

July~ August 2016

Inside:

- MogWest
- Return to Reno
- Peter Morgan & the Concorde
- ... and more!



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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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 2016

President • Michael Rubin
MRubinCom@aol.com

Vice-President • Elaine Fisher
togetelaine@gmail.com

Secretary • Maggi Craig
maggicraig@sbcglobal.net

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

Board of Directors • Pres/VP/Secty/Treas plus
Bob Murray, Wendell Bain, Doug Hamilton

•

Activity Chairperson • Elaine Fisher
510-325-6037, *togetelaine@gmail.com*

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

Advertising •
Kathy Tollworthy, 925-462-6378
trikenut@comcast.net

**Membership Renewals & Contact
Information Changes** •
Bob Koupal

Historian • Larry Ayers
707-554-1787
redmorganracing@earthlink.net

Morgazette

Editor • Gordon Craig
510-638-4904
lismoregordon@sbcglobal.net

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:

- September 28 for Sept-Oct
- Dec 5 for Nov-Dec

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.

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

Welcome New Members

Jon and Sharon Omey
Eureka, CA 95501

Loren Hansen
San Francisco, CA 94122
1969 yellow and black +8

Rod and Joan Buntzen
Calistoga, CA
1960 red/black +4

Bill and Kenji McIntyre
Castro Valley, CA

Club website: www.NorcalMog.com

Many thanks to Tcherek Kamstra for developing the site and acting as the web manager! More details in Prez Sez (page 5).

Cover Photo: Beautiful Mogs ready for the Concoours at MogWest. Photo by Michael Hattem



*** MSCCNC Club Sponsored Event**

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

AUGUST

15–21 MON–SUN • Monterey Car Week.

* 19 FRI • Morgans on the Deer Poop, Carmel Valley. Contact Loren Steck **See flyer**

19–21 FRI–SUN • Rolex Monterey Motorsports Reunion races at Mazda Raceway Laguna Seca.

21 SUN • Pebble Beach Concours de Elegance.

* 27 SAT • Driving Event & Swim Party. Contact Ellen Jo Baron **See flyer**

SEPTEMBER

3–4 SAT–SUN • Scottish Games Pleasanton. Contact Paul Marchant **See flyer**

* 10 SAT • Sacramento Auto Museum. Contact Tim Waller **See 2-sided flyer**

* 24 SAT • Ironstone Concours de Elegance–Murphys. Contact Elaine Fisher. <http://www.ironstonefoundation.org/vehicle-entry>

* 26–29 MON–THURS • FLOG MOG. Contact Dave Sneary. **See flyer**

OCTOBER

* 15 SAT • Oktoberfest, Talent Show & Dancing–Point Reyes. Contact Don Henry
ALSO: Nominations for Club Officers.

* 23 SUN • Back 'em Up. Contact Paul Marchant.
Notice Date Change!

NOVEMBER

* 12 or 13 SAT–SUN • Turkey Trot & Winery Tour. Contact Gordon Craig–Michael Rubin

DECEMBER

* 4 SUN • Holiday Party • HS Lordship, Berkeley

Marina. Contact Elaine Fisher

* 26 MON • Boxing Day Run. Contact Wendell Bain

JANUARY 2017

* 8 SUN • Oyster Run. Contact Donna Dell'Ario & Larry Ayers

* 21 SAT • Planning Meeting. Contact Ellen Jo Baron

ACTIVITIES REPORT

By Elaine Fisher

What a wonderful year of Morganning thanks to all our Club Members who organize our events! Their efforts are very much appreciated by all of us.

June and July were busy for the racers at the Sonoma Historic Motorsports Festival; drivers and diners at Don Henry's Jelly Berryessa BBQ; and all Morganeers at MOG WEST. Additionally, Philip and I attended "All Morgans Day" at Blenheim Palace near Oxford, UK with over 400 Morgans in attendance. We then ferried across the Channel to attend the LeMan's Classic races in France.

August and September are full of exciting events. Please see the Calendar and flyers for details. We hope to see the "regular attendees" out as well as new members, those who attend occasionally, and those who have never brought their Morgan out to a Club event. Although we always hope to see you in your Morgan, attendance in a "tin top" is acceptable as well.

The next event, during Monterey Car Week and its many events, is the Steck's Annual BBQ on Friday Aug 19. This year it is aptly named "Morgan's on the Deer Poop." Let's hope the Soberanes Fire is out by then. Annette and Loren work hard to put on this event, so kindly RSVP in advance to let them know you will be attending. Preparations for 75 people versus 200 is quite different.

On Saturday August 27th, Ellen Jo Baron and Jim Taylor are organizing a Skyline Drive and Swim Party. You need to drive for this event, however swimming is optional. Please, no comments or photos of us in swimming attire. Please be sure to RSVP in advance for food ordering.

This year, Paul Marchant has arranged for us to display our Morgans at the Scottish Games over Labor Day weekend. Be sure to contact Paul in advance.

On Saturday September 10th, at 10AM, Tim Waller has arranged for a docent-led tour at the California Auto Museum in Sacramento, followed by lunch in Historic

continued on page 9

NEW **2016 Morgan 3 WHEELER:**
Tourist Trophy Editions w/
polished alloy bodies/Blue
leather/special AR exhausts

NEW **2016 Morgan ROADSTER**
'65: MountBlanc White,
Yarwood Cinnamon leather

NEW **2016 Morgan ROADSTER**
'65: MountBlanc White,
Sable Tan leather,
340HP/6 speed.

NEW **2016 Morgan**
ROADSTER '65:
Himalayan Silver/
Black Wings, 2 tone
leather, 340HP/6speed.

NEW **Morgan 3 WHEELERS:**
choose from **2016** Triple
Black or **2015** Matte Silver/
quilted red leather **2014**
BROOKLANDS EDITION, 300
miles, 1 of 50 ever built

2015 3 WHEELER Black,
Electric Blue leather

2012 3 WHEELER Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2012 3 WHEELER Sport Green,
black leather, as new

2009 Morgan AEROMAX, 1 of
11 in the US, SilverBlue Met/
Blue leather, 2,700 miles

2005 Morgan AERO 8 LeMans
Blue Met/Dark Red Yarwood

2005 Morgan 3.0 ROADSTERS,
choose from: Two Tone Blue
Metallic; Merlot Metallic/
Dark tan, 3,700 miles; BRG
Metallic/tan, 1,800 miles; BRG
Metallic/Tan, 6,700 miles.

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

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

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

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

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



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

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

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

1955 Morgan Plus 4 Twin
Spare/Curved Cowl, transition
model 1 of 43 ever built

1951 Morgan Plus 4 DHC FLATRAD,
ground up restored; very famous
Morgan Factory Team racer

OTHER MARQUES:

Allard J2X, Mk III

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

2008 Tesla ROADSTER, almost
new, every option, Red

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

Morgan

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The Prez Sez...

By Michael Rubin, President

Well, wasn't that a splendid weekend in Cambria! MogWest #33. Full reports and photos further in [starting on page 19].

Sorry if you missed it. Fascinating looking at MogWest attendance etc. figures provided by Gerry Willburn. The overall attendance was off slightly, but the number of Concours entries was up by about the same amount.

More folks must have driven their Morgans, is my hope, but I'm not the only one voicing thoughts about a decline in our club's membership and overall drop in participation in events such as Cambria.

For some, MogWest is a "Been There, Done That," the event needs some changing around to attract, or re-attract people. Others think we need a different location.

For those who want a specific activity added, everyone is open to ideas – but please be prepared to offer a workable plan and be prepared to carry it out, not just a vague suggestion and then harumph around if someone else doesn't do it. Location is a separate challenge. For those who recall the Return to Morro Bay for our 30th MogWest anniversary. The town yawned, motels were decidedly unhelpful, ditto restaurants.

Start by looking at a map – Cambria is the most attractive option on the Central Coast, at least partway between North (us) and South (them). There's nothing further north until Monterey, which isn't looking for added tourists in July and for those of us in the north, Cambria is a gentler Carmel and the next attractive spot isn't until Santa Barbara County. (Pismo doesn't care and San Luis Obispo is nice, but...)

Anyway, multiple thanks for all those who make MogWest happen, from overall organization to darts, registration, and Sunday's drive to Paso Robles arranged by John Willburn to see vintage cars and aircraft. It should be noted that Tim Waller has stepped forward to do the rally in 2017 (Brian Howlett of the SoCal club did it this time, taking over from John, and participants enjoyed it.) Note that Tim has SCCA rally experience... we may get more than we bargained for!

On other topics. If you have read the Bylaws and want to urge changes, send your ideas to me in writing, please, not by e-mail. If there are enough of significance, we will call a board meeting to review and discuss them and recommend necessary changes to the membership.

Secondly, **please use our website and Facebook pages.** Facebook is just that, but if you have suggestions for the website please email our webpersonage, Tcherek Kamstra, and copy me. Both are for everyone to use and enjoy.

Happy August to all.

Michael

Official MSCCNC website:

www.norcalmog.com

Tcherek Kamstra, web manager





Odds & Sods

Letters, notes and sundry from Gordon Craig

ERRATA, ERRATA – Dear readers, last issue a rather glaring typo got past the green shade scrutiny of your humble scribe. To wit, on pg. 4, I wrote in the memory story for Chris Broadwell towards the end, “The following profile published in the Santa Cruz Sentinel in 2005...” when actually the piece was published as it correctly states “March 12, 2012.”

ONWARD – You might also recall an inquiry about a rather storied and famous 1953 +4 Flatrad that appeared from our Mog 3/4 Northeast correspondent Spider Bulyk, pictured below back in the day and the original owner John Erickson, who flogged it for much of the 50s, '60s and '70s.. The car appeared to be out here in California participating in the recent 2016 California Mille driven by its new owner. Spider asked us if any here had a line on its present status to please advise. Well, no sooner was the question posed and published, when Spider wrote me the mystery has been solved.

It turns out Larry Eckler of Morgan Spares had a major hand in restoring the car for a New England client in the early 2000s, “the car has its original numbers matching Vanguard engine in it with a massive 58 hp, quite spiffy, gobs of torque, revs slower, but still fun. That owner, Burt Fendelman, wanted to make it original factory spec when we restored it.” Later, the car was sold to a happy owner living here in Northern California, who wishes to remain anonymous for the time being. We can only hope he joins us in a Morgan Club run sometime going forward, it would be a treat to meet him and the car.



PEKING to PARIS RALLYE, 2016 – A Morgan makes the whole trip, well nearly. . .

Follow along here at the link: “The Adventure before Dementia”

<http://peking2paris2016.no/blog/>

RADIAL ENGINE TOURER – This one of a kind was in the California Melee (no, different, NOT The California Mille) back in October, forwarded by Michael Jhon. He doesn't know much about it, just that it appeared and ran in the rallye for a couple of days. Looks well sorted in fit and finish, but can it fly?



BIMINI TOP – I'm giving a plug for Rick's Auto Upholstery in San Leandro. He recently did a first rate job on a Bimini top for my +4 four seater. He had never tried to do one for a Brit sports car before and he nailed it. He used a modern version of Sunbrella UV protection fabric (in my case black) and set up snaps and velcro hold downs on the hoops structure to support it and tension it with the lift-a-dots on the windscreen. His pricing is very reasonable, he talks through the job with you very thoroughly and he does quality work. And, if you've yearned for a Bimini for your Morgan, once he does the job you will wonder why did you wait so long. His details are:

Rick's Auto Upholstery

Address: 15959 E 14th St, San Leandro, CA 94578

Phone: (510) 481-0441

FINALLY, A NOTE FROM.....

John Donovan, MSSC UK Liaison,
June 20

Good Monday morning Gordon

Thanks for the latest. interesting story from Neil Miller. also in the magazine about Peaches. (referring to last issue, May-June, and the review of the latest UK Morgan) I must say I'm not sure the Cosworth model would be a delight to drive in everyday traffic. too many revs and high range torque. but there will always be a niche market amongst collectors of limited editions, I suppose. only three days to go before the nights start drawing in!! summer has not been brilliant here so far. too much rain. MOG 2016 next month. I think we only have one morganeer from USA registered. next year the annual event is likely to be jointly run with MMC Ltd at Three Counties Showground Malvern last weekend in August. not yet 100% certain, but more likely than not.

best wishes, John

That's All for Now, Happy Trails,
Gordon

In Monterey, a Battle for Historic Laguna Seca Raceway

Charles Fleming

A bitter fight to take control of one of the world's most iconic racetracks will come to a head next week when three competing teams of auto sports enthusiasts make their cases to a ruling panel.

At stake is the management of the Laguna Seca racing venue, host for almost 60 years to some of the power sports industry's most important automobile and motorcycle competitions.

On Monday, according to sources close to the battle, the teams will appear before the Monterey County Board of Supervisors in a hotel in the quaint seaside city. They hope to persuade officials to give them control of the historic raceway, built on former military property inland from the popular tourist towns of Monterey, Carmel and Pebble Beach, and run as a county-owned facility since 1957.

The interested parties are representatives from current Laguna Seca managers Sports Car Racing Assn. of the Monterey Peninsula, or SCRAMP, which has teamed with Florida-based International Speedway Corp.; a Monterey coalition calling itself Friends of Laguna Seca; and a partnership between Long Beach Grand Prix founder Chris Pook and Monterey-based fast-food restaurateur Landon Hofman.

It's still early in the process. At this stage, the three groups have simply submitted a Request for Qualifications, said Monterey County communications officer Maia Carroll. After the hearing on Monday, the committee overseeing the matter will present an update in late August, at which time the county could ask one or more of the groups to present a more detailed management plan — or decide to reject all three and continue looking for a new steward.

The 2.2-mile Laguna Seca racetrack, considered one of the world's most technically challenging, hosts five racing events annually. In 2015, its managers reported 234,000 tickets sold to visitors who pumped an estimated \$62.1 million into local businesses, including \$5.2 million in state and local taxes.

The facility, which includes an adjacent campground and shooting range, has been managed by SCRAMP, composed largely of volunteer workers, since its earliest days.

But charges of mismanagement and a scathing Monterey County Grand Jury report on SCRAMP's Laguna Seca activities cost the group its annual contract to manage the facility. SCRAMP has been on a month-to-



Vintage race cars round a corner at Laguna Seca, near Monterey, Calif. The racing venue is the subject of a hot battle for control among competing would-be management groups.
(Bob Heathcote / Los Angeles Times)

month agreement since March 2014.

The grand jury report stated that SCRAMP had underreported income, juggled creditors and delayed payments to balance its books, and inappropriately used funds for capital improvements to meet operating costs.

"SCRAMP has not been a financially fit concessionaire," the report found.



Motorcycles race at Laguna Seca too. In this 2005 photo, Nicky Hayden takes his laps during the Red Bull U.S. Grand Prix..
(David Royal / Associated Press)

County officials began seeking a replacement for SCRAMP some time in the last two years. First to the table, apparently, were representatives from the International Speedway Corp., a veteran race management company based in Daytona Beach, Fla., that operates multiple race venues nationally — including Daytona International Speedway, Talladega Superspeedway and Auto Club Speedway in Fontana. The company was formed by Bill France, who also founded the NASCAR racing organization.

Officials from the corporation did not return phone

Laguna Seca, cont'd

calls seeking comment, but SCRAMP officials confirmed their partnership with the publicly traded Florida corporation.

On Friday, Michael Smith, president of SCRAMP's board of governors, said the combination of the two groups provides "a powerful and dynamic organization for the long-term betterment of the facility as a whole."

The partnership, he continued, "is consistent with what the Monterey County Board of Supervisors initially intended when it began exploring management options."

The partnership faces challenges from two recent arrivals.

Sources close to the campaign for the racetrack, who spoke on condition of anonymity, said Long Beach Grand Prix founder Pook had teamed with fast-food franchise owner Hofman.

Efforts to reach Pook were unsuccessful. Hofman did not return phone calls.

Also in the hunt is the just-formed Friends of Laguna Seca, a nonprofit group based in Monterey and composed of long-term peninsula residents with deep racing roots.

Its board consists of locals Bruce Canepa, Jonathan Fieber, Warren Spieker Jr., Ross Merrill, Thomas Minnich and Gordon McCall, as well as race veteran Lauri Eberhart.

Their mission statement, he said, was the same as the one adopted when the racetrack was born: "We are a group of civic-minded local business people that want to see racing stay on the Monterey Peninsula," said McCall, who began attending Laguna Seca races in the mid-1960s. "That's what they said in 1957, and that's

our position today."

The county estimated in its grand jury report that the raceway will need an estimated \$10 million in capital improvements over the next five years, and up to \$2 million for short-term operating costs. The report said that SCRAMP was experiencing at least a \$250,000 operating shortfall annually, off total annual revenue of \$10 million to \$15 million a year "for each of the last several years."

The campaigning has already made for unlikely bedfellows. SCRAMP and the International Speedway Corporation were until recently fighting each other for control of Laguna Seca, and only recently pooled their interests. Last summer, SCRAMP board President Gregg Curry attacked the corporation as an out-of-town, for-profit interloper trying to wrest the track from his local, nonprofit group of volunteers.

"We built this track and we've been managing this track since 1957," Curry told The Times. "We put this track on the map, internationally, through volunteerism."

No matter who ends up with the Laguna Seca keys, interested third parties are hoping the track's future is secure.

"Laguna Seca is sacred ground," said Richard Varner, chief financial officer of the motorcycle racing group MotoAmerica. "It's vitally important that we keep it open."

"We are waiting to see what the final outcome is, since that facility is important to all of us in motor sports as one of the premier racetracks on the West Coast," said Grand Prix of Long Beach President and Chief Executive Jim Michaelian.

Story by Charles Fleming, Los Angeles Times
July 26, 2016

Laguna Seca is sacred ground. It's vitally important that we keep it open.

— Richard Varner, chief financial officer of the motorcycle racing group MotoAmerica



PreWar racing each August at Laguna Seca.

Activities, cont'd from page 3

Sacramento and a visit to the Railway Museum. Also offered later in the day is a fund raising Cruise Fest which is best to register in advance.

The BACK EM UP Event by Paul Marchant has been rescheduled to **Sunday, October 23**.

Several of us will again be attending the Ironstone Concours in Murphys on Saturday September 24th. This is a wonderful participation or viewing event. If your Morgan is 1973 or older, and non-modified, you are eligible to enter your Morgan. It doesn't have to be in Concours condition, however you must pre-register before September 1 with car photos. Contact me for further details.

September finishes up with a Northern California 3 night (Sept 26-29) FLOG MOG leaving daily out of Garberville, with arrangements made for Sherwood Forest Motel. Contact Dave Sneary for further information and to let him know you will be attending.

Again, we hope to see you out in your Morgan (or tintop) for many of these fun events.

– Review From Michael Camell, editor, "Just British", Online Motoring Magazine

Making A Morgan By Andreas Hensing



I have to tell you honestly, I fell in love with this book. How many car books can you honestly say that you read passages out of to your wife and daughter, and they were amused. Interested even. Sorry, but that just doesn't happen in my house. Making A Morgan By Andreas Hensing, hits the ball out of the park in so many ways it is hard to know where to start.

The book starts with the requisite short history of the Morgan car company, its founders, and the cars they have produced over the last 100 plus years. All that is really good stuff, but the meat of the book is what comes next. Hensing visits the factory at Malvern and follows the production of a car through its entire production cycle from the moment of conception – the build sheet, all the way through to birth – the running, driving car rolling out of the factory. Through the 17 days of the build, every step of the process is documented in a way that is particular to Morgan – by the people who craft the car.

This is where the book really shines. Through Hensing's time spent in the factory and interviews with the craftsmen, you get a real sense of these handmade machines. Important rituals are documented – like the ringing of the handbell for breaks and tea time. Hobbies are talked about, and generations of family all working together with pride are held up as the example instead of the exception.

Alongside these descriptions, the photography is excellent, and if the term may be applied to an automotive factory, intimate. From bare metal and stacks of wood, we are shown frames and dashboards and eventually a full car take form. This book is as much a documentation of a work of art as it is of a car. And thankfully the handsome printing and quality of the book itself does not let its subject matter down.

The author, Andreas Hensing, was born in Hamburg, Germany in 1954. He started his professional career as a Naval Officer and studied social science and HR-Management at the University of the Federal Armed Forces in Hamburg. He is Honorary Citizen of Athens, Georgia and became a member of the VDZ, the organization of the German magazine publishers. He runs a small book publishing house for corporate publishing – the "Hanseatischer Buchverlag". His writing style in the work is both informative and warm. He obviously has an affection for his subject.

It is hard not to be a fan of Morgans, but even if you are not, I highly recommend that you pick up this book. Not only does it document a craftsman's way of manufacture that is almost unheard of these days, but it gives insight into the passion and history behind a magnificent car.

Title: Making A Morgan: 17 Days of Craftsmanship: Step-by-Step from Specification Sheet to Finished Car

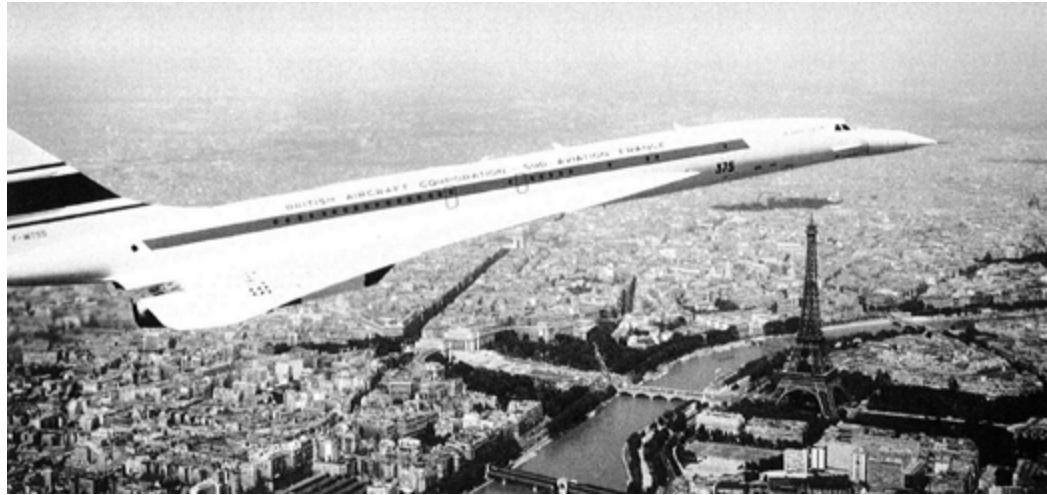
Author: Andreas Hensing

Pages: 160 pages with 380 pictures • ISBN: 978-1-845848-73-6 • Publisher: Veloce Publishing

Concorde & Morgan - These icons inspire the very words "Flight" and "Aloft", they invoke the Spirit Underway on the road or in the air. Our Paris correspondent, Douglas Hallawell, documents the day Peter and Heather Morgan flew the Concorde SST to our eastern American shores in 1995 for MOG 25 in Malvern, Pennsylvania. John Sheally (seated in his 3W) photographed PM (b&w close-up) at MOG 25, and the Pommery cuvee Louise commemorative bottle. All other photos by Douglas or sourced by him. We start with a little historical run-up as to how the Concorde began and how it figured in Peter's life in earlier years. Editor.

The Day Peter Morgan Flew Mach 2

Story by Douglass Hallawell, who also provided the photos



Flying over Paris on June 1st 1969

travellers were discovering the age of jet travel, two countries had already teamed up to create what was to become the world's fastest commercial aircraft: Concorde.

The early years for Concorde:

In 1962 Great Britain and France sealed the treaty that would lead to the first flight in March 1969. Seven more years were to be spent by engineers on further development and testing in the hands of British Aircraft Corporation's and Aerospatiale's test-pilots in order to obtain type certification. The final stage in the test

Half a century ago, when privileged

programme required the aircraft to be flown on typical routes by its respective airline crews and maintained by airline ground mechanics.

What ensued were route-proving flights starting in the summer of 1975 which also served indirectly for promoting Concorde, with invited passengers on board. For these special flights, BA chose to fly to Bahrain – and then on to Bombay – while AF privileged South American destinations. BA had plans then to extend the Bahrain route to Singapore and further still to Australia. Eventually, this led to a partnership between BA and Singapore Airlines jointly operating a single Concorde in dual livery. Early in December that year BAC and Aerospatiale received the long-awaited type certificate for the aircraft.

The inaugural flights for AF & BA:

For their inaugural supersonic flights, AF and BA worked together to schedule take-offs of their respective planes at precisely the same time on January 21st 1976. While BA chose to fly to Bahrain, AF chose the route to Rio de Janeiro with a refuelling stop in Dakar, Senegal. In order to enable simultaneous take-offs of both planes, AF and BA programmed a direct radio link between the two flight decks in similar NASA count-down style. Consequently, the 40th anniversary of these two inaugural commercial flights took place on January 21st this year.

The glorious supersonic years:

With Concorde, AF and BA launched a new era of jet travel, taking civil aviation from a docile 600 mph to 1350 in one giant leap. Imagine waving a magic wand



inaugural flight to Rio Jan 21st 1976 Capt Dudal in copilot seat & Capt Chanoine



Last flight to Rio March 1982-Douglas in middle

over a 105 hp TR-engined Plus 4 of the '60s and turning it into a Cosworth-engined ARP4 with 225 hp... As coined by Ken Binning, Dept. of Industry's director for Concorde, it was the "the end of the beginning". Little did he know, the 'beginning of the end' was to occur seven years later, when, as from November 1982, New York became AF's sole regular destination. The glorious years therefore for AF were the five years from November 1977 to October 1982 during which time AF's seven Concorde's flew to five destinations: NY, Washington, Rio, Mexico City and Caracas. As an AF cabin crew-member, I was selected to fly on the last flights to Rio and Caracas in March 1982.

Concorde hurdles its final obstacle:

A long battle confronting PONYA (Port of New York Authority) with the builders of Concorde and the two airlines resulted in a Supreme Court decision in 1977 finally authorising supersonic flights into and out of New York. AF was the first to fly into JFK in November 1977 on a regular scheduled 3h45 flight, perfectly adapted to Concorde's limited flying range.

Braniff's involvement with Concorde:

On an interesting side note, the only other airline to fly Concorde, with its own cockpit and cabin crew – as compared to the BA/Singapore Airlines venture which retained BA flight deck crews – was Braniff in 1979. Unfortunately, the airline never broke even on their sole route between Washington DC and Dallas Fort Worth. During Concorde's stopover at Dulles airport, the plane's fuselage would be rebadged with a North American registration in order to be granted a US certificate of airworthiness by the FAA and also for insurance purposes. Using alternately AF and BA Concorde's, a Braniff crew would take over for a strictly subsonic flight

to Dallas Fort Worth. The sonic bang generated at Mach 1 would have been incompatible with flying overland in USA. Although the handful of flight deck crews selected by Braniff to fly Concorde were trained to fly up to Mach 2, they were only authorised to fly subsonic!

40th anniversary celebration in Paris:

The crew that took over in Rio for the inaugural return flight in 1976 arrived at 7:00 am in Paris where they were all invited to breakfast with President Giscard d'Estaing at the Elysée Palace. To coincide with Concorde's 40th anniversary, APCOS, a French association created by ex-Concorde crews, hosted its annual dinner at the Senate's restaurant on January 23rd 2016. The two crews selected for AF's inaugural flights (outbound & return) were appropriately invited as guests of honour. Of the surviving cockpit crew of the Paris-Rio flight on January 21st 1976, only one of the two captains, Pierre Dudal, aged 91, turned up at the Senate.

Peter Morgan initiated to Concorde at a French MOG in 1983:

In September 1983 Heather and Peter attended MOG Touraine, taking MMC's latest model, a 1600 cc Fiat-engined 4/4, to the Loire Valley event. As organiser for the Morgan Club de France, I had solicited one of my AF Concorde colleagues, captain Fernand Andréani, to be patron of the MOG. Five years earlier, he had distinguished himself for establishing the record for the fastest transatlantic crossing from Paris to New York in 3 hours and 30 minutes. After introducing Heather and Peter to Fernand, I made a point of mentioning this to Peter at the start of our conversation while they were photographed and interviewed by the press (including French TV), seated together in a Morgan on château de Villandry's esplanade. They spent at least twenty



Mog Touraine 1983 - Peter & Heather Morgan - Château de Villandry

Peter Morgan & Concorde, cont'd



MOG Touraine - Peter Morgan & Fernand Andréani



Fernand Andréani et Peter Morgan

minutes together, talking to some extent about the white bird, as it was dubbed by aficionados.

Did Fernand explain to Peter how the plane would stretch in flight – by as much as 25 cm – due to the high friction generated by Mach 2? Or did he mention

how the horizon – at Concorde's cruising altitude of 58-60000 feet – reveals an unmistakably curved earth? At that altitude – a third higher than any Boeing or Airbus – there is absolutely no turbulence (or cloud) to be encountered, nor for that matter, any hint of front-end shimmy, aka 'Malvern Dance'! One thing is pretty certain, that fortuitous encounter with a French Concorde pilot in 1983 perked Peter's curiosity enough to put a supersonic flight on his "need to do one day" list. And I remember doing my share of promoting the plane too!

Heather & Peter Morgan's Concorde trip to USA:

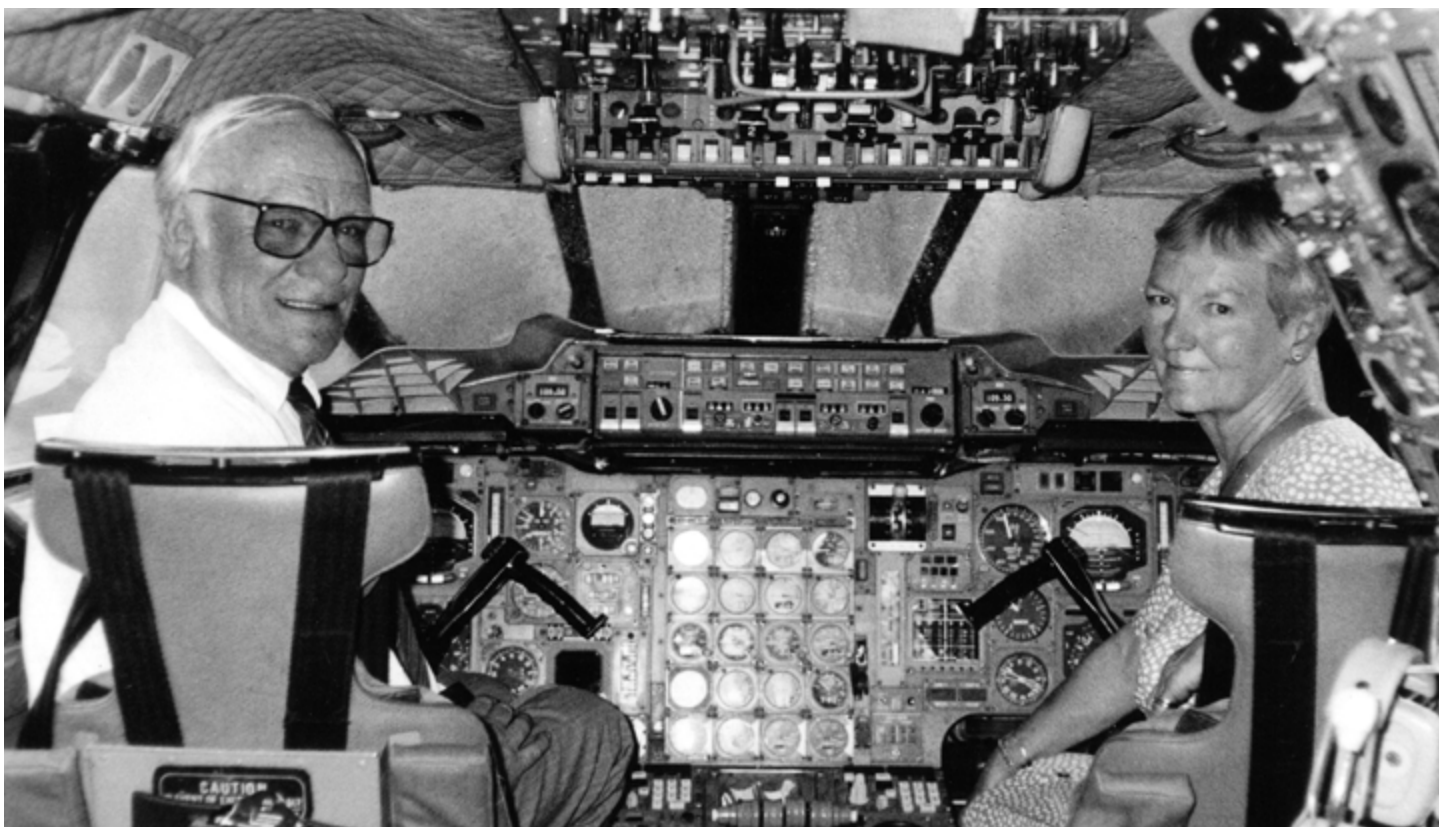
Twelve years later, in July 1995, Heather and Peter Morgan were invited to attend MOG 25, as guests of honour of the Washington MCCDC club that was celebrating its 25th anniversary in Malvern,



Peter Morgan at MOG 02 in Pocono, Pennsylvania



John Sheally, 1935 MX-4 SS barrelback Best of Show MOG 25



CONCORDE original photo of Heather & Peter in cockpit 3_09

Pennsylvania. This was Peter's third attendance at one of their MOGs; the first was in 1972 at Pocono, Pennsylvania. For the occasion they chose to fly on a BA Concorde to JFK as BA had

ceased flying to Washington in 1994. The first officer happened to be a Plus 8 owner and when he glanced at the passenger list, noticed the familiar name. On boarding, Heather and Peter were promptly invited to the cockpit for take-off and landing, seated in the two jump seats. Exceptional circumstances even in those days, and what an unexpected turn of events, to say the least!

As recounted to me by John Sheally, Heather and Peter remained in the cockpit for a souvenir photo of their supersonic trip. No, not during the flight, but after the other passengers had disembarked. The photo of them in the captain's and co-pilot's seats was later published in the 95.8 issue of *Rough Rider*, the Washington club's newsletter. Another souvenir of their flight – compliments of the crew – was a bottle of Pommery cuvée Louise, 1975 vintage champagne which Peter graciously presented to John Sheally who, to this day, still has the autographed (unopened) bottle.



Pommery cuvée Louise vintage 1975 offered to John H Sheally II at MOG 25



Return to Reno aka The Magical Motor House Redux

Story by Gordon • Photos by Susan Loesche, Ed Stump, Larry Ayers & Gordon

The weekend of June 10-12, the year of our Mog 2016 BB (Before Brexit), we journeyed to Carson City, NV to visit the Steve Hamilton Magical Motor House of yesteryear. And, another visit to his vintage aircraft collection, too.

Organized by Don Henry, this time a goodly number of Mogs turned out for the event, a dozen Morgans plus another 10 tintops, Forty or more of us all met up at the Hilton Inn for a two night stay, a much better turnout over last year. Don held a reception in the lobby for us Friday night to kick things off.

Next morning, Don took us on a "Follow Me" run to Genoa, one of the first towns in the Nevada Territory, settled by Mormons. This was fine except the run went straight through a torn up and detoured main street of Carson City separating most of us completely into little groups of stragglers. We eventually all made it and a docent from the Genoa Historical Society gave us a terrific presentation about the town and its celebrated "Mailman of the Sierra" Snowshoe Thompson, a Norwegian-American who delivered the mail year in, year out between 1856- 1876 to the town and remote cabins along his route from the Placerville, California side, 3 days out, 2 days back. He was never hired by the USPO, but later received Congressional and State recognition for his service to the community. He ran a trail first blazed by explorer John Calhoun Johnson, now the approximate route of U.S. Route 50 from Placerville to South Lake Tahoe to the Nevada side.

In the afternoon, we headed for a valley north of

Carson City and the home/ultimate garage of the Magical Motor House of Steve and Marilee Hamilton. They were as gracious as ever in hospitality and welcoming, and this year he didn't repeat himself once about all the 60+ cars on display, the stories were as fresh and enthusiastic as ever. Mike Anthony covered some of the cars with authority co-written last year with me in our first visit, this year Ed Stump's wonderful photography in the following pages will do the talking, his eye for detail, the bounce of light illuminates the imaginative design and flourish of these object d'art on wheels spanning the first 75 years of automotive history. I hope we can all go again next year and the next, as many as Steve will agree to, along with the altitude the experience leaves you breathless. Later that evening, we all went to the Hwy. 395 Grill in Carson City, a must if you stay over.

Sunday morning many of us got out to Carson City airport and the Hamilton hangar where a Stearman two seater and a Grumman twin engine Amphibian were housed. Also, a '47 Hudson Pick-Up, specially fitted with the Hudson straight 8 dual carb race engine and 4 speed gearbox used by Hudson in their early NASCAR dominance of stock car racing, along with the Ford Flathead, the first of performance crate engine/ powertrains. In a impromptu ceremony by the Hudson, Tim Waller made Don Honorary Marshall of the Weekend and pinned a Star on his coat, well done, Don.

Many thanks again to the Hamiltons, as great as the first visit, happily more Mogs attended this year. We had a great time, aka The Magical Motor House Redux.

Steve Hamilton's
+8 restored by
long-time
clubmember
and master
mechanic,
Michael Anthony





Bugatti 57C



*Hotchkiss taxi
radiator cowl*



*Invicta on
the road in
Carmel*



Delahaye Estate racecar



*[Above & Below]
Restored Hudson truck housed in the
hangar with the Stearmans*



Aston Martin DB5 Zagato



Don Henry presented a thank you gift to Steve Hamilton.

A beautiful day at the end of a lovely weekend spent in Carson City, Nevada. Morgan folk enjoyed their camaraderie while being surrounded with gorgeous cars and antique airplanes and high-altitude desert.



Ed Stump



Don Henry & Tim Waller



Docent, Don Henry, Michael Anthony, Jim Taylor



Alice, Cathy, Olivia, Phil, Thorley, Elaine, Sam Logan, Susan



Maggi & Gordon Craig



Phil & Elaine Fisher with Donna D.



Lexa Most & Martin Meiger, Angie & Grant Larson, Gordon Craig, Tim Waller



Bill Ordwein, Elaine, Donna D., Phil, Maggi & Gordon



Marie Logan and Angie Grant



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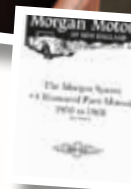
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Friday • Drive & Reception

Photos by Susan Loesch, Gordon Craig, Larry Ayers

Getting to MogWest is half the fun....a dozen of us NorCal Mogs gathered as usual at Carmel Crossroads about 11 am-ish MT (Morgan Time). We waited for our fearless leader, ahem, but he didn't show. So we went on to Nepenthe without him....no worries, he and Maggi showed up but he had a bit of a tummy tumble that morning so wiping up the rear was the only way.

The ride south on Hwy 1 through Big Sur, Lucia and Ragged Point, all spectacular, bright and windy, recently described again as "the world's most beautiful drive" and it certainly is. As we emerged from Ragged Point heading south to San Simeon, though, there is quite a lot of 4 lane highway construction for an 8 mile stretch, seemed mystifying as to why, but Lynn Willburn later filled me in: this construction is to set back Hwy. 1 a quarter mile east and abandon the old road to the Elephant Seals, seems there have been more and more collisions over the years as the old highway is so close to breeding and nesting grounds, so something has to be done. This has been a local movement for quite some time, finally getting done, bravo.

Most of us were staying at the Cambria Pines Lodge this year, so we arrived about 4:30 and checked into our rooms and suites. We would be central for the rest of the weekend MogWest activities. Registration/reception opened up about 5:30 and Joyce and Doug Hamilton checked us in and gave us our MogWest packets. What a job they did, very much appreciated by us all. Likewise, David and Audrey were ready with regalia, Dennis with some MorganWest apparel, and Donna and Larry with the annual Darts competition. This year in honor of the 4/4 80th anniversary, there was an extra target board with 4s to hit for points. It was not as easy as it sounds to hit these targets. Yours truly, aka Mr. Tummy Tumble, did very badly, not even hitting either board until out of nothing he got a lone bullseye on one and a 4 on the other. Though these two hits added up to mucho points, it was not enough to best my worthy opponent in the editors duel, and Michael Hattem won again, dag nab it!

There was lots of meet ups and greetings by all the Mogs north and south, and eventually we all went into smaller groups for dinners either in Cambria or at the Lodge. We stayed at the Lodge, and carried on into the night, but not too much, for there was an early start the next morning.



Susan Loesch motors down Highway One in good company.



Katherine Bard lets loose during a spiritid Darts Competition during the Reception.



The Editors' Shoot-out: Mike Hattem-Format vs Gordon Craig-Morgazette. Larry moderrated, Donna kept score.



Dinner at Cambria Pines Lodge • Jim Taylor, Susan Loesch, Maggi & Gordon Craig, Joyce Hamilton, Lexa Most, Martin Meiger, and Doug Hamilton.



Concours

Photos by Gordon Craig, Larry Ayers, Michael & Sarah Hattem



Early Saturday morning **Mike and Sarah Hattem** guided us into our slots (some the night before) on the adjacent parking lot of the Cambria Pines Lodge entrance. Under leafy trees and border hedges, we exhibited our unwashed Morgans (the Drought is still going) in all their road patina glory.

It was a nice and variable array of new and old Morgans, and some stunning show cars, like the Guzin Best of Show '53 +4 DHC and the Al Gebhard Premier Class 4 pass. Dennis brought the very first Roadster '65 in the U.S. to the fete, great to see a contemporary four wheeled Morgan here again.

Derek Willburn was spotted doing this fix or that, including installing a new Advance Distributor in the +4 of yours truly, which turned into a bit of a tech clinic on how to find the optimal advance for a TR distributor for concours passersby.

Unhappily, one of our number, **Don Henry**, had a serious accident as he was preparing to drive his +4 to the concours area from another part of the Lodge. The car was parked

on a slight incline and when taken out of gear, Don was under the bonnet and the car rolled. He attempted to get behind the car to stop it, instead it knocked him down, rolling over his foot and ankle and knocking him out for awhile. Other Mogs walking to the concours found him and the car across the lane crashed into a stair post, stove in at the rear. Many thanks to **Paul Marchant, Lexa Most, Elaine Fisher, Carolyn Beasley, Joyce and Doug Hamilton, Dale and Karen Barry and Ellen Jo Baron** among several others and the Lodge for coming to the emergency assistance of Don. He spent the rest of the weekend in his suite recuperating with their help, and he was able to attend the Awards Banquet and drive himself home, though barely. What a way to get the "Hard Luck" trophy. Hope you mend well, Don.

The full list of winners is in the Sunday Awards pages, and many thanks to **Sarah and Mike Hattem, Gerry Willburn** for the arrangements and planning and a host of local hot rod, custom and concours judges who joined us from the Central Coast area.



Larry Guzin's Best of Show 1952 +4 Drop Head Coupe • Restored by Derek Willburn



Larry's hub cap selfie.



Beautiful bevy of Drop Heads.



[above] Limited Production MOGs. [below] 3-wheelers.



[above] Prepping the 4-seater Class



[L} Dennis and the 1st U.S. Roadster 65

[below] Roadster Class.



[L] Al Gebhard's and Jim Taylor's cars, nose-to-nose.

Concours, cont'd



Early morning staging and preparation.

*[below]
Part of the
Prepared
Class*



*Karen Ambelin and Zoe Guzin brought some
"Elegance" to the Concours!*



*Finish the Concours, Begin the Rallye.
Rallye Master Brian Howlett talks with Steve Grause and
his friend, Willy.*



Rallye & BBQ

Photos by Gordon Craig, Michael Hattem

Rallye • Paul Marchant and others get their directions and rallye numbers.

Sarah Hattem and friend Adam may not have placed, but they showed how to have a good time on a rallye.



Rallye

Sue and Brian Howlett ran a "timed, staged, finish" kind of rallye and I must say it was challenging to keep track of everything. Well, that's not unusual for Maggi and moi, navigator and driver, respectively, but we did our best, but lost our spot when we had to stop for gas. After that the "stand by" sections of the road side didn't quite add up for us, but we had a good time heading south to Hwy. 46, then onto the Old Stage road back to Cayucos, and north again.

The north again segment took us past Cambria to San Simeon and then a loop to Ragged Point and back again. Now, there was a point along here on the pasture of the Hearst Ranch to the east when some Zebra spotting was noted to us later by the reliable team of Zebra spotters A.G. and T.W. But honest, we didn't see a stripe black or white to speak of. And would it have counted for rallye points? No, probably not. The eventual winners were the Kleins, Mike McGill and Bruce Coyle, Morgan and Anne Staines, Cal and Wendy Woolsey, and Dennis Glavis and Stefan from MorganWest. Bravo to all, they kept their eye on the sweep hands of their watches.



BBQ • Great atmosphere and good food at Rocky Creek Ranch, altho' the haggis was missed this year!

Bugatti under restoration.



BBQ

The BBQ was held again out at Rocky Creek Ranch by Lynn and John Willburn inland on Hwy. 46. Great fare again by Linns Restaurant of Cambria. Folks arrived and the pasture by the old barn filled with Morgans. John's garage is always a treat with the two Bugattis, the Peerless Ambro Special racer, and a trike and +8 awaiting restoration.



Sunday Run

Story by Gordon • Photos by Susan Loesche, Michael Hattem, and Gordon

An unusual early morning call (0800!) brought many a Mog out in the cool air for a run to and through Paso Robles and further east on Hwy 46 to the Paso Robles airport and the Estrella Warbird Museum & Woodland Auto Display.

Organized by **Lynn and John Willburn**, we first took off south on Hwy 1 out of Cambria to the Rocky Creek Road past Cayucos. Left turn, we climbed the coastal hills out of the fog to Hwy. 46 east and along to Jack Creek road. We wound down through a series of winery and B&B roads to Nacimiento Lake Dr. into Paso Robles, delightful country drive, all the more pleasurable as the temps stayed in the 70 deg. range.

Nacimiento Lake Dr. goes right into Paso Robles as 24th St., then becomes Hwy 46 east after crossing Hwy. 101. We arrived at the **Warbird Museum** and taxied to a line-up in front of the outdoor exhibit of Warbirds, F-118s, F-104s, Navy F8 Crusaders, RAF Spitfires, Huey Helicopters, C-47 "Dakota" transports, but our first visit was to the **Woodland Auto Museum**, a large collection

of vintage and hot rod Fords, then Dirt Track racers, motorcycles, and classic NASCAR machinery. This exhibit could easily have been our whole day, but next we went to **"Red Ball Express"** collection in a nearby building. This is a dedicated exhibit of the support vehicles, tankers and supply trucks that moved freight from the Channel ports to the on the move armored columns of General Patton's tanks as they first repulsed the Panzer divisions at the Battle of the Bulge and later swept across the Rhine and secured all of western and southern Germany. The Warbird Museum itself has indoor displays of associated aviation memorabilia, early avionics, radar and communications gear, even a ham radio station. There is a working Flight Simulator ready for take offs, soaring, and landing.

The Estrella Warbird Museum et al is worth a long days visit on its own, preferably in the Spring, we only stayed for 3-4 hours and spent a leisurely lunch at various cafes around the Paso Robles downtown square. A rare temperate day trip around Paso in the height of summer, what could be better?



[above] 8 AM felt a little early, but no one could argue with the pleasant run to Paso Robles.

[L] Lynn & John Willburn welcome everyone to the War Bird Museum.

[below] C47 Dakota





Woodland Auto Museum



Steve McQueen sidecar and Indian mortorcycle.



deuce coupe supercharged flathead



Pink Lady dirt track racer



Stock car racers



Drop-by visitors talk with Katherine Bard and her sister, Susan before MogWest banquet:

Loren Steck and Annette Yee – See you next month for your meadow BBQ!



Awards

Photos by Gordon Craig

Sunday night found us all in the Lodge banquet room with our own Morgan Staines holding forth as MC, "Still Crazy (and Zany) After All These Years." He was wonderful, kept us in stitches with one zinger after another, and was ably assisted by Zoe Guzin and JJ Ruiz, who ushered prize and award winners forward as their names were called.

Of note, Larry, Wendy and Zoe Guzin won "Best of Show" for their stunning '52 Flatrad DHC (restored by Derek Willburn), Fred and Carolyn Klein won 1st place for the Saturday Rallye and The Perpetual ("Tombstone") Trophy. Plucky Don Henry arrived in a wheelchair after a bad accident while prepping his +4 before the Concours on Saturday morning. He won both "Farthest in a Morgan" and the "Hard Luck" (no joke) awards. We all gave him a cheer, he deserved it.

Many thanks to the Door Prize Donors Larry Ayers, Morgan West, Melvyn Rutter, Giro's Garage, the Cambria Pines Lodge, Moss Motors, Tim Waller, and Morgan Car Badges. Thank You to Larry and Donna for the Darts competition. Thank you to Chris Hall for the lovely corsages for the Ladies. And thanks again to Dennis Glavis for the tableful of Trophies.



Morgan Staines was his usual Masterful of Ceremonies. Gerry Willburn and Audrey Haines received all our thanks for producing the event.



Concours

Restored Class:

- 1 • Craig & Susan Turner
- 2 • Joe & Cathy Cibit
- 3 • Jeff & Robin Gardiner
- 4 • Cal & Wendy Woolsey



Best of Show Peter Morgan Award

Larry, Wendy & Zoe Guzin
1952 +4 Drophead Coupe

Concours

Premier Class:

- 1 • Al Gebhard
- 2 • Michael & Janine Hattem
- 3 • Sue & Brian Howlett
- 4 • Susan Loesch
- 5 • Sue & Mike Harris
- 6 • J., Natalie & JJ Ruiz
- 7 • Lynn Willburn

Concours

4-Seat Roadster Class:

- 1 • Dan & Jan Redmon
- 2 • Sarah & Mayfield Marshall
- 3 • Linda & Patricia Cannon
- 4 • Merlin Kearney
- 5 • Hilary Smith-Mahon & Peter Mahon

Concours

Limited Production Class:

- 1 • Bob & Thorley Murray
- 2 • Paul Marchant

Concours

+4 Drivers Class:

- 1 • Chris Hall
- 2 • Janet Wilkman
- 3 • Gordon & Maggi Craig
- 4 • Ted & Sandy Robinson

Concours

V-6 & Aero 8 Class:

- 1 • Pamela Glavis

Concours

4/4 & +8 Drivers Class:

- 1 • Steve & Joann Grause
- 2 • Fred & Carolyn Klein

Concours

Drophead Class:

- 1 • Mollie Miller
- 2 • Martin Meiger

Concours

+8 Prepared Class:

- 1 • Ed & Mary Arnold

Concours

Three-Wheeler Class:

- 1 • Larry Ayers & Donna D.
- 2 • Jim Taylor & Ellen Jo Baron

Concours

Termite Motel:

Bruce Coil



Perpetual Trophy Winner:

Carolyn & Fred Klein

Darts

Men:

- 1 • Michael Hattem
- 2 • Bob Murray
- 3 • Jeff Gardiner

Event

Hard Luck:

Don Henry

Rallye

Wiping Up The Rear

Michael Hattem

Darts

Women:

- 1 • Sue Howlett
- 2 • Wendy Woolsey
- 3 • Sarah Hattem

Rallye

4-Wheel Morgans:

- 1 • Fred & Carolyn Klein
- 2 • Mike McGee & Bruce Coil
- 3 • Morgan & Ann Staines
- 4 • Cal & Wendy Woolsey
- 5 • Stefan Mincu & Dennis Glavis

Cap'n Wrongway Peachfuzz

Winner:

Stefan Mincu

Farthest in a Morgan

Winner:

Don Henry (From Lake Berryessa, No. California)

Sue & Brian Howlett •
Thanks for producing the Rallye • 3rd in Premier Class, and 1st Women's Darts



Larry Ayers & Donna D. •
Thanks for producing Darts • and 1st in Three-Wheeler Class



Michael Hattem • Thanks for Staging Concours • 1st Men's Darts • 2nd Premier Class • and another dubious honor.

Sarah Hattem • Thanks for Staging Concours • 3rd Women's Darts



Joyce Hamilton [& Doug] •
Thanks for handling Registration



Dennis Glavis • Thanks for the Trophies • 5th in Rallye with **Stefan Mincu**

Ted Robinsor [& Sandy] •
Thanks for Regalia • 4th in +4 Drivers Class



Lynn Willburn [& John] • Thanks for the BBQ and the Sunday Event • 7th in Premier Class

More photos, next page



Awards Banquet, continued

Photos by Gordon Craig



Wendy & Cal Woolsey • 2nd in Women's Darts • 4th in Restored Class • 4th in Rallye [with presenter, Zoe Guzin]



J. & JJ Ruiz • 6th in Premier Class



Tim Waller • Thanks for cookies!



Sue & Mike Harris • 5th in Premiere Class



Joann & Steve Grause • 1st in 4/4 & +8 Drivers Class



Ann & Morgan Staines [with presenter, Zoe Guzin] • 3rd in Rallye



Susan Loesch • 4th in Premier Class



Thorley & Bob Murray • 2nd in Men's Darts • 1st in Limited Production Class



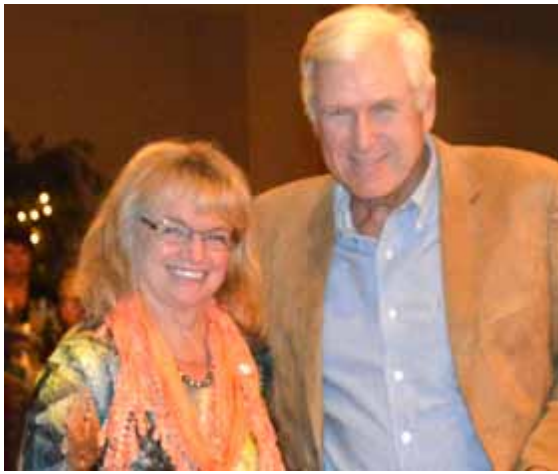
Jeff & Robin Gardiner • 3rd in Men's Darts • 3rd in Restored Class



Merlin Kearny • 4th in 4-Seat Roadster Class



Paul Marchant • 2nd in Limited Production Class



Joe & Cathy Cibit • 2nd in Restored Class



Janet Wilkman • +4 Drivers Class



Derek Willburn • Accepting on behalf of Al Gebhard, 1st in Premier Class. Perhaps Derek should have gotten an award for his restoration of Larry Guzin's DHC!



Chris Hall • 1st in +4 Drivers Class (and thanks for the corsage flowers!)



Martin Meiger (& Lexa Most] • 2nd in Drophead Class



Linda Cannon & daughter, Patricia • 3rd in 4-Seat Roadster Class



Mollie Miller • 1st in Drophead Class – this is the 50th year she's own her Drophead!



Don Henry • Hard Luck and Farthest in a Morgan



Hillary Smith-Mahon • 5th in 4-Seat Roadster Class

Apologies to the few awardees who didn't get their photo taken. Next time don't be so shy!



Member Classifieds



FOR SALE • 1955 Morgan +4 four seater Drop Head Coupe. Original Standard Vanguard, LHD, heater. Ming Blue/Pale Blue, with lt. blue-grey leather, new dark blue top. Seat Belts on all 4 seats.

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Purchased in 1967 in Monterey Park, California

- Always garaged
- Daily driver until around 1977

Odometer miles inaccurate since the car was driven for a few years with a broken speedo cable

- Currently working and shows 22K miles

Frame up reconditioned in 1970

- Replaced Volvo engine and transmission with 1969 Cortina 1600cc Crossflow engine and 4 speed transmission
- Installed roll bar
- New lacquer paint (frame, body, wings, etc.)
- New leather interior (factory kit)
- Original chrome

Miscellaneous reconditioning in 2010

- New wire wheels, tires, gas tank, brakes, fuel lines and tonneau cover
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This 4/4 has been maintained and cared for the last 45 years, it is completely roadworthy and has many more miles ahead.

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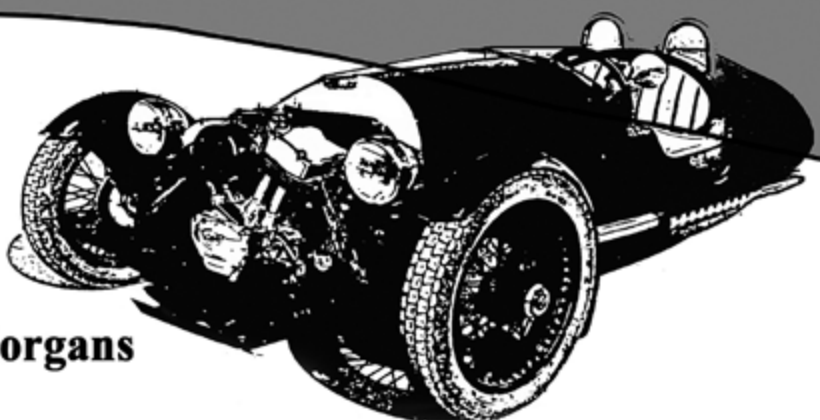
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