

# *The Morgazette*

*The Newsletter of the Morgan Sports Car Club of Northern California*

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*July - August 2022*





# *The Morgazette*

*The 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 supporting our club and driving our Morgans. Our common interest extends to the friendships and camaraderie gained through participation in club events.

## **Club Officers 2022**

President: Paul Marchant  
[morganfreak@hotmail.com](mailto:morganfreak@hotmail.com)

Vice-President: Elaine Fisher  
[togetelaine@gmail.com](mailto:togetelaine@gmail.com)

Secretary: Lexa Most  
[Lexamost2@gmail.com](mailto:Lexamost2@gmail.com)

Treasurer: Martin Mieger  
[martinmieger@gmail.com](mailto:martinmieger@gmail.com)

Registrar: Bob Koupal  
[bob\\_koupal@yahoo.com](mailto:bob_koupal@yahoo.com)

Activities Chairperson: Angie Larson  
650-593-6335  
[msccnc.activities@gmail.com](mailto:msccnc.activities@gmail.com)

Board of Directors: Wendel Bain,  
Grant Larson, Fred Thompson

New Membership: Audrey Haines  
[Audrey.haines@nbcc.net](mailto:Audrey.haines@nbcc.net)

Historian: Larry Ayers  
[redmorganracing@earthlink.net](mailto:redmorganracing@earthlink.net)

Editors: Fred & Ann Thompson  
650-759-2478-Fred / 650-759-8249-Ann  
[msccncnews@gmail.com](mailto:msccncnews@gmail.com)

Design & Production: Wendell Bain  
[wbain@sonic.net](mailto:wbain@sonic.net)

Club Website: Tcherek Kamstra  
[www.NorCalMog.com](http://www.NorCalMog.com)

*The Morgazette is the newsletter of the MSCCNC. It is published 6 times per year and is mailed free of charge to members in good standing. We welcome any and all original and reprint articles, and/or photos amongst all like-minded persons. Articles must be labeled with the following information: 1) Name of event 2) date of event 3) names of all persons appearing in photos 4) in the case of a reprint, name of publication and permission of the author and/or photographer 5) names of authors and photographers responsible for new articles.*

**The Deadline for receiving ads, photos and articles for the September-October issue of the Morgazette is October 20th.**

Please place this date on your personal calendar to assure you remember it. Send your documents and photos to the editors at: **msccncnews@gmail.com**. If you are writing about an event that is finished well before our deadline, it would be most helpful if you could submit your article and photos soon after your event is complete. Please do not send us articles or photos in .PDF format. PDF degrades the quality of photographs and is intended for Internet documents, not published documents. As always, we appreciate your contributions to the Morgazette. Our members are the reason this newsletter is an interesting and informative publication. Thanks, and keep your stories and photos coming!

## **Cover Story**

Photo and Story by: Wendell Bain

The Morgan Plus 4 roadster in front of Ledson Winery on Hwy.12 near Oakmont belongs to Wendell Bain. He has owned it since March 1977 and bought it from Gray Hughes who at the time lived in Fresno. He wisely decided to market the car through Steve Miller in San Francisco as he had just restored it, and then decided he just had to have a three-wheeler. His wife stated her car was, "not going to sit outside while another 'toy' occupied her garage space" Hence the sale. Wendel saw the car, made an offer which was accepted, and it has lived with him since then. Around the same time Wendell joined the Morgan Plus Four Club of Northern California, as it was known then, and it has been a long-term relationship. A fun car most of the time, but some-times aggravating. Wendell and the car have been on numerous club events, it has been a vintage racer, and once a parade car. It didn't like the experience and overheated. A concours queen. (*Continued on the next page.*)

## MSCCNC Nominations for 2023 Officers

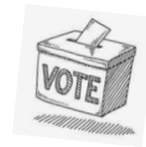
The club needs **nominations** for the **ballot of new 2023 club officers**. Most positions are fairly easy and do not require a great deal of time. Please consider joining the governing team to share your expertise and ideas. We welcome new viewpoints and are striving to ensure that our club operates as a 21<sup>st</sup> century organization, and meets the goals and desires of new and old members alike. The Northern California Morgan Sports Car Club needs you and your talent.

The month of October is the usual time for the nomination for the following year's officers. We have a Nominating Committee to solicit candidates for each office. The 2023 Nomination Committee consists of: Angie Larson, Elaine Fisher, and Lexa Most. Anyone who is interested in holding a club office is asked to contact one of them. You may contact one member of the committee by email.

Elaine Fisher: [togetelaine@gmail.com](mailto:togetelaine@gmail.com)

Lexa Most: [lexamost2@gmail.com](mailto:lexamost2@gmail.com)

Angie Larson: [4angiogrant@gmail.com](mailto:4angiogrant@gmail.com)



Please be aware that if you would like to nominate someone other than yourself for a MSCCNC office, please contact that person first to obtain their permission. If your nominee is willing to serve, then contact a member of the 2023 Nominations Committee. Anyone nominated for a club office must be a member in good standing at the time of nomination. All Officers are elected for a one-year term.

The following is a list of elected officers:

President, Vice-President, Secretary, Treasurer, and three Board Directors.

## Cover Story

*(continued from Back of Cover)*

It left the factory in November 1958 and was shipped directly to Worldwide Imports on Sepulveda in Los Angeles. It was British Racing Green with a black interior when new and from there the history file is lost to time. Gray Hughes bought it in 1975 from a student at U.C. Davis who had decided to further his education would be a better choice than restoring a Morgan. Gray had intended it to be a vintage race car, and when I bought it I decided I would never race it. Silly me. That held true until 1986 when I decided I did want to race it. An incredible amount of fun until 1998 when I was diagnosed with atrial fibrillation and my primary care physician would no longer sign off on my race medical. The car was looking a little scruffy by then and a friend and I decided to strip it down and return it to the original color. Quite a bit of work, but it came out acceptable. Not going to win best of show at Pebble Beach, but pretty nice. It seems to have occupied quite a bit of my life. Great fun!!

## Member Information Update

Please note that **Michele Pollock** requests that you update her name and email to: [michele.pollock@mac.com](mailto:michele.pollock@mac.com). There is only one "L" in her first name.

## Notes from the Activities Director

By: Angie Larson



**September:** We have two amazing September activities. John Grosseto, John Burks, and Elaine Fisher have put together a one-of-a-kind week with concours, drives and several exciting experiences. Please see details in this issue about Flog Mog and Ironstone Concours.

**October:** During the nominations event, the club puts forth candidates for new officers for the coming year. Unfortunately, the Hamilton's had to cancel their involvement because of Doug Hamilton's poor health. Our thoughts and prayers are with Joyce and Doug. Our wonderful alternative plan is to attend Paul Cowley's party complete with drive, nominations meeting, wine, music and food! Please see nominations page for more information about the candidate selection process. Event flyer to follow.

**November: Turkey Trot:** Breakfast and dashing after turkeys on the coast. See email flyer arriving soon.

### December:

**Holiday Party:** Once a year, dress up and celebrate with old and new friends. Be sure to send in your reservation soon. Flyer included in this issue.

We close the year of activities, with one of our longest running events, organized by Wendell Bain.

**Boxing Day** is a rain or shine, day after Christmas drive. Wendell plans a scenic route and he also invites other sports car drivers to join the Morgans. This is a fitting close to the 2022 Morgan Car Club activities.

## Morgan Club Activities Calendar July – December 2022

### September

Saturday & Sunday

September 3-4

Sunday, September 4

Rescheduled for October

September 25-29

September 23-25

### Scottish Games

Contact: Paul Marchant at [morganfreak@hotmail.com](mailto:morganfreak@hotmail.com)

### Run and Party at Paul Cowley Vineyards

Contact: Paul Cowley at [paul@cowleyusa.com](mailto:paul@cowleyusa.com)

### Flog Mog

Contact John Burks: at [burksjohn1@gmail.com](mailto:burksjohn1@gmail.com)

### Ironstone Concours

Contact: John Grosseto at [jgrosseto@icloud.com](mailto:jgrosseto@icloud.com)

### October

Sunday, October 16

### Run, Nominations, and Party at Paul Cowley Vineyards

Contact: Paul Cowley at [paul@cowleyusa.com](mailto:paul@cowleyusa.com)

### November

Sunday, November 13

### Turkey Trot Looking for Turkeys on the Coast

Contact: Fred Thompson at [fredkthompson@comcast.net](mailto:fredkthompson@comcast.net)

### December

Sunday, December 11

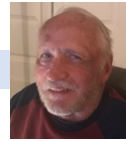
**Morgan Club Christmas Party**, Mountain View (see flyer in this issue. Contact Elaine Fisher at [togetelaine@gmail.com](mailto:togetelaine@gmail.com)

Monday, December 26

**Boxing Day** - Contact: Wendel Bain at [wbain@sonic.net](mailto:wbain@sonic.net)



President's Message – You Can't Take it with You  
By: Paul Marchant



If you were unable to attend this year's MogWest, you missed a wonderful event. I personally think that if you have not gone to MogWest before, next year is the time to try it. The event will be the 40<sup>th</sup> anniversary of the North and South Morgan Sports Car Clubs celebrating our Morgan ownership and the fun and joy that goes with it. There is an abundance of food, many Morgans, and time to renew friendships or more importantly, make new friends. Unfortunately, it seems that in the last few years we are always outnumbered by the Southern Morgan Club. Therefore, let's make it a goal to shine next year. I would also like to thank our Northern California member Ellen Jo for making this event work so well.

Good news for next year's MogWest. It has been voted on by both clubs to move this event from Cambria Pines Lodge to the Inn at Morro Bay. This is a wonderful location, situated directly next to the bay. Unfortunately, the hotel will not block out rooms for us, so we will need to reserve accommodations individually. The dates for MogWest 2023 are July 7, 8 and 9. For reservations see below for more reservation details. Please Save the Date, other details will be forthcoming.

Onward to Morgans on the Meadows at Loren and Annette Steck's house. There were 11 cars on the lawn, up from 8 a few years ago. Again, I felt that we were outnumbered by the Southern club, so please think about attending next year. Nice to see new members Ambrose and Michelle in their new Morgan.

We are all looking forward to the Cowley's wine tour and the Scottish games. Both should be wonderful events and both are happening the first week of September. There will be articles about these events in the next issue of the Morgazette. Hope to see you there.

A few quick words of advice, always check your fluid levels: brake, water, and air before venturing off into the distance. Be safe and Morgan on...



To book a room: 805-772-5651 OR visit: <https://www.innatmorrobay.com/specials>  
The website has photos of the accommodations and other areas of the resort.



Be sure to see our Holiday Flyer in this issue. Mark the date, Sunday Dec. 11, 2022.



### Is Your Morgan a Lean and Green Morgan Machine?

So, you think you are driving a lean green machine, do you? Ann and I are strong believers in recycling and creating an eco-friendly environment influenced strongly by our years of attendance and degrees at Humboldt State University (now known as Cal Poly Humboldt). The emphasis in almost all areas of study at Humboldt, revolves around saving the planet and making the world a more equitable place for all its inhabitants. Strong interdisciplinary Environmental Studies at the university have provided us with a positive respect for the environment. However, we now drive a Morgan. Is this a good thing?



It may come to the surprise of many of environmentalist that Morgans have the potential to be greenest of all cars. There are many factors that contribute to this statement. Morgan production is based upon low volume coupled with a long-life cycle. In other words, unlike many other car manufactures, it is more eco-friendly to avoid building in obsolescence and creating too many cars. Also, Morgan uses material that are not commonly used in other cars.

Morgan began using Ash wood sub frames because of the scarcity of steel in the post war years. Now the use of wood in their car construction is one of the reasons people still fall in love with these automobiles. By using lightweight, renewable, and recyclable materials such as wood and leather, not only is the weight kept down, but they decrease environmental impact and increase the cars performance.

Not much has changed in the original design of a Morgan. Our '63, from a distance, looks much like the new Morgans coming out of Melvern. The wonderful design, together with a low number of new cars, just tugs at your emotional heart strings.

Another factor is the availability to car parts. If anything needs replacement – this seems to happen from time to time – I just need to log in, or call Linda at Morgan Spares. Also, almost every part of a Morgan can be replaced. In addition, I also have a copy of “A Yank At Melvern” by Cuthbert J Twillie – a compilation of articles geared to keep my Mog running smoothly, and Fred Sisson’s “Morgan Driver’s Bedside Reader.” Both manuals help in keeping a trouble-free ride.

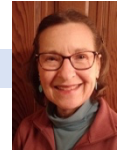
Lastly, In helping to preserve every Morgan is a plethora of owners and friends that owners can all reach out to for advice on every mechanical subject. Almost all Morgan owners I know are passionate about their cars. This makes it more likely that the car will be very well cared for, loved, and kept around for a very long time. In actuality, close to 85% of all Morgans built are still on the road. That cannot be said for almost any other vehicle.



So, now can I say I own an environmentally responsible car?



Morgan Sports Car Club of Northern California  
Zoom Board Meeting  
August 14, 2022  
Recorded by Lexa Most, Secretary



Present: President Paul Marchant; Vice-President Elaine Fisher; Treasurer Martin Mieger; Secretary Lexa Most; Directors Wendel Bain, Grant Larson, Fred Thompson. Also present, Tcherek Kamstra (Morgazette production), Ann Thompson (Morgazette Editor), Angie Larson (Activities Chairperson), Dan Redmond, MogWest coordinator from southern club.

Dan Redmond gave report of MogWest 2022: It was overall successful. 75 people expected, 68 came, approximately 40 Morgans. Cambria Pines Lodge (CPL) handled meals and banquets well. Overall, the event broke even financially even with increased costs this year at CPL. Martin Mieger has not yet prepared final costs for the northern club.

Discussion of MogWest 2023: Dan Redmond will not be in charge of event next year but is willing to help out. He has discussed this with his club president, Michael Hattem. He has received proposals from CPL of \$800.00 for each event over the weekend, \$200.00 charge for rental of parking lot for concours. Dan has received a bid from the Inn at Morro Bay based on 100 people attending. Nightly room rental varies from \$216 to \$320 depending on size and location. He has seen the banquet areas and facility but hasn't tried the food there. Deposit needs to be put down soon on whichever facility is chosen in order to reserve the time for MogWest. On Martin's behalf, Dan has told southern club that northern club wants them to cover treasurer duties for next year.

Elaine Fisher states she is willing to coordinate lunch on Sunday next year, but will not be in charge. Ellen Jo Baron will not do registration next year. Other club members need to come forward to help or MogWest will not happen. Paul Marchant and Michael Hattem need to discuss each club's resources and decide how to proceed. Michael told Paul that southern club is committed to having MogWest #40 and "will find the resources." Elaine points out that if southern club does all the work, northern club can't expect to split any profits.

M/S/C (Elaine/Martin): Move MogWest to Morro Bay for weekend of July 7, 8, 9, 2023.

Discussion of Morgazette production. Tcherek is working full time in Southern California so can no longer continue Morgazette production duties. She states she will continue web-site maintenance. Wendell Bain did Morgazette layout from 1979 – 1983, and has done a try-out with Fred and Ann. Wendel is willing to do one issue and see how it goes. Tcherek, Wendel, and Thompsons will work out the details.

Annual party at Loren and Annette Yee Steck's home prior to Pebble Beach Concours is scheduled for August 19. Both northern and southern clubs have donated \$300.00 each to help cover costs. The Stecks pay for the event at no charge to their guests.

Octoberfest is the usual time for nominations for next year's officers. Our bylaws specify a Nominating Committee is to solicit candidates for each office. Angie, Elaine, and Lexa volunteered to comprise said committee for that purpose this year. Anyone who is interested in holding a club office please contact one of them. Elaine will write up a short list of duties for officers and for MogWest volunteers to be published in the Morgazette.

Discussion of membership dues: There is confusion over dates of new memberships. Bylaws specify that after July 1<sup>st</sup>, new members pay half of yearly dues. There is no proration of dues after that time. Membership application will be changed to conform with bylaws.

Discussion of club insurance: Club has board liability insurance. Club activities must adhere to bylaws to keep insurance valid. Martin and Paul will form a subcommittee to further this discussion. Paul will see how the Southern club handles their insurance.

Upcoming events: Octoberfest – Ann and Fred Thompson volunteered to look for a place.

Turkey Trot – need volunteer to plan something in November.

Holiday Party December 4 – announcement coming in Morgazette and on-line.

Boxing Day – December 26; Wendell Bain will coordinate.

Oyster Run – consider having planning meeting be part of this event.

Thank you to Elaine Fisher for arranging Zoom meeting.

Happy 50<sup>th</sup> anniversary to Ann and Fred Thompson.

Meeting adjourned at 6:05 p.m.

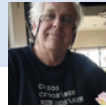
| Morgazette Staff Changes<br>By: Ann Thompson                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>WANTED:</b> Morgan in need of Restoration<br>By: Angie Larson                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>As mentioned in the Board Minutes, during this meeting, there was a discussion about the organization of the Morgazette staff. Due to several factors, Tcherek Kamstra can no longer continue as our Production Designer. However, she will continue to maintain the Club's website. We are extremely grateful to Tcherek for her talent and the time and energy she has put into making the Morgazette a professional publication.</p> <p>On the flip side, we are very happy to welcome Wendell Bain as our new, or returning, Production Designer. Wendell has many years of experience, and Fred and I are delighted he will be joining our team. You can expect that Wendell will help us develop a somewhat new look to the Morgazette; however, the quality of the design will continue be top notch. Thank you, Wendell, for agreeing to help us to continue to provide our Morgan Sports Car Club with a quality newsletter.</p> | <p>During my conversations at the Steck's party on August 19th, I met a man named Enrique Suarez who told me he would like to buy a Morgan that needs a "grounds up restoration." He indicated, the worst shape the better! Enrique is a friend of Jon Rosner who brought him to the Steck's party. Enrique is renowned for his beautiful renovations. He has restored several cars and he now wishes to tackle a Morgan. He speaks minimal English, (his native language is Spanish), but he would like to speak with anyone with a Morgan for sale that is in need of a complete over-haul.</p> <p>Enrique's telephone number is:<br/>714-423-2749.</p>  |

## A MULTIPLE-TIME MACHINE

Calibrating the Time Machine

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[SimanaitisSays.com](http://SimanaitisSays.com), 2022



**TIME MACHINES TYPICALLY TAKE YOU** to the future or to the past, but this one has a multiple-feature: R&T's February 1955 road test of the Morgan Plus Four describes the 1965 Plus Four that I owned and enjoyed forty years later. And I'm gleaning tidbits about it today, almost two decades on from my custodianship.

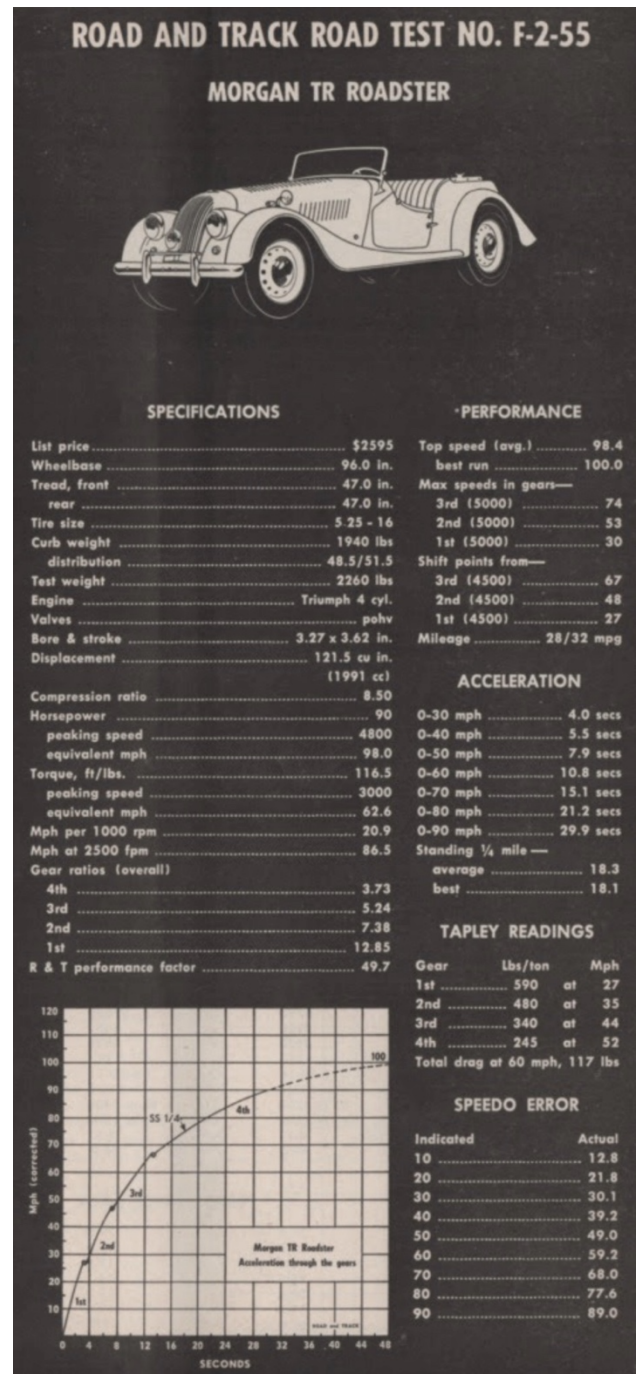
**Calibrating the Time Machine.** "There are no two ways about it," R&T wrote in February 1955. "The new Morgan with the 1991 cc triumph TR-2 engine is a true sports car in the 'grand tradition,' and not even the most fastidious purist will be disappointed in driving it."

It isn't often that the adjective "new" and noun "Morgan" appear in the same sentence. R&T observed, "The Morgan company has had a reputation for producing a sporting breed of 4-wheelers since 1936, but their quantity has always been meagre, not exceeding a few hundred cars a year."

The 1936 car was appropriately called the 4/4: four-cylinder engine/four-wheel chassis. Beginning in 1911, Morgans had three wheels and were propelled by various two-cylinder powerplants. A significant change (geez—*any* change) came in 1932 with the F-series trike's four-cylinder engine. These remained in production until 1952.

**Reason for the "Plus."** R&T wrote, "In 1951 the company began using the 2088 cc Vanguard engine in their car, yielding 68 bhp, but now, switching to the very reliable TR-2 engine, horsepower has been upped to 90 with no increase in weight, and the car becomes a very tempting package with its \$2595 price tag." Certainly a 32-percent boost in power is reason for celebration with any car. Figure the Morgan's \$2595 equivalent to \$28,795 in today's dollar. And, to put its price in perspective, note that a 1955 Chevrolet V-8 (with Powerpack and Overdrive) tested in the same R&T had a list price of \$2285, a Triumph T.R. 2 was \$2499, and a Jaguar XK-140 Roadster was \$3450.

"There is little change in the outside appearance of the new Morgan," R&T observed, "and its low,



This and the following images from R&T, February 1955.



rugged lines are retained along with the unique characteristic of two rear-mounted spare tires.”

**No Longer a “Flat Rad.”** R&T noted, “The grille has been altered (but not necessarily improved) by curving the top section back into the hood, and the hood itself is copiously louvered along its top and sides. The wheels are still the same disk type with small holes cut out, and their replacement with wire wheels, shortly to be offered as an optional extra, would definitely brighten up the car’s overall character.”

**Heritage.** “One of the first impressions that nearly everyone seems to gain about the car is that it is strongly reminiscent of the old MG TC—but with lots of muscle. The chassis is now extremely rigid, and the suspension (coil springs and sliding stub axles in front, semi-ecliptics in rear) gives a ride which can only be described with kindness as ‘firm.’ However, as a result, the car handles with astounding precision and accuracy, and the driver is never without a feeling of complete control”

I’d beg to differ with the “extremely rigid” comment. In fact, a supple chassis and firm springs combine to give that astounding precision. This also explains how the doors can warp tightly shut if the car is parked on an uneven surface.

**Creature Comforts.** “On the inside,” R&T observed, “not many concessions have been made to comfort. The seating arrangements consist of nothing more than a straight-across back and two unattached cushions placed on wood; and since nothing is adjustable, *you* have to fit the car instead of the other way around.”

However, the Four-Passenger Family Tourer’s front seats were adjustable, with an upright driving position providing proper shoulder contribution to the Morgan’s cam-and-peg steering effort.

**Driving Impressions.** R&T reported, “The four-speed gearbox is free and easy to handle, and the speed of shifting is limited only by the driver’s technique.”



Shifting up, of course. The Moss gearbox’s fragility called for artful double-clutching coming down through the gears.

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(*Calibrating the Time Machine, continued*)

“Strangely enough,” R&T wrote, “the tachometer is ‘redlined’ at 4500 rpm, but the engine’s peaking point is 4800. With the engine’s capabilities in mind, the suggestion might be ventured that the tach be ‘yellow-lined’ at 4500 and ‘red-lined’ at 5000 rpm.”

“Quietness,” said R&T, “is not one of the car’s virtues, but engine and exhaust noise does not reach an objectionable degree, and the most noticeable sound at speed is a carburetor whistle that makes the car resemble a barreling tea-kettle.”



*How very British. ds*



A modern Morgan with new features, but it continues to exemplify the classic Morgan lines.  
Photograph by Wayne Torres-Rivera, used with permission





*John and Barbara Burks 2019 Roadster*



MogWest 2022: The Whole Experience  
Article and Photos by: Ellen Jo Baron,  
MogWest 2022 Registrar

Jim Taylor and I planned to set out early on Friday, July 8, to meet a Northern contingent of MogWest attendees at the Starbucks near Carmel-by-the-Sea as we had on the Fridays before MogWest in previous years. But Jim had recently sold his beloved 1933 Trike (after 17 years of mechanical work and fun drives) on Bring-A-Trailer. After many anticipated dates and times, two men with the most enormous truck ever, showed up that morning with very little



warning to load up the trike for its journey to its new home in Cincinnati. The pictures on the right side of this page show the moving van and “Sport” getting onboard for his trip to his new home. Unfortunately, we had to wait for over 2 hours until the trike was finally safely on board, a nail-biting experience. To the left is a photo of Jim bidding his final Goodbye to “Sport.”



We then hightailed it down CA-17 and Highway 1 in our Plus 8 for the traditional lunch at Nepenthe. Despite a lot of twisty turns, it was a beautiful drive down the coast. Luckily, we made it in time for lunch



Lunch at Nepenthe. Left to right: Paul Marchant, Chris Hall, Cathy Cibit, Joe Cibit, Laurie Nicolas, Beverly Sweesy, Bob Koupal, Kathy Tollworthy, Alice Gentry, Tim Waller.

with the most stunning view, and met some new folks (the Cibit Family), and said hello to people we know. We missed Elaine and Phil Fisher, Elaine being one of the MogWest event organizers, due to issues relayed by Lexa Most in her MogWest article. After lunch, the group continued down Highway 1, on their own schedule as Morganeers are known to do, to arrive at Cambria Pines Lodge in time for the Registration Party.

Soon after we checked into our cabin (we always get a room looking outwards with the tiny fenced-in yard in back), I took my registration materials over to the garden area behind the lodge where the staff had done a beautiful job of setting up the space. People came up to receive their packets and dash plaques (provided by Dennis Glavis). Attendees also

time to play darts (more on that later). In all, we had 44 registered attendees, which would have amounted to 81 total people and 44 cars. Some folks brought tin-tops but others brought more than one Morgan. We did have a few "no shows" but the turnout was good.



Concours (photo by Michael Hattem)

The next morning, Jim got "Too Blue" into show quality condition and drove it over to the concours. Michael Hattem, Dan Redmon, Sarah Hattem, and Derek Willburn had the parking lot perfectly organized to accommodate all 9 classes of cars. There weren't too many trikes and fewer dropheads than in some years, but the area was resplendent with beautiful, colorful cars. Judges were Sarah Hattem, Nick Pappas, Derek Willburn, Paul Marchant, Chris Hall, Jim Taylor, Dennis Glavis, Dick Tuttle, Ricardo Love, and Larry Ayers.

Box lunches were brought out for those who had pre-ordered, with payment expected directly to the lodge when you picked up your lunch. The box lunch distribution was marred because two lunches disappear without payment before the lodge staff had totally organized the boxes. We don't know if the "perps" were Morgan owners or random visitors. But the clubs had to reimburse the lodge for those lunches (\$25 each). Needless to say, the organizers of the next MogWest will do lunch on Saturday differently.



John Willburn starting Too Blue on the rallye (photo by Dan Redmon)

After lunch, cars lined up along two blocks for the rallye, created and organized by John and Evelyn Willburn. It was a drive through every climate except snow and sleet, first through local Cambria neighborhoods, then up into the hills on a narrow, twisty, sometimes paved road, then down into the coast towns of Cayucos and Morro Bay, and back up to Cambria. The directions were pretty clear and we tried mightily to answer the tricky questions at the back of the rallye instructions in case we needed to break a tie. In fact, Jim and I had our

probably best rallye ever, with only a few divorce-worthy arguments, and when we drove past John and Evelyn sitting at a table near the end of the afternoon, we waved gaily at them. Soon thereafter we realized we had made a wrong turn, did a U-turn and drove back the way we came, again waving at the Willburns as we passed, who observed us with amusement. Little did I know that we were supposed to stop there and have our mileage checked; their table was the end of the rallye! We had blown it, and I was depressed for the rest of the day. We had mostly completed the rallye.



accurately but our time must have been way off. We went out to dinner at Robin's Restaurant with friends, and I drowned my sorrows in wine.

Fortunately, we could sleep a bit later on Sunday. When we arrived at the garden BBQ venue set up by the Cambria Pines staff, we got to work distributing the programs (created by Wendell Bain) with the table decorations created by Elaine Fisher, both absent friends. The place looked beautiful and the weather wasn't too hot. In fact, it was downright chilly in the shade, and many folks went out to retrieve coats and sweaters. We were serenaded by Elaine's nephew's band called "My Other Thing." Ben Black always conducts the group with tight instrumentals, wonderful singers, and great harmony. The songs were carefully chosen and age-appropriate for the Morgan group and I think the band added a tremendous amount of party atmosphere to the BBQ. Morgan Staines, the impresario extraordinaire, again entertained us with his witty repartee and his clever musical renditions. This year, my favorite was a version of Etta James' "At Last" but with the slight modification "At Last, my Mog has come to me". Between Morgan's recitals, he and Michael Hattem handed out the awards, accompanied by fabulous trophies (each year they seem to outdo the previous) provided by Dennis Glavis.



#### **Awards were as follows:**



Dick Tuttle receiving Peachfuzz trophy from Michael Hattem (photo by EJ Baron)

**DARTS.** Larry Ayers announced that 37 folks played darts. Larry was assisted by Katherine Bard and Sarah Hattem in keeping score. I was one of the last to play, and after a few glasses of wine, I always seem to do better. When I finished my first set of darts with a pretty good score, Sarah informed me that my foot had been over the line. I had been oblivious! I was careful with the second set, but I was definitely not going to start over. Lucky for me, Sarah Hattem came in first in Women's Darts. I came in second, and Karen Ambelin had the third best score. Wendy Woolsey had hit a bullseye (rare event) but her overall score didn't make it into the finals. As I received my trophy, I told everyone that I had cheated (at least I owned up to it). For Men's Darts, the winners were Stefan Mencu first, Dennis Glavis second, and Michael Hattem third. RALLYE.

Among 4-wheeled Morgans, Howletts came in first, Bill Brewer second, and Hattems (Michael and Janine) third. Among 3-wheeled Morgans, Stefan Mencu and Larry Dalphy won the prize. Katherine Bard scored first in her non-Morgan. Our members Dick and Toby Tuttle won the Captain Wrong-Way Peach Fuzz trophy for slowest finishing time. I wonder if Jim and I would have been "Peachfuzz" if we had actually stopped and properly finished the rallye.

CONCOURS. Dropheads: Larry Dalphy first, Daniel Hays second. Plus 8 Roadsters: Alan Schwartz first and only. Plus 4 and 4/4 Roadsters: David Platt first, Bob Koupal second (in Kathy Tollworthy's car Peaches, now belonging Olivia Koupal), Bill Brewer third.

4-seater roadsters: Sarah Hattem first, Chris Hall second, Jim Davis third. Modern Morgans: Brian Lewis first, Beverly Sweezy second. 3-wheel Morgans (only three trikes were entered): Larry Ayers first, Dennis Glavis second, John Willburn third. "Special" Morgans: Dennis Glavis first with a fancy custom car owned at some point by Malcolm MacDowell; Dick Tuttle second with his 1960 aluminum body lightweight Plus 4; Joe Cibit third with a low-body Plus 4. Premier Class Morgans: Dan Redmon first, Michael Hattem second, Jim Taylor third. Termite motel award: For the first time in many years, Morgan and Ann Staines did not win, since the Staines' car has been worked on for many months by Derek Willburn and now looks very respectable. This year, the very old and patinated trike from John Willburn took the prize.



Michael and Peggy Loper's Best of Show car. (photo by Cathy Cibit)

Michael Loper from the Plus-4 Club won the Best of Show Peter Morgan trophy for his 1963 Plus-4. Furthest in a Morgan also went to Michael Loper, who drove from near San Diego.

Benchmark category trophies went to Larry Dalphy first, Brian Howlett second, Al Gebhard third.



Some winners and presenters at the Awards BBQ. Left to right: Janine Hattem, John Willburn, Evelyn Willburn, Michael Hattem, Sarah Hattem, Morgan Staines. (photo by EJ Baron)

Perpetual award for most points overall during the MogWest event: Sarah Hattem.

Woefully, the Hard Luck Award went to our own president, Paul Marchant, whose engine blew up on the rallye. Another tow truck experience for Paul.

Alice Gentry and Tim Waller provided a cleverly created prize, a Morgan break-down kit with lots of fun bits. This went to Derek Willburn, for his role in saving many Morgan owners after their break-downs.

After the BBQ and Awards Ceremony, Jim and I took off for home following Dick and Toby Tuttle, and made it in good time long before it got dark. Another eventful and fun weekend with our Morgan friends. Thanks so much to all who contributed.



## MogWest 2022 Kick-Off

By: Lexa Most

Covid-19 once again necessitated changes in MogWest's routine, but stalwart attendees, along with the efforts of Organizer-in Chief, Dan Redmon, made it a fun and safe event.

Registrar Ellen Jo Baron staffed the check-in table at Friday evening's welcome reception on July 8, 2022. Mindful of Covid-19 precautions, the reception was held outside behind the Cambria Pines Lodge in its lovely garden area. The grounds and gardens of the lodge were surprisingly green and lush, considering the drought and water use limitations, making for a fine spot to mingle, nosh on hearty appetizers, and meet and greet new and old friends. Larry Ayres's dart boards were set up to the side of the seating area, allowing him and his trusty scorekeepers to remain a part of the festivity, while protecting guests and passersby from errant darts.

There was a good showing of members from both the northern and southern clubs, although several folks who planned to attend were unable to at the last minute. One of those was co-organizer Elaine Fisher, who's positive Covid-19 test the day before she and Phil planned to leave home scuttled their plans. This despite the fact they had been fully vaccinated and boosted. Fortunately, through a complicated relay, the beautifully printed awards luncheon programs and centerpieces that Elaine had prepared arrived on time.

While some folks lingered at the reception until the cool evening breeze drove them inside, others went on to dinner or to their rooms to rest up and prepare for the next day's activities.

On Friday afternoon, there were quite a few Morgans in the parking lot of the Cambria Pines Lodge, but on Saturday morning it was almost completely full of Morgans of all types and colors. Early morning found owners dusting, polishing, and putting finishing touches on their cars in preparation for the concours which was overseen by Derek Willburn. That parking lot full of Morgans brought smiles to the faces of owners, lodge guests, and others. One woman said she lived in Cambria and came over every year to see the cars because she likes them so much.

Results of the concours judging, darts competition, and report of the rallye follow this article.

The photo to the right was taken by Dennis Glavis. The subject is his 2005 Roadster with the backdrop of the of the Pacific Ocean and coast line near Big Sur. What stunning beauty we enjoy on the West Coast.



To the left is a picture of Kathy Tollworthy and Bob Koupal in "Peaches." The photo was taken by Ellen Jo Baron.



## MogWest 2022 Awards

### Men's Darts

|    |     |               |
|----|-----|---------------|
| 1. | 209 | Stephen Mencu |
| 2. | 192 | Dennis Glavis |
| 3. | 162 | Mike Hattem   |



### Women's Darts

|    |     |                |
|----|-----|----------------|
| 1. | 189 | Sarah Hattem   |
| 2. | 181 | Ellen Jo Baron |
| 3. | 124 | Karen Ambelin  |

### Rallye – 4 wheel Morgan

|    |      |                      |
|----|------|----------------------|
| 1. | 947  | Brian & Sue Howletts |
| 2. | 1547 | Bill & Ann Brewer    |
| 3. | 1548 | Mile & Janine Hattem |

### Rally – 3 Wheel Morgan

|    |        |               |
|----|--------|---------------|
| 1. | 11 min | Stephen Mencu |
| 2. | 11 min | Larry Dalphy  |
|    |        |               |

### Rally Non-Morgan

|    |      |                |
|----|------|----------------|
| 1. | 1057 | Katherine Bard |
| 2. | 1057 | Doug Tabon     |

### Rally Capt. Wrong Way Peach Fuzz

|    |     |                    |
|----|-----|--------------------|
| 1. | -0- | Dick & Toby Tuttle |
|    |     |                    |

### Furthest Morgan

|    |        |                       |
|----|--------|-----------------------|
| 1. | 350 Mi | Michael & Peggy Loper |
|----|--------|-----------------------|

### Hard Luck Award

|    |   |               |
|----|---|---------------|
| 1. | ☹ | Paul Marchant |
|----|---|---------------|

### Concours – Morgan Dropheads

|    |      |                     |
|----|------|---------------------|
| 1. | 1955 | Larry Dalphy        |
| 2. | 1951 | Daniel & Donna Hays |

### Concourse – Plus 8 Roadsters

|    |      |               |
|----|------|---------------|
| 1. | 1992 | Alen Schwartz |
|    |      |               |

### Concours – + 4 and 4/4 Roadsters

|    |      |             |
|----|------|-------------|
| 1. | 1967 | David Platt |
| 2. | 1966 | Bob Koupal  |
| 3. | 1954 | Bill Brewer |

### Concours – 4-Seater Roadsters

|    |      |              |
|----|------|--------------|
| 1. | 1962 | Sarah Hattem |
| 2. | 1963 | Chris Hall   |
| 3. | 1968 | Jim Davis    |

### Concours – 3 Wheel Morgans

|    |      |               |
|----|------|---------------|
| 1. | 1934 | Larry Ayers   |
| 2. | 2013 | Dennis Glavis |
| 3. | 1932 | John Willburn |

### Concours – Limited Production

|    |      |                |
|----|------|----------------|
| 1. | 1960 | Dennis Glavis  |
| 2. | 1960 | Richard Tuttle |
| 3. | 1968 | Joe Cibit      |

### Concours – Premier Class Morgans

|    |      |                |
|----|------|----------------|
| 1. | 1959 | Dan Redmon     |
| 2. | 1987 | Michael Hattem |
| 3. | 2002 | Jim Taylor     |

### Benchmark Class

|    |      |                     |
|----|------|---------------------|
| 1. | 1966 | Larry Dalphy        |
| 2. | 2005 | Brian & Sue Howlett |
| 3. | 1952 | Al Gebhard          |

### Concours – Modern Morgans

|    |      |                       |
|----|------|-----------------------|
| 1. | 2018 | Brian & Marlene Lewis |
| 2. | 2005 | Beverly Sweezy        |

### Perpetual Trophy

|    |      |              |
|----|------|--------------|
| 1. | 1962 | Sarah Hattem |
|    |      |              |

### Concours – Termite Motel ward

|    |      |               |
|----|------|---------------|
| 1. | 1936 | John Willburn |
|----|------|---------------|

### Best of Show Peter Morgan Award

|    |   |                       |
|----|---|-----------------------|
| 1. | ☺ | Michael & Peggy Loper |
|----|---|-----------------------|



## An Evening of Friends and Car Stories at the Steck's Home

Article by: Jon Rosner



Long drifting branches of sun dappled leaves shaded the last mile or two leading to the home of Loren and Annette Steck on Meadows Road. Twists of wafting smoke and the smell of sizzling steak greeted you as you walked around the path to the back of the house. Chatting to the left are Lisa Derby, Angie Larson, and host Loren Steck.

Derek Wilburn chatting with Ricardo Rodriguez-Long on how to use the timing light he lent Ricardo to finesse the 998CC engine on the Group 1 1960 Mark 1 Norcon. A conversation across the way about a blown Mini dropping oil on the track, a Morgan and Alfa spinning in unison. The Alfa GTA taking it harder with a deep rear smack into the K-wall. Greg Solow smiling explanation of how to properly break in a cam on a Morgan Tr-4 engine. Dinner remembrances from being there by Gino Londi, rapt audience. Pineapple on pizza, Stanguellini Formula Junior race cars, the kidnapping of Juan Manuel Fangio the day before the Cuban Grand Prix in February 1958, racing in Argentina no seat belts, no roll bar and no helmet with 300 to 400 liters of fuel right behind your head.

The sweet cacophony, rumble and chirp of the Morgans coming in and departing. A relief from covid, trays of potato salad, green salad, piled on the table, enough wine to keep any bar keep happy, laughing, chatting, "yes, I remember." Many who could not come and won't be returning – recalled. Darkness and the last Morgan but the Steck's, an empty yard. A lovely evening ended on August 19th.

## An Explanation of Several Amazing Photographs

Photos by: Wayne Torres-Rivera, Used with the Permission of the Photographer



One of the guests at the Stecks party was Wayne Torres-Rivera. To begin with, Wayne loves Morgans. He is also an undergraduate at the Academy of Art University School of Automotive Design. He won the 2021 Hispanic Press scholarship and is also a fully credentialed automotive photographer. Wayne has graciously given us permission to use the photographs he took at the Steck's party in this article. While we are "dropping names," another individual of renowned at the Stecks is the individual in the blue sweatshirt labeled "Carmel." He is Gino Londi who was hired by Phil Hill to manage Hill & Vaughn Restorations in Santa Monica, California. The person in the red sweatshirt is Ricardo Rodriguez-Long, driver in Group 1, 1960 Norcon Special, car owed and restored by Gino Londi. This is the crew that Derek Wilburn lent his timing light to at the track! (Derek, Ricardo and Gino did not know each other and it was simply coincidence that they ended up meeting at the Stecks.). How small this world can be!



## Morganeers Gather in Carmel Valley

Article and photos by: Timothy Waller

About 50 Morganeers gathered in Carmel Valley at Lorne and Anette Stecks home on the Friday night of Classic Car Week for the almost annual barbecue. We had 12 Morgans on the green-also known as their back yard. Much conversation and renewal of friendships ensued. There was one hitch when the popcorn machine wouldn't pop, but Mike Hattem came to the rescue. Below, is a photo of our terrific host and hostess, Loren



and Annette Steck. They provided a lovely evening for people of differing backgrounds other than a love of cars. Thank you to the Stecks!

## A Photo with a Story to Tell

Story and photo by Dennis Glavis

Our friend Dennis Glavis also sent us a photo that is full of action, even if it is not apparent with just one frame. While trying to drive out of Loren's walkway, Dennis high centered his 2005 roadster between two large tree roots. (The area is used once a year as a driveway.) In order to safely drive out, the team had to jack his car up about 3 inches on all four corners by putting wood beneath it. Patrick Mannion was the chief engineer, with Greg Powell, Jim Smith, his buddies, and Dennis as another assistances. We are happy to report that Dennis made it home safely with help from his friends.



*The following images of Morgans were taken by visiting artist Wayne Torres-Riviera. Use with permission.*





## 4/4 Morgan For Sale

Article and Photos by: John Burks



Sadly, we are all aware of the loss of Bob Frisbey on the twentieth of June of this year. With his passing we will forever miss his great skills and Morgan enthusiasm as a driver, racer and builder. Bob had three Morgan's. For many years, he vintaged raced and drove his 60's +4 Roadster. He acquired the discarded remains of a '53 Flat Rad, +4 and scrounged enough parts to build another race car. With this Morgan, he raced at the Monterey Historics and also speed around other race tracks at several racing events. Paul Marchant is now the care taker of Bob's '53 Flat Rad.



About 15 years ago, Bob acquired a '59, 4/4 which had not been run in years. These cars were originally equipped with a 36 HP, Ford engine, and a three-speed transmission. It was hard to keep up with traffic even then. Bob rebuilt the car with a Honda S2000 engine and gear box, modern front suspension and coil over rear suspension. The car was given a quality paint job, stainless wire wheels and a nice interior. All the work was done to Bob's high standards, and the end result was a very high-quality Morgan that looks original, but is completely modern underneath. This car can be driven anywhere in North America without the worry of

mechanical failure. It can also easily cruise over the speed limit all day long. (Of course, this would never, ever happen.)

Linda Frisbey is selling the car with my help and would love to find someone locally that wants a great car. Although some parts are not original, this is a very reliable car and is a real driver. She has asked me to assist her, and I am pleased to have been asked to pass on this information to you with the hope that someone will find their dream Morgan. The car is located in Watsonville, California.

If you have questions, please call me, John Burks at 1-541-613-1345, or contact Lynn Powell at 1-209-245-3152.

Please call me if you wish to speak with Linda directly.



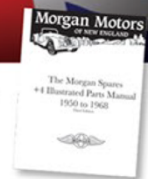


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