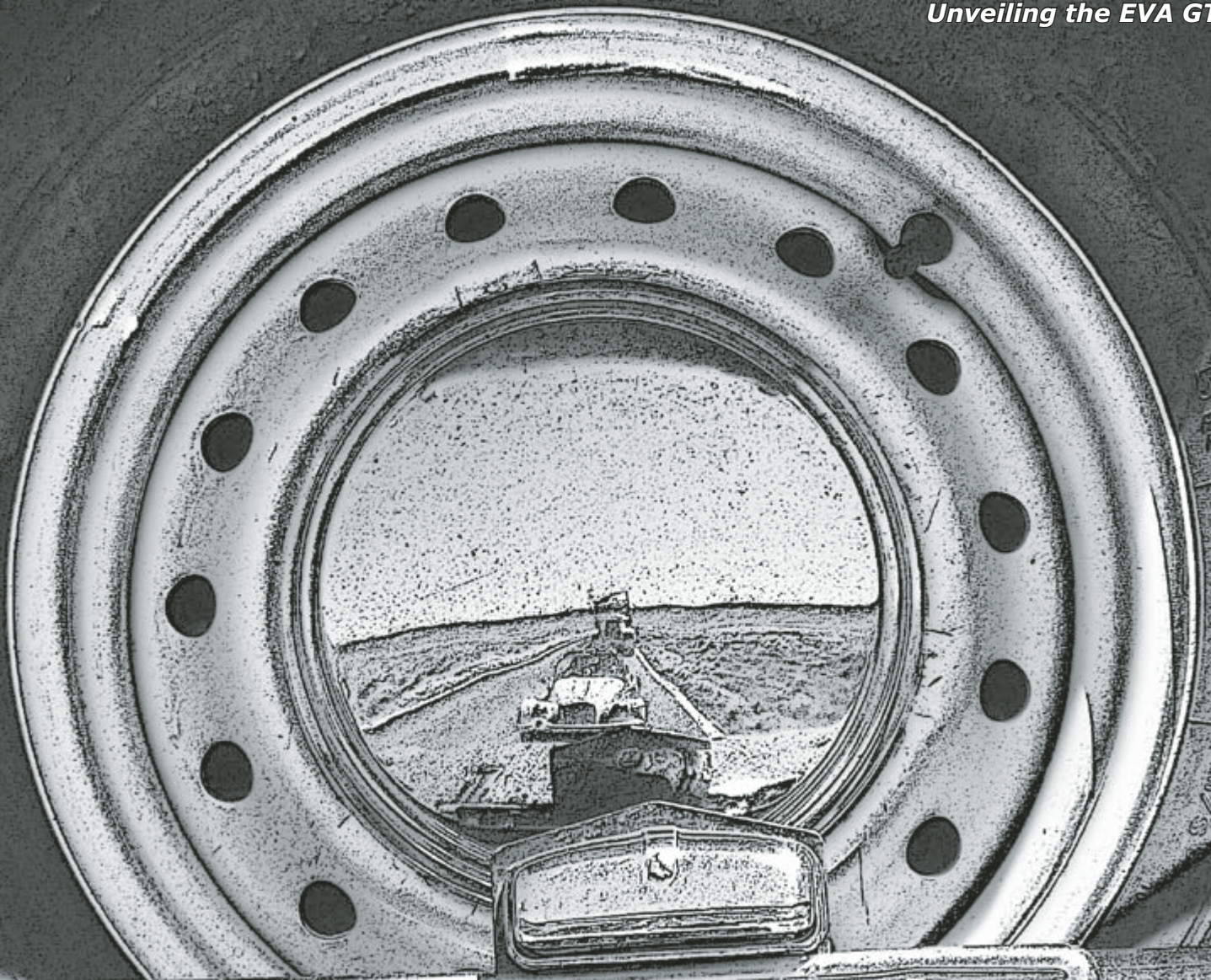


August • September 2010

INSIDE:
Canada Ho!
MogWest

Morgans Over America V
Monterey Motorsports Weekend
Unveiling the EVA GT



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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 2010

President • Kathy Tollworthy
(925) 462-6378
Trikenut@comcast.net

Vice President • Bob Schmidt
(510) 792-4157

Treasurer • George Tollworthy
(925) 462-6378
Trikenut@comcast.net

Secretary • Elaine Fisher
(925) 930-6037
togetelaine@astound.net

Activity Chairpersons • Phil & Elaine Fisher
(925) 930-6037, mailto:phil@astound.net or
togetelaine@astound.net

Board of Directors

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

Membership Renewals & Advertising •
Kathy Tollworthy, (925) 462-6378
Trikenut@comcast.net

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957 Lee Ave. San Leandro, CA. 94577
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Morgazette

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Design & Production • Donna Dell'Ario
dd-mgzt-gc@earthlink.net

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 22** for Oct-Nov 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

(and both "second generation"!))

Chris and Cassie Sallen
1317 Walnut Street
San Carlos, CA 94070
408/891-3152
sallen@gmail.com
'64 green +4

Chris, son of Doug and Debbie Sallen, wrote and said, "Never officially been a member, now it's time!"

Scott and Emily Stone
5300 "C" Street
Sacramento, CA 95819
rscottstone@yahoo.com
1966 brg/black +4

Scott is the son of Southern California members Robin and Jeff Gardiner and he's been a regular at MogWest for years.

(A Big Welcome to all of you! ed.)

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

Cover Photo: *On the road with MOA by Elaine Fisher*



* 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*)

SEPTEMBER

25TH SATURDAY • Ironstone Concours d'Elegance in Murphys, CA. www.ironstonevineyards.com

OCTOBER

Flyer

*Sept. 31ST - Oct. 3RD FRIDAY-SUNDAY • **FLOG MOG** - Northern California.
Coordinator: John Grosetto

3RD SUNDAY • **Niello Concours** The seventh annual Niello Concours at Serrano ~ Celebrating British Marques • On the Green at Serrano Visitor's Center, 4525 Serrano Parkway, El Dorado Hills, California 95762
www.nielloconcoursatserrano.com/index2.html

Flyer

*16TH SATURDAY • **Oktoberfest**, Marj Scooros & Bart Weaver. 1-day run, Dinner & Talent Show.

16TH - 17TH SATURDAY-SUNDAY • California Autumn Classic in Morgan Hill, CA.

NOVEMBER

!! Date Change !!

*6TH SATURDAY • **Gobble Wobble Tour.**

Co-coordinators: Bill & Teresa Wilson, Gordon & Maggi Craig.

DECEMBER

*11TH SATURDAY • **Holiday Banquet.** Oakland Yacht Club. Coordinator: Kathy Tollworthy.

*26TH SUNDAY • Combined Event:

Boxing Day coordinated by Wendell Bain + **Baron Roche/Jan Barton Memorial Run** coordinated by Jerry Gurley.
Save the day – details TBD.

Announcing KIWI MOG 2011

Kiwi MOG 2011! The Morgan Club New Zealand is running a tour of both islands for 3 weeks starting in Mid February. George Tollworthy will confirm this is a fabulous ride. Please check out

www.morganclubnz.co.nz for details.

If you are interested, please contact Bob Stinson via e-mail **barjstinson@gmail.com**
We are trying to get up to 5 morgans in a container to make this adventure.
Bob Stinson

ANNOUNCEMENT

MORGAN ROADSTER REGISTRY

For owners of an '05 Roadster who would like to join the US Registry, please e-mail:

morganroadster@aol.com

This is a chance to communicate with other Roadster owners and maybe a Roadster gathering in the future.

Any questions, contact Charles Miller at the above e-mail address.

Dennis Glavis, Morgan Overseas Dealer of the Year!

How to Succeed in Business without Really Trying?

Actually, this is a story about **really trying** without anything to sell for 4 years. Dennis, owner of MorganWest in Los Angeles, was awarded the Morgan Motor Company Overseas Dealer of the Year Award for the *second* year running at the Annual MMC International Dealers Dinner Meeting (sometimes called the "Drunken Dealers Dinner"--DDD.) in Geneva this past March. The DDD is held in conjunction with the Geneva Auto Show which MMC uses as a showcase every year, this year for the various Aero SS, LifeCar Project and 4/4 Sports models. (Dennis is a long time continuing member of MSCNC and former Prez of this respectable and proper organization, whose Annual Christmas Dinner is also known as the DMOGD.) Anyway, back to Dennis. In accepting the award this year, Dennis expressed reluctance to ever let go of this continuing honor, especially in light of the fact he is now getting the Aero SS shipped to these shores to sell – real Morgan cars that real Morgan drivers can buy, all Federal and California State approved, too. And fast on the heels of this development, next year will bring the EVA GT, a four seater Morgan that promises comparisons to Jaguar and BMW in features and pricepoint. So he may lose the big advantage – adversity, spelled No Cars to Sell – and thus the award – to other more fortunate dealers, who knows? This may be the last year he could proclaim to the DDD, "To those of you who didn't win this award despite selling 100 Morgans a year, try not selling any at all!"

All the best, Dennis, keep on trying, editor



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Message from Our President



MOA V • Thanks to Ken & Pat Miles, Elaine & Phil Fisher & Linda Cannon; these trusty Morgan members organised and worked their adventurous magic to make our trip so memorable... We trekked out of San Francisco onwards to Yosemite, stopping in Mariposa to have lunch. Then we all headed out to Portal Gate of Yosemite. We stayed for two nights. Elaine had arranged an open air bus for all to see and enjoy the beauty of Yosemite. The cascading of Falls and the splendor of the valley walls was magnificent. This was the start of a wonderful 38 days of the US National Parks, Canada and the coastal routes back to the U.S. and eventually, MogWest

The best story of the trip (for me) was George's run in with a Bear at Yellowstone: we were touring along and came across a bear in the Meadows. People were all out taking pictures, so George left the car, crossed the road to see the bear. He turned to come back to the car, and the bear started to come across also. I looked up, there was George and almost behind him was the bear! As a we all know George does not run too fast, but the bear ignored George and crossed over to the next meadow and meandered away.

As we motored along the back roads, weather was hot, wet, windy at times, but mostly just right. Our group included British, Belgian, Canadian and US Northwest Mogs along with Members from our own club. We had a wonderful time but it didn't stop there.

MogWest • As I said, we arrived in Cambria, having rendezvoused with other Club members at the traditional Carmel Crossing, then journeyed south together. I think we MOA'ers stood out like beacons because we all had wind and sun burned faces and dirty Mogs, but we came for the Concours, the Rallye, the BBQ-Piping of the Haggis, the Poker Run, the Awards Banquet and all the good times and fellowship with those we joined. Many thanks are due to those who made it happen Their names and jobs appear elsewhere here this issue, but their crucial hard work in all phases of MogWest is greatly appreciated. Thank you again!

Condolences • To the family and many friends of Dennis Harrington, longtime Morgan builder and restorer, and MSSC/NC member of the 1980s into the 90s.

To Gail [McQueen]Lawson and family at the loss of David Lawson. Dave had been a member for quite some time. Take care all of you, Drive your Morgans, Keep Good Cheer,

Kathy Tollworthy,

President

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Message: lismoregordon@sbcglobal.net



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3rd out of the last 4
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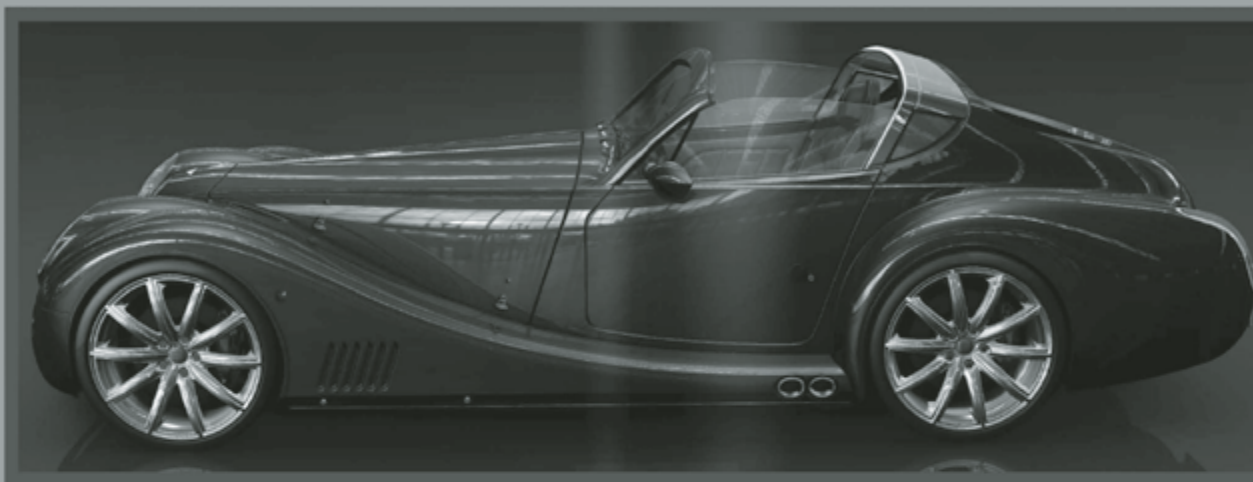
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Racing Green, tan
interior, 3k miles

2005 MORGAN AERO 8 Rolls
Royce Garnet 2.9k miles

2003 MORGAN PLUS 8
Anniversary Edition
BRG Metallic/two
tone 2.4k miles

2003 MORGAN PLUS 8
Anniversary Edition Merlot
metallic 8.8k miles

2003 MORGAN PLUS 8 35th
Anniversary Edition
Rosso Corsa, 6.6k miles

1994 MORGAN PLUS 8

Rosso Corsa, Magnolia
leather 4.8k miles.
Rollbar. As new!

1993 MORGAN PLUS 8 Dark
BRG tan leather piped
in green, 3k miles

1972 MORGAN PLUS 8, British
Racing Green/Black

1972 MORGAN PLUS 8 SERIES 1
Burgandy/Black

1965 MORGAN PLUS 4
Sage/Champagne

1965 MORGAN PLUS 4 DHC
BRG, Chocolate

1964 MORGAN +4+ 2009
Pebble Beach Concours
d'Elegance. SS spec

1963 MORGAN PLUS 4
SuperSport #5352 Rare
SS. Motor is fresh

...and introducing the 2012 MORGAN EvaGT



The all new four seater Coupe takes its inspiration from the British sports saloons of the early 1950's. The first public view of the Morgan EvaGT will be at the 60th Pebble Beach Concours d'Elegance, Carmel, California, in August 2010. Now taking orders and deposits.

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Drophead Coupe BRG

1956 MORGAN PLUS 4
Roadster BRG

1955 MORGAN PLUS 4
Roadster Twin
Spare sn#3390

1953 MORGAN PLUS 4
Four Seater FlatRad
Yellow/black wings

1934 MORGAN MX FAMILY
Black All original 3 wheeler

other marques

2010 ZOLFE GTC/4

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DENNIS GLAVIS, MANAGING DIRECTOR
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DENNIS@MORGANWEST.NET

CANADA Ho! A "small" FlogMog Adventure

by Lynn Powell



L-R: Angie, Grant, Karen, Lynn, Linda, John

In late May, **Karen** and **I** met up with **Grant** and **Angie Larson and John Burks** and **Linda Marr** at Linda's house in Ashland Or. in the evening Saturday June 5th. We departed for John Day Or., staying there the 2nd night. A good warm up for the route that would have us staying at Moscow Id., then Bonner's Ferry, and into Canada, staying in the town of Invermere. Invermere would be our base camp for two rainy nights where we stayed at a b&b to re-charge our systems.

Then on Thursday June 10 on to Lake Louise, staying there for two days while we visited Columbia Glacier, toured through Banff and upward toward Jasper Canada. This was great scenery and a good area for seeing black bear and mountain goats at the roadside, (no moose!).

From Lake Louise we headed south toward Waterton Glacier Park, which straddles the border of Canada and the U.S. South of Calgary I experienced the only mechanical problem of the trip. It seems that my car was not getting fuel. I cleared out the fuel line once only to have the same problem a few miles down

the road. After much futile fiddling with the problem, we decided to find lodging nearby for the night.

A friendly neighbor who lived up the driveway by where we stopped offered us assistance and info as to where we could stay and also a restaurant that was close by. I left the car at this helpful fellows house overnight. By the next morn, John and I had decided to replace the fuel filter and the car seemed to run well. Thanking our new Canadian friends, we were on our way.

We stayed at the town of Waterton Canada, where we took a boat ride across the border into the States and back. The next day we had to press on staying at Missoula Mt., Stanley, Id., and finally separating at Ontario, Oregon, each couple departing to their various destinations, and home.



I don't know how many miles Grant or John traveled, but Karen and I went 3,300 miles from departure to finally home.

The scenery was gorgeous, the roads for the most part were very good and fun to drive and our traveling companions were great! It will be a trip that I will never forget.

Here are the folk that made MogWest a great event this year:

Event Coordinators: Audrey Haines & Gerry Willburn

Trophies: Dennis Glavis

Registration: MaryAnn & Chris Dutra

Logo Design: Derek Willburn

Advertsing & Program: Wendell Bain

Master of Ceremonies: Morgan Staines

Darts: Larry Ayers & Donna Dell'Ario

Concours: Gerry Willburn

Concours Parking: Mike & Sarah Hattem

Rallye: Lynn & John Willburn

BBQ: Lynn & John Willburn

BBQ - Haggis Piper: Steve Ponsi

Poker Run: Lois & Dick Love

MogWest Regalia: Audrey & David Haines

Regalia: Sandi & Ted Robinson

Door Prizes: • Morgan West • Neil Miller • Melvyn

Rutter • Isis Imports • Cambria Pines Lodge

• Moss Motors • Linda Rubin

Photos • Darts by Elaine, Balance by Gordon,

Richard Lacey
& Mike Myers
(MOAers) enjoy
Registration.

Larry leads
Linda, Callie &
Susan in Darts.



"THE BONESHAKER" Rallye

(One driver's account) by Gordon

This year's MogWest Rallye exceeded Maestro John Willburn's usually cryptic, devious and exacting driver instructions. They began with the following admonitions:

#1 PLEASE START AT RALLYMASTER'S COMMAND!

#2 STOP AT ALL CHECKPOINTS!

#3 PLEASE DO NOT CONTINUE UNTIL DIRECTED TO DO SO!

#4 ODO CHECK: 25 minutes to complete Instruction 20 a distance of 8.8 miles.

and ended with:

#5 STOP (at Rallyemaster's command)

OK, what do you do with a set of instructions like that? You follow them to a "T", that is, you must pay attention and follow the logic of these statements in all permutations, including the distinct possibility that the stated facts of these instructions **may not indeed exist at all!**

How else can you account for #2 (Were there actually any checkpoints? Not really.), #3 (You were directed to

start, remember? That was your **only** "direction" until the end.), and #4 (What ODO check? If you counted that would have been at Windsor Dr., short turnoff to Hwy 1 and the longer drive to Cayucos.)

#1 I get, after all, the rallye has to start somehow.

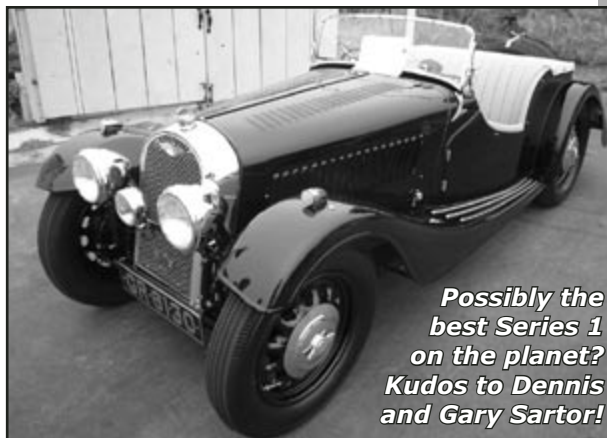
#2 didn't happen until it did at the "end".

#3 didn't happen, ambiguousness aside.

#4 definitely didn't happen for Maggi and moi, blew right through that one.

You and your navigator are in a semantic and problematic sea of change at any given moment of the ride, until you SEE and STOP at the Rallyemasters "command"! If you remember, the Maestro was stationed at Santa Rita Road, after turning right off of Old Creek Road. He was stationed a quarter mile down the road, where the tarmac ended and the gravel began. You had to **see** him and go to him and **stop** to receive Instructions #2 & #3. Poor guy was standing there in the heat of the day, waiting and waiting, sweating and sweating. He couldn't believe what he was seeing: A lot of drivers came to the corner onto Santa Rita, looked at him and turned around without stopping! Huh? Hey, that's not the Finish, Come Here! At least one +8 driver/navigator just kept on

Duncan Charlton with his "Austin Beauty", Aero air-cooled Matchless



Possibly the best Series 1 on the planet? Kudos to Dennis and Gary Sartor!



Kathy & George Tollworthy, tanned at the end of MOA



Preppin' in the early morning fog

Ellen Jo and Jim cruisin' in



[below] The Ryan Family, 2nd Place, Rallye in a +4

going, waving at John as he tried to signal him to **STOP!** Well, the Maestro eventually gave that crew credit (5th place) for over-achieving, after all, they braved a windy, gravel road for another 10-12 miles, got to Highway 46, and gave up when they couldn't connect the rest of the dots on the "mis-directions" (intentional) and headed for the barn.



Maestro John at the Finish: STOP!

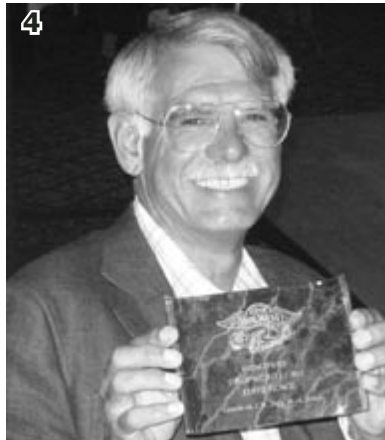
So, the tally for the rallye is as much a summary for those who followed instructions and closed the course in a timely manner as it is for those who missed it entirely. Well, except for yours truly....we had stopped for gas, became hopelessly lost at the outskirts of San Luis Obispo (How can you get "hopelessly lost" in a smallish town like SLO? Don't ask.) We eventually came in at 54 minutes plus, the last of the Mohicans, Wiping Up the Rear, but we did one thing right: **STOP!** (at the Rallyemasters command.) We did!



What's next?



The Start Line of Hopefuls



CONCOURS

Best of Show

Peter Morgan Award

Gary & Millie Sartor
1937 Black 4/4

Premier Class

- 1st Place • Roy Gustaveson +4
- 8 2nd Place • Evelyn Willburn +4+
- 12 3rd Place • Mollie Miller DHC
- 4th Place • Ken Miles +8 (MOA)

Restored Class

1st Place • Ted & Sandi Robinson

+4 Drivers Class

- 14 1st Place • David Hammond
- 2nd Place • Judy Bailey
- 9 3rd Place • Gordon & Maggie Craig

4/4 and +8 Drivers Class

- 8 1st Place • Evelyn Willburn 4/4
- 3 2nd Place • Lois Love 4/4, 4-seater
- 3rd Place • Bob Schmidt +8

+8 Prepared Class

- 1st Place • Jeff Robins
- 17 2nd Place - Michael Myers (MOA)
- 11 3rd Place • John Mulrone (MOA)
- 4th Place • Lynda Ponsi

Drophead Class

- 4 1st Place • Chris Dutra
- 2nd Place • Sarah Hattem
- 3rd Place • Doug Hamilton
- 4th Place • Brian Morton

V6 Roadster Class

- 1st Place • Roger Lacey (MOA)
- 2nd Place • Bob Stinson

Four Seat Roadster Class

- 1st Place • Michael Harris
- 18 2nd Place • Dan Redmon
- 3rd Place • Mayfield Marshall
- 4th Place • Kevin Revette

Three Wheeler Class

- 1st Place • Duncan Charlton
- 2 2nd Place • Michael Hattem
- 13 3rd Place • Larry Ayers
- 4th Place • Jim Taylor

Limited Production Class

- 1 Aero SuperSports • Dennis Glavis

Hard Luck

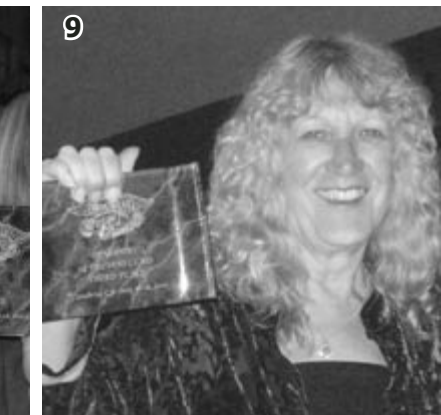
- 5 Pat & Ken Miles (MOA)

Termite Motel

Loren Steck

Awards 2010

Gordon Craig



9



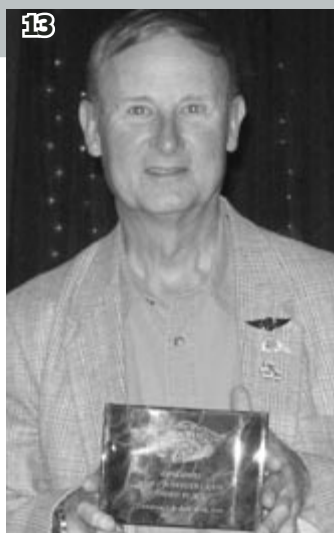
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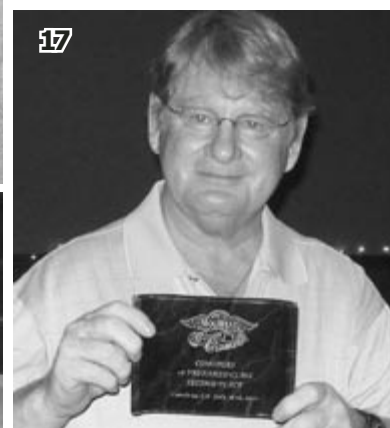
14



15



16



17



18

RALLYE

Four Wheel Morgan

- 1st Place • John Trott
- 2nd Place • Ed Ryans
- 3rd Place • Ann & Morgan Staines
- 4th Place • Kevin Revette
- 5th Place • Mel Cohen

Three Wheel Morgan

- 16 1st Place • Duncan Charlton
- 2nd Place • John & Irene Ulver
- 3rd Place • Larry Ayers & Donna D.

Non-Morgan

Jack & Gladys McNaughton

Wiping Up The Rear

- 15 Gordon & Maggi Craig

POKER RUN

Winner • Cynthia Benton

DARTS

Men

- 7 1st Place • Colin Cundy (MOA)
- 2nd Place • Larry Ayers
- 3rd Place • Lee DeBrish

Women

- 1st Place • Joni Gustaveson
- 2nd Place • Pat Miles (MOA)
- 3rd Place • Deanna Balzer

OTHER AWARDS

Perpetual Trophy

- 16 Duncan Charlton (TexMog)

Farthest in a Morgan

- 10 Callie Cundy (MOA)

Captain Wrong Way Peach Fuzz

- 6 Phil Fisher

Artistic Expression

Derek Willburn

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MogWest BBQ & Poker Run

Photos: Haggis by Maggi Craig • BBQ by Gordon • Poker Run by Larry Ayers



Steve the Piper a'coming in...

The Willburn Clan in procession, line dancing, swords, kilt, chain mail, damsels with daggers, crossed bottles of spirit, we got it all! ...

"Ode to a Haggis," a Prez Proclamation... Finally, Let the feast begin!



Que up to start your hand... Stop on Hwy 1 to see elephant seals... Lunch at Ragged Point... Tally the hands... Aaaah, another day in paradise!





It Couldn't Be Any Better

Morgans Over America V • By Elaine Fisher

UK Dealer Richard Thorne recently told us, "I don't sell automobiles, I sell a lifestyle." New Morgan owners and first time MOAer's, John and Gail

Maloney, agree with that. They have asked that we all let them know of any other Morgan trips, because they had so much fun and want to do more.

Not that other trips will top MOA V, which was absolutely fantastic in every way. The route was the reverse of MOA II with a few modifications by Ken Miles, MOA V organizer. Steve Roake planned MOA II and IT was fantastic in every Morgan driving and scenic way. We had sunshine 39 of the 40 days of the trip, no serious accidents or illnesses, and a natural high every day.

The trip began in **San Francisco** with a Party at Steve and Sue Kellerman's. Fourteen Morgans (4 UK, 2 Belgium, 1 DC, 1 Canadian, and 6 US) then headed east to **Yosemite**. Unfortunately, Roger and Linda Lacey were soon left behind in Yosemite for 3 days due to hitting a rock in the road that knocked a hole in their Roadster oil sump.

Continuing east to visit **Mono Lake, Zion, Bryce,** and the **Grand Canyon**, the Fishers, Tollworthys and Alan Marsh spent time sitting with Linda Cannon and her 1960 +4 in the desert waiting for tow trucks to/from Page AZ. Poor Dasemay and Linda had many frustrating days until all the kinks were straightened out by Yellowstone, with thanks to Philip Fisher, Ken





Miles, George Tollworthy, Alan Marsh and a myriad of mechanics in several towns along the way.

In **Mesa Verde National Park**, after a guided tour most of us climbed down to **Cliff House**, an amazing home of the Ancient Puebloans and well worth your visit.

After a coffee stop in Durango, CO, we headed up the **Million Dollar Highway** to Ouray, CO where Dick and Lois Love hosted us for a lovely BBQ at their beautiful mountain home.

The following day saw us heading up **Loveland Pass** toward **Rocky Mountain National Park** and **Estes Park**, where road construction left us stopped in the heavy winds at over 11,000 feet. It was very scary. Fortunately, the day ended in fun with Jim and Beth Murray hosting us for a lovely patio party at their home in **Ft. Collins, CO**, along with the British Sports Car Club. The Maloneys also joined us there for the remainder of the adventure.

On our approach to **Yellowstone National Park**, Ken had planned the tour to coincide with the Reenactment of the **Battle of Little Big Horn** in Hardin, MT. The event was entertaining, except for the dirt road to the reenactment site where we took in much "Custer Dust" to be removed, or not, for the MOG WEST Concours.



Passing through Cody, WY, we enjoyed the **Buffalo Bill Cody Scenic Highway** on the road to **Yellowstone NP**, where we spent 2 nights chasing/running from animals, speeding through the park, and watching **Old Faithful**.



Sadly, after leaving Yellowstone, Ken and Pat Miles 1968 4-seater had a piece of air filter break off, which ended up in the cylinder. An air trip home to Vancouver enabled them to pick up their

1969 + 8 and meet back up with us in Quesnel several days later.

Meanwhile, we visited **Lake Louise** and **Jasper National Parks**, which had more fantastic roads, trees, skies and beautiful scenery.

Another special Ken treat was the day/night in **Barkerville, BC**, an old mining town, where we celebrated a birthday with a Chinese dinner. Another "must visit" site.

A trip down Morgan renowned Duffy Road took us to a night in **Whistler, BC** where we rode the Peak to Peak Tram with magnificent views.

A ferry to **Vancouver Island**, drive across the island and 2 nights in **Tofino** watching whales and bears from a Zodiac was another mostly fun adventure. Kit Raetsen and Joanne Cockshutt and MOG NW hosted a pig roast on our first evening in **Victoria**. For our Victoria visit, after a delightful brunch, some went on a sea plane tour, bus tour, lunch or tea at the Empress. An early Ferry ride to **Port Angeles** took us back into the US and down the west coast. Steve Roake hosted us for lunch at his home in **Cloverdale, CA**, and then we headed down the coast to **Cambria** for MOGWEST.

After a successful MOGWEST, our Farewell Banquet was at the **Oakland Yacht Club**, after which we parted back to our homes with many happy memories, and the desire to Keep On Morganning.



For more daily information and more pictures, please visit my blog at <http://fishershightonmoav.blogspot.com>

There are links there to others blogs as well.

Monterey Motorsports Weekend 2010

August 12-15 • Motorsports Reunion Races* & Steck's Party • Photos by Gordon & Donna



[L] A British gentleman said he was interested in the Brooklands history of Larry's 1930 Super Aero, Red. Donna regaled him with Red's history, then introduced Larry. Turns out he was Alan Wynn, Director of the Brooklands Museum! He was sorry that his Concours judging duties on Sunday precluded watching Larry race Red, a record-holding Brooklands racer.



40 minute Fog delay on Sunday; Gordon attends Dale Barry.

Passing or being past on Turn 4? Dennis was in a fast group of 1947-1955 GT & Sports Racing Cars under 2500cc

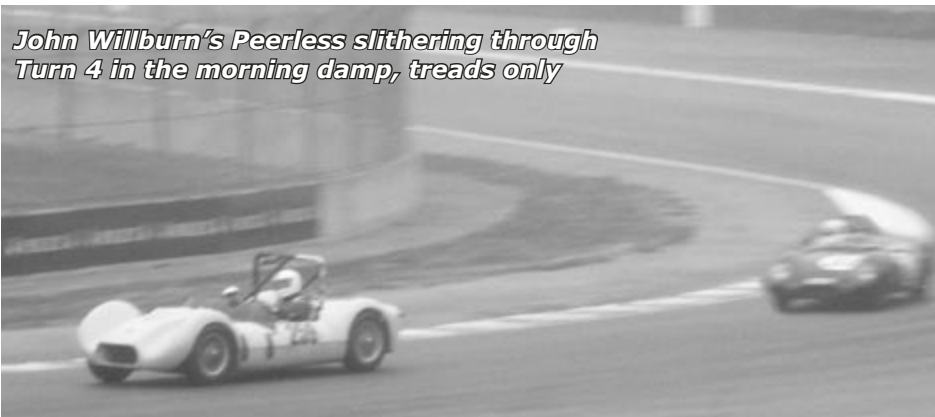


ing start times as the Fog hung about, making for poor visibility and really poor, sometimes dangerously slick roadbed conditions. Many a driver went spinning off the course, including Stirling Moss in his '61 Porsche SC. He was ok, and the car was unscathed until another spinning competitor came out of nowhere and hit him. Mog John Willburn driving his Peerless Ambro Special barely got through the short straight under the Dunlop Bridge as two cars went out of control ahead of him. He has it on video!

Well, they don't have Dryers for this track, that's for sure, and all groups and classes were seriously affected. And as Strictly Morgan racing goes, Larry, Dale and Dennis were the only NorCal Mogs that showed up. There were other Morgan Drivers there, such as John and Jeff Abramson and Stewart Smith, but they were driving other steeds like Ferraris and Lotus. And Dennis didn't drive "Skimpey" but once as he was on call for MMC duties and the unveiling of the EVA GT at Pebble Beach Concours. SoCal Mogs Jeff Tamkin ('63 +4) and Ron Carrico ('64 4/4) finished mid-pack in Groups 4B & 5B with lap times of 1'59" and 1'57" respectively.

Both Larry Ayers and Dale Barry

John Willburn's Peerless slithering through Turn 4 in the morning damp, treads only



Rolex Reunion, The "New" Monterey Historics

by Gordon Craig

Like they say, the "Historics" are History, and the Rolex Reunion is Now. Last weekend, what had been a three day festival of vintage speed and performance for decades changed hands to the new SCRAMP organization headed by former racer Bobby Rahal and was extended into four days of extravaganza. This included an All Bugatti Race, amaz-

ing in itself, and a tribute to racing legend Dan Gurney.

The extra day idea was meant to provide more track time for entrants with extra qualifying races and enlarged fields of finalists in each type and period racing group but it didn't quite turn out that way. Mother Nature had a real impact on the morning schedule, often delay-



Just a few of the All-Bugatti Final, 32 in All!

in their Three Wheelers ran without incident and turned consistent 2'40"s lap times, and had some great duels in the mid pack of a large Pre-War Group of 40 cars. Then again, they were lapped again and again by the Alfa Tipos 37 of

Peter Giddings and two newly restored ERA racing cars, who swept everything aside and finished 1 and 2 going away, really going away. There really should be two Pre War Classes, one for the much faster mid 30's and later cars, one for all the rest going way back.

Maybe the chronology should be based on performance evolution rather than a Historical Cut off date, namely, WWII?

Nevertheless, the All-Bugatti (which is certainly Pre War) was quite a magnificent sight, nearly 35 in the Final. What an event to see so many Bugattis at one time, and this included salons and roadsters, not just the "Blue Bodies". They came from all over North America, and, of course, Europe. I understand this was the beginning of a week of a California Tour for these cars, up to San Francisco, then south again along the coast to Santa Barbara. So many roads, and like Morgans, great cars to drive on them.

Morgans gather on the lawn



Musing over endless variations



Thank you, Loren and Annette, for another great Morgans on the Lawn!



The Stecks "uncloaked" +4, adorned with its "Termite Motel" ribbon



The Willburns Bugatti, the Stecks Woody, and in between a "cloaked" +4 betrayed by telltale oilspots

Introducing the Eva GT

Photos by Neil Miller



WOW!

**Eva GT unveiled
for the press on
Saturday (3PM) at
Pebble Beach**



The Morgan Pebble Beach Award

August 14 • Story & photos by Donna Dell'Ario; Winner & Award photos by Neil Miller



Accompanied by his son, Xan, and principle designer, Matthew Humphries, Charles Morgan inaugurated the "**Morgan Pebble Beach Award**" by inviting Morgan owners to display their cars in the beautiful plaza of the Carmel Mission. (Approx. 40 Morgans attended.) Although Charles said that he appreciated how lovingly some owners restored their cars or increased their performance, he was looking for **authenticity**. Among the most important criteria for judging were: **Originality**: is the Morgan in a state that would have been produced at the

factory? **Complete**: are all the parts present (e.g., top)

and does everything work? **Use**: does it get driven

regularly (however, is it also clean)? Owners were

asked about the **history** of their cars as Charles

considered them. Meanwhile, Mission's Director

invited everyone for pastries, fruit and coffee.

The winner of the 1st Morgan Pebble Beach

Award was **Bob LaMar's 1953 +4**.

Congratulations, Bob!



Judging Bob LaMar's 1953 +4



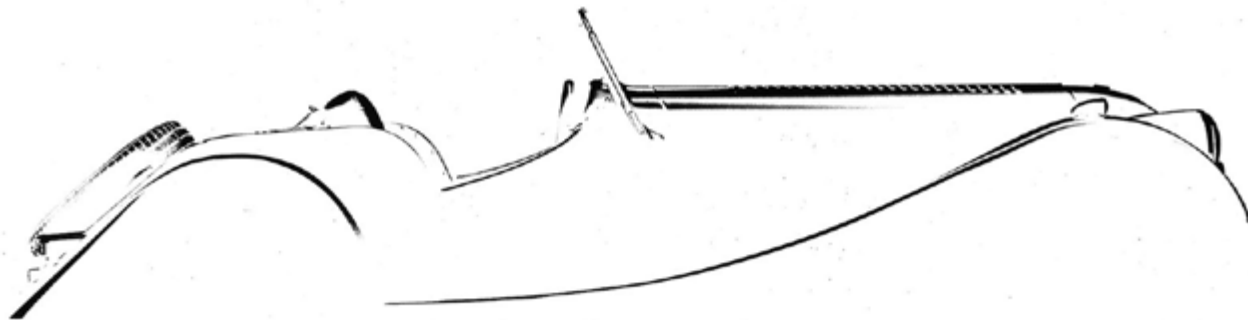
Dennis Glavis with an Aero



Judging Greg Solow's racer



Winners, Ben & Bob LaMar with Charles, Matthew and Xan



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