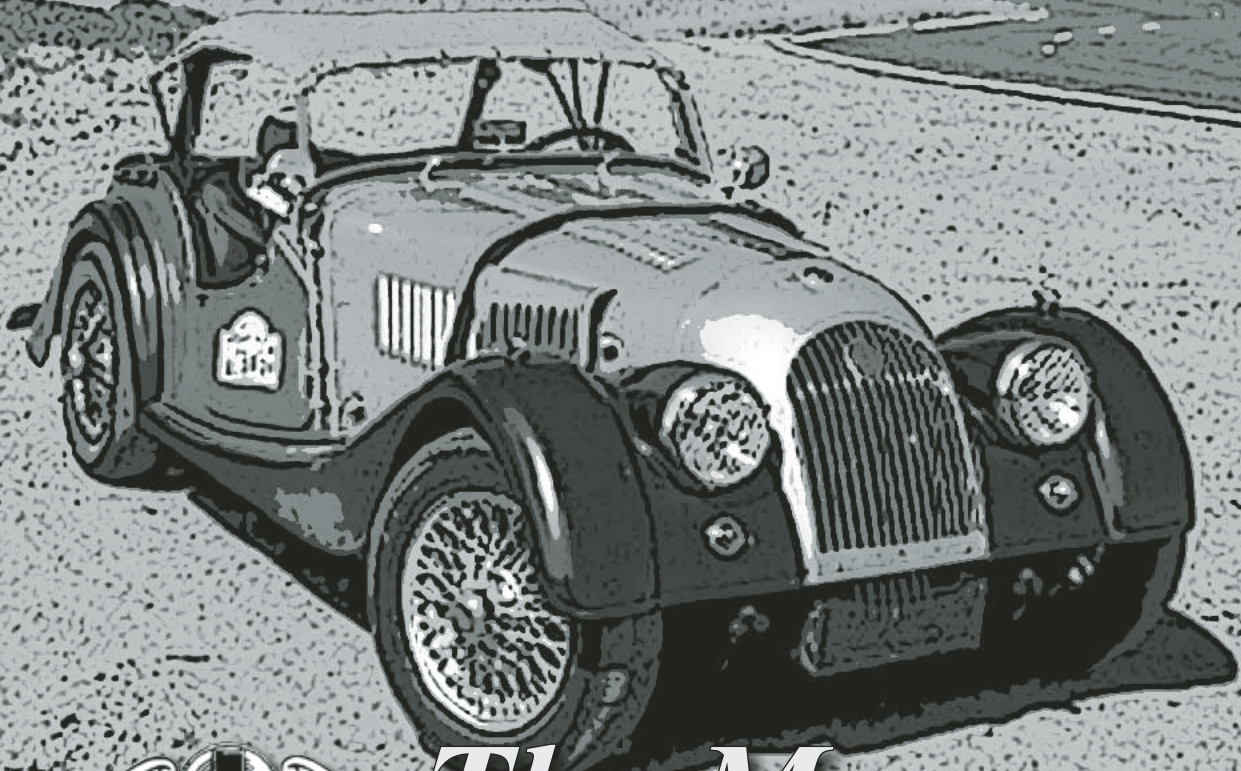


October • November 2008



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its members and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

Club Officers 2008

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E-mail: redmorganracing@earthlink.net

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Donna Dell'Ario • Elaine Fisher • Thorley Murray

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Donna Dell'Ario

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
November 14 (for December issue)

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

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

Welcome **NEW MEMBERS**

Robert Ross

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Don't Forget!

*Bring your fresh ideas for events
and club runs and rallies to the
January Planning Meeting.*

*We need **your** input, **your** participation and
your willingness to make it happen!*

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

Cover Photo: Michael Jhon



* MSCCNC Club Sponsored Event

Other events are listed for information only

Please let Kathy Tollworthy (Activities Chair) know if you would like to host an event so it can be listed on the Calendar and flyers can be coordinated. (925) 462-6378 or E-mail: trikenut@comcast.net

OCTOBER

*17th-19th FRIDAY-SUNDAY • **Octoberfest.**

Audrey & David Haines (916) 652-5679

26th SUNDAY • "You Can't Get There from Here Sonny" Rallye/Tour, starts in Valencia, So.Cal.

RSVP to Dennis or Pamela Glavis at: dennis@morganwest.net or avantigirl@aol.com Phone: (661) 222-7533

NOVEMBER

*1st SATURDAY • **Turkey Trot.** Bob Schmidt
Flyer will be mailed out soon.

DECEMBER

6th SATURDAY • Southern MOG Christmas Dinner

*13th SATURDAY • **MSCCNC Christmas Dinner**
at the Oakland Yacht Club, Kathy Tollworthy.

*26th FRIDAY • **BOXING DAY RUN** Wendell Bain

*27th SATURDAY • **BARRON ROCHE/JAN BARTON RUN** Jerry Gurley

JANUARY 2009

*18th SUNDAY • **Activity Planning Meeting**
"Meet & Greet", Planning Meeting, Potluck Dinner, BYOB. The Clubhouse, opposite 30 Los Altos Square, Los Altos, CA
Contact Jim Taylor, jimtay3@pacbell.net
Flyer to follow with directions next issue

OCTOBERFEST

Unfortunately, Octoberfest is cancelled.

Much more unfortunately, David Haines, one of our hosts for this wonderful annual event, suffered a broken femur as his tractor flipped on one of the paddocks of their home grounds in Loomis last Saturday, October 4. Rushed into surgery that afternoon, the bone has been set and he is now home under strict Doctor and Audrey Orders to stay put in bed and not move for the next two to three months whilst the healing goes on. So for those of us who planned to go, we urge you to call the hotel and cancel your arrangements ASAP.

David and Audrey will be a bit housebound for the next several months, so cards, kind thoughts and notes are very welcome indeed. Their address is in the Club Directory. Let's wish them a speedy recovery with no complications, and in the new year come spring perhaps Octoberfest will rise again, but most of all, so will David.

Best loving wishes to the Haines from all of us. [Ed.]

MAY 2009

29th thru 31st FRIDAY-SUNDAY • **Wine Country Classic with MORGAN as Featured Marque,**
Infineon Raceway at Sears Point, CA

JUNE 2009

*19th thru 21st FRIDAY-SUNDAY • **MogWest,**
Cambria, CA

Club Business Meeting Postponed to Turkey Trot, November 1st

Please bring to the meeting your candidate nominations for ALL Club Officers (see list on opposite page).

Ballots will be based on these nominations, and mail-in vote will follow by flyer in mid-November.



A Message From Our President

How fast the time seems to be flying by with Halloween just about here and the Turkey Trot event looming on the horizon, followed by the holidays. However, our next scheduled event, the Oktoberfest in Loomis sponsored by our gracious hosts, Audrey and David Haines, has sadly been cancelled. This due to a very recent tractor accident that resulted in David breaking a leg. The Haines have profusely apologized for having to cancel, but under the circumstances, we really can't blame them. They are thinking about doing a substitute event in March of next year. We wish David and Audrey all the best with David's recovery.

The next business meeting will likely take place following the Turkey Trot in November. Please consider whom you wish to nominate for club officers and board members and make your wishes known at the meeting in November.

The past few months witnessed my attending several car shows from Santa Rosa down to Dublin with the trike in tow. People of other persuasions, i.e. having American custom and hot rods on display, enjoyed seeing our Morgan as an example of special interest and thanked me for bringing it out. The awards are an aside really, as the fun part of the day is talking about the car and explaining something about the history of Morgans.

Donna and I recently attended the Ironstone Concours in Murphy's with Morgan friends, Roy and Davina Lane, where there were only two Morgans on exhibit. Old Rose (our 1932 Aero) received an honorable mention in the Micro & Mini Car Class, while Nickerson's +4 won its class in the Import Division. There were lots of MGs, Jags, Triumphs, Healeys, Jensens, Rolls, etc. – the Union Jack is still flying! And what a beautiful setting – Ironstone has a huge, grassy amphitheatre perfectly suited for the Concours.

The All British Car Meet at the Brisbane Marina (a new location away from Palo Alto) in September, was attended by a dozen Morgans (including one trike) and was a nice affair at this new site. I can recommend it for next year, especially for those not attending this year.

As you may know by now, Mog West 2009 will be from 19-21 June in Cambria, and the Saturday night BBQ will return to the Willburn's Ranch. I think we'll see a strong field of cars at this event because it won't be conflicting with the Morgan Centenary Celebrations in the U.K. the following month, when this event is traditionally held.

Drive your Morgans and Flog them often while gas prices are at a modest rate, for who knows in this economy in which direction prices and availability may be headed next.

Be safe, stay healthy, and have fun.

Larry Threewayers

THANKS TO THE JAGUAR CLUB

Not since '05 have Morgans had Corral Parking at the Monterey Historics. This year the Jaguar Associate Group very kindly extended their hospitality to include us, their "British cousins". On our own, we don't have enough cars to qualify as a corral. Teaming with the Jaguars enabled us to have the parking and assured the Jag Club of a corral assignment. In their recent JAGazette, the Jag Club very graciously extended their thanks to us for our participation in a "win-win deal". We hope to do this again next year.

Stay tuned.

- Audrey Haines



Morgan Centenary Celebrations 2009

One Hundred Years of a Driving Passion

Latest News! • Hotel Bookings

We are delighted to announce that the Morgan Centenary Hotel on-line booking system will be going live on Monday 15th September 2008.

As you have already registered your interest on the Centenary website, you have priority and will be able to access the accommodation booking site from 12:00 GMT on Monday 8th September 2008.

We apologise for the delay in getting to this point but hope you will be pleased with the selection of accommodation on offer. Anyone interested in camping facilities at Cheltenham Racecourse for the Festival Weekend will be able to book a pitch through the on-line events booking system at a later date.

Events Bookings

A list of the events already planned is shown in the Centenary section of the Morgan Website. We are constantly adding to this, and will set the events booking system live in due course. Rest assured that you are not missing anything! Again, advance notification of a "live date" for events bookings will be given in good time.

Don't forget that the best way to keep up to date with developments is to register on the web site at www.morgan-centenary.co.uk or www.morgan-motor.co.uk and you will then receive information as it is released. Our apologies to those of you who are on AOL as we have experienced some difficulties with sending our information to you. Hopefully we have now overcome this and the system should now be operating correctly.

- Go to www.morgan-centenary.co.uk or www.morgan-motor.co.uk to register and book.
- Accommodation queries should be directed to: accommodation@morgancentenary.co.uk
- For registrations or bookings by post please send a SAE to
**Morgan Centenary Celebrations Ltd,
Pickersleigh Road, Malvern,
Worcestershire, WR14 2LL**
- For any general enquiries please contact: enquiries@morgancentenary.co.uk

MORGAN: Featured Marque in 2009 at Infineon Raceway!

I spoke to Cris Vandergriff regarding next year's Wine Country Classic with Morgan as the featured marque, honoring the 100 Years of the Morgan motor car. [date below] He would like as many commitments as possible from those intending to participate either racing or representing the marque. In terms of racing, he would love to have as many famous historic Morgans and their drivers there as possible, especially those representing the Factory, most notably Charles Morgan and Christopher Lawrence, European historic cars and historic American Morgans, especially the Baby Dolls and Lew Spencer. He wants to send a press release out to as many promotional venues as possible as early as October. Please pass this [info] to anyone you think would like to be included and tell them get in touch with Chris Vandergriff. This venue, at Sears Point's Infineon Raceway in the heart of the Sonoma and Napa wine regions, is stunning and the event itself, as with all General Racing events is the very best of the best.

Thank you and I really look forward to sharing some fast laps with you and honoring the Morgan marque in the golden hills of Sonoma.

Dennis Glavis

Greetings,

Thanks Dennis for your email to everyone. We are looking forward to our Morgan celebration during the 2009 Wine Country Classic. The dates for the event will be **May 29 - 31.**

Our goal is to host the largest gathering of Morgan cars ever assembled on the west coast, if not in the US. Additionally, we would like to have a reunion of the Baby Doll cars of Lew Spencer. (On a side note my dad will go nuts when he hears this as our MGB driven by Ronnie Bucknum spent many hour chasing or being chased by Lew!).

The purpose of this email is to solicit input on ideas people may have regarding elements to include in this celebration. This is NOT a guarantee we can include "everything" but we will consider ideas.

The best e-mail to reach me is cris@hmsausa.com or you may call the office at **818-249-3515.**

Thanks in advance for all your support and please send those ideas!

Best Regards,
Cris Vandagriff

Brunch *&* Brigadoon



By Jim Taylor

On June 29, 2008 twelve MSSCNC members and three visitors assembled in Fremont (see picture above) to follow Jim Taylor through verdant Alameda and Contra Costa county countryside and over Mr. Diablo. Their eventual destination was the Walnut Creek Symphony Orchestra's matinee presentation of the musical comedy "Brigadoon" (conducted by our own Joyce Johnson Hamilton), preceded by a midday meal in a local restaurant. At the restaurant the driving group was joined by Linda Cannon, Elaine &

Phil Fisher, Michael & Kathy Gerdt, Bob & Thorley Murray, Bob & Chris Panero, George & Kathy Tollworthy, and Carol Pitman. Following the critically acclaimed concert, all attendees, plus Conductor Joyce retired to the Panero's lovely home nearby for a party. The party grew in size as more MSSCNC members dropped by for the festivities. All agreed that it was a wonderful day spent in the company of good friends old and new

From left, back row:
Angie & Grant Larson,
Ellen Jo Baron, Gordon
& Maggi Craig, Donna
Dell'Ario.

From left front row:
Larry Ayers, Julie &
Lillian Johnson, Doug
Hamilton, Marge
Scoros, Viggo
Riddersholm, Bart
Weaver, Tom Riley

Member Classifieds

1963 Plus 4 four seater, Claret over black leather
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Morgan Art



Morgan Art Scene.....

Something New, Something Olde

Here are a few Mog
images to please the
eye, courtesy of John
Sheally II and the Morgan
Centenary Committee,
respectively.



Monterey Historic Races



[L] Only Morgan in the PreWar Class: Ayers' 1930 Super Aero.

[R] Solow & Howlett share shade and race conditions.



Dennis Glavis' pit pals: Larry Ayers, Gordon Craig, and Michael Anthony.



"Morgans on the Plain" – The Steck's traditionally host the Friday night BBQ.

It Happened in Monterey...

Story by Gordon Craig

Photos by Larry Ayers, Gordon Craig & Dennis Glavis

Once upon a time, the little coastal village of Monterey lay quietly next to its little Customs House and the fishing wharves close by in the harbor. Appaloosa horses grazed the grasses on the blowing sand dunes that spread inland to Laguna Seca. Time stood still for decades, even a stint as the State Capital came and went with little notice as the early politics of California jumped from town to town, Benicia, Sonoma, even Sacramento had their turn. But in the modern day, Monterey and the emerging communities of Carmel, Pebble Beach and Del Ray Oaks rose again to become another capital, this time an automotive center of the world. And a

crooner named Frank wrote and sang a song for swingin' lovers called "It Happened in Monterey" with a great arrangement by Nelson Riddle and the band. Every August in the middle of the month, the place becomes synonymous with speed, performance and elegance as multiple concours, auctions, car clubs, drivers and enthusiasts all converge for a grand weekend celebrating the automobile in all its glory. Horsepower has replaced the horses at Laguna Seca, and for this long weekend called the Historics the walls of the Del Ray-Salinas Valley reverberate with nearly every engine known in the history of the conveyance. Last August was no exception, and Morgans and Mogs were there carrying the marque banner.

Also, the southern and northern California clubs met for the annual

"Morgans on the Plain" bbq at the home of Loren, Annette and Lee Stecks in Carmel Valley that Saturday night. As a mini-MogWest Mogs come from all over for an evening of trading stories and sights from the various venues of the Quail Lodge, Pebble Beach, Corso Italiano concours and the Historics at Laguna Seca. There was lots to talk about practice laps the day before, who was doing what repairs, how they or their competitors might do the next day for the final races in their divisions and so on as the evening wore on, and action in the pits and on the track was non stop all weekend.

There was a kind of "Morgan Row" consisting of Dennis Glavis and his '53 Morgan +4 TT "Skimpy" Special, Greg Solow and his '63 Morgan +4 SS

Continued on page 9



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"Baby Doll", Brian Howlett and his '61 Morgan +4 and John Burks '63 4/4. Dennis was running in Class 1B ('49-'54 production sports cars), one of the smaller displacement cars amid big bore Allards, Jag C-types, XK-120s, a 300SL, several 50s Ferraris and 2 early Corvettes. He finished 23rd overall, 5th in the 2 litre and under sub group. Unfortunately, John Burks had an ignition problem and then overheating problems in his practice runs for 3B ('55-'62 production sports cars) Friday and Saturday, sorted them out and then the motor developed a loud knock in the final race Sunday and he had to withdraw after 2 laps. Greg and Brian fared much better in the same race, running 3 and 4 behind two Corvettes and dicing with them constantly, passing them on the corkscrew only to be "outhorsepowered" (but not by much) on the straightaway after turn 11. They were turning consistent lap times of 1'50" to 1'52" right on the tails of Corvettes 1 and 2. On the very last lap, Corvette #2 spun out on the corkscrew and Greg and Brian came in 2 and 3 closing fast on the 1st place Corvette, pure drama. Based on a short conversation with the driver of a '57 T-Bird (who finished 17th and estimated he was topping 120 mph on the straightaway) the two Mogs must have been topping 130 as they crossed the finish line. The 10 lap race length was 22.380 miles, the winner ran the course in 18'45" total, for an average speed per lap of 71.5 mph. Greg and Brian both must have been at 71 mph average for the tight turns and the corkscrew, so the straightaway speeds were fantastic.

In the Pre-War class 1A (1908-1938) Prez Larry Ayers carried the Morgan banner in the '32 Brooklands Champ Aero "Red Johnnie" to 16th place with average lap times of 2'50" and he finished consistently in the middle of a strung out pack, including practice runs the day before. The Brothers Willburn in their '59 Peerless Ambro Special (a Morgan TR powered cousin) came in 17th in a very tight '56-'62 Sport Racing group under 2500 cc Class 2B race, with the clutch linkage and ignition problems of the Wine Country Classic two months earlier in their rear view, they turned in strong under two minute laps again and again. Back in the pits between practice and warm-up races, John announced at 3:30 on the Saturday afternoon, "Well, somewhere its 5 o'clock!" and with that out came the checkered tablecloth, the checkered mixmaster, the ice, the tequila, the triple sec were all set up on the rear deck of the Peerless and the generator was fired up to get the show on the road. Since the Brooklands style fuel cap was right there at the bar, I bet a little "octane" in the tank helped out in the final race, too.

In the non-Mog races, the standout above all others was the Saturday afternoon Trans-Am with 40 "muscle cars". A Challenger, Mustangs, AMX Javelins, Camaros, BMWs, Alfa

*Margaritaville Bar
in action at the
Peerless/Willburn Paddock.*



Gerry Willburn serves shade in the Hot Pit lane

Romeo Guilletta, a field of 40 contenders, very crowded. Any of the emerging 10 cars after lap 1 could have taken the race, the driving and dicing for position out of the turns to the straightaways was masterful, and these guys really put on a show, none of this "tapping" and slamming that passes for strategy ala NASCAR, just flat out close quarters and maneuvering, great and sportsman driving by all. The Challenger eventually won, but just by a bumper whisker, and those 40 combined Big Blocks all at once were deafening, my ears were still ringing two days later.

Wonderful four day weekend, thanks to the Ayers for letting me pit crew (and "lismore" served as paddock support vehicle for team "Red Johnnie") and thanks to Lois and Richard Love who let me pitch a tent at their RV camp. They came into the pits riding their Vincent Black Shadow and drew admiring crowds at Burks paddock every day. Thousands were milling about every day in the bright sun, Jay Leno had a walk through, and Mario Andretti signed autographs, I didn't see him, too busy, and came home, exhausted, slept all day. Great racing, Great Weekend. And It Happened in Monterey (thanks Frank).



October 2nd-5th, '08

by Gordon, with Barclay the Historian

Welcome to the Thirteenth Annual FlogMog. We here at FlogMog HQ are very hopeful..." And so, as these aspiring and beckoning words of vision and the Morgan Way began the Tourbook of our annual soiree, we looked forward to a 3 day journey of promise, promises broken (that's called change) and down-right perverted fortune. Oh yes, this and much more lay before us as we intrepid drivers made our way from the McDonald Arches of Pleasanton to the Mariposa Lodge that Thursday night and the Gateway to the Grand Yosemite Valley.

We started out less than a dozen strong from the Bay Area, and determined to stay off the Interstates, we took instead Mines Road out of Livermore to Del Puerto Road through rolling hills and valley cattle country to Patterson Junction at I-5. It was here the first deviation of the script occurred, a flat on the Pitman +4 and the spare was quickly substituted. We felt confident this was the right move as we had another dozen or so wire wheel spares in reserve should inconveniences like this continue. The Great Valley of the San Joaquin lay before us and we moved on to Gustine for a planned rendezvous with Marge Naughton and her +4 DHC. But this was naught to be as Marge had the good sense to move on, tired of waiting for us, and we dilly-dallies had to catch up along Hwy. 140 through Merced.

After Catheys Valley was conquered by the odometer, a Very First in the Annals of all FlogMogs happened, a speeding ticket issued to one of our own – how could this be? A speeding ticket! After all, we were promised, yes, promised "no busted fuel pumps, no flat tires (hah!), no overheating (?), no nothing happening to the cars to spoil the ride over some wonderful twisty roads." Well, if you are driving

a little red 4/4 roadster with a Toyota MR2 powertrain conversion, exuberance will be rewarded by the local CHP out of Mariposa, that's a fact. But we arrived at The Lodge with no further mishap and were joined by Burks, the Grossetos, the Schaws, the Powells, and the Squires, all variously come from the Hwy. 49 Gold Country to the north and Sam and Marie Logan in their red "Pan American Rallye" Special 4/4 from Visalia and Bob and Linda Frisbey from Aptos, in a beautiful dark blue 1940 Ford Sedan with Chevy 350 powertrain and modern suspension. We had a full complement of 30+ souls come together for the kick-off, +4s, 4/4s, some +8s, an MGA, the '40 Ford and a few modern roadsters of Miata, Mini and Z4 variety, we were set for an evening of good to see you again comraderie and vice-presidential debate watching. Don't ever think FlogMogs don't keep up on current events (though in times like these?) as the luminous, ubiquitous talking box was hauled to the front door of one of the rooms for all to see. Much discussion and shushing ensued in the next hour and a half, and the results will be posted come November 3rd – remember, vote early, vote often. For us, we were ready for come what may in our "COVs" (Carbon Offset Vehicles), that's our political statement.

Friday dawned with the news of a coming storm, and quickly a drivers meeting was called to revise plans for the event... we were faced with an incoming low that would bring rain to the lowlands and most probably snow to the highlands and sleet to the lowlands of the highlands, if you get my "drift." The predictions called for increasing winds and lowering temps as the day wore on, and the planned pastoral picnic lunch and hike in the Yosemite Valley were in serious question, and definitely the Saturday route over Tioga Pass and onto the ghost town of Bodie was out of the ques-

FlogMog The Bla



*FlogMoggers in Deep Discussion,
v-p debate*



*Rainy Day
line-up in
Mi-Wuk*



og 13 ack Cat

*Photos: Lynn Powell, Gordon Craig
and Angie Larson*



*Watch out "lismore", here comes
the "Black Cat"!*

tion. Besides, we had a party to party for that night at the Pitman cabin in Pinecrest and supplies and stocks had to be laid in should we become the Donner Party. And last but not least, who seriously ever heard of FlogMogs actually h-i-k-i-n-g? Soooo, it was decided by a convoluted chain of secret handshakes, grunting noises and a flurry of whispering rumors that the two days would be packed into one. In practice, this meant there were an infinite number of roads to take, you choose, but the most likely candidates were a loop into Yosemite Park and some walking about taking in the sights as best you could, then head for Mi-Wuk Village and the Christmas Tree Inn (our next planned for stop Friday and Saturday nights), or a dash over the Tioga Pass on Rt. 120 to Lee Vining, have some lunch, then on up to Bodie via Rt. 395 and the 24 mile roundtrip out to the ghost town, if the weather weren't too bad and the gravel road was still open. If not, just continue on 395 to Rt. 108 over Sonora Pass and on down to Mi-Wuk for the night. Since to accomplish either revised plan meant going in the same direction on Rt. 140, we all embarked dizzy with anticipation as to what to do... and most of us were even further disoriented by a rental RV driver who slowly wound his way for 40 miles and more with a long string of FlogMogs and tintops behind him. Many a turnout went by without him pulling in to let some of us pass, and by the time we reached the Park Entrance the hapless fellow was ready to be lynched by many an irate driver. However, when Mog John Grosseto went over to talk with him and give him a piece of our collective minds, he quickly realized it was a lost cause, the fellow knew no English whatsoever and had no idea that the "turnout" signs meant that. John is a fine diplomat, however, and in sign language helped the fellow understand what he should do, er, maybe. Thereafter, most of us did get around this fellow, and on up to Tioga

Pass Summit and the magnificent view back towards Half Dome and the Valley to the West lay at our feet. It is 10 thousand feet up there, and all of the cars crawled like dogs gasping for air, but we wound our way east to Lee Vining and lunch, straggling in one by one. Then off again in some earnest, as the billowing clouds on the mountaintops to the West persuaded us to get a move on. The turnoff to Bodie was deemed dispensible this time, and we headed for the Rt. 108 turnoff in separated clumps of twos and threes. Somehow, crossing the summit we missed the onslaught, but the last Mog standing, Mike Gerdts in his early +8, caught some snow and later we heard the Pass was closed shortly thereafter. (It has since reopened.) There was a lot of downshifting to first and second just to keep up steam and make headway at that altitude, and some of us had a little brake fade, but fortunately nothing untoward happened and as we alighted to Mi-Wuk and the Christmas Tree, the rain closed in. Nonetheless, the roads of the day were spectacular and the driving was challenging, certainly Grade A Morgan roads. We unpacked the Mogs and covered them in tarps for the night. A bunch of us loaded into the '40 Ford like kids headed for the Drive-In to go to Twain Hart for dinner and the rest stayed behind at Diamond Jim's Friday Night All You Can Eat in Mi-Wuk, now that's a mouthful and thensome.

Saturday was a Rainy Day inside, and most of us stayed put and did our knitting, and read a longish history of Mi-Wuk by none other than our fearless FlogMog leader Barclay the Historian. Barclay the H. (as we like to call him) begins the story this way: "Historians have never agreed about the exact day Mi-Wuk Village was founded. Some say it was a Tuesday; others are just adamant it was Saturday. But while this argument rages on never to be solved, it seems everyone is certain that the people

who actually did the founding were the family of the local Rambler dealer who had been driven out of Long Barn (the closest town to what would be Mi-Wuk). Apparently the people of Long Barn had certain standards when it came to who could or could not live in their town. This enforced exit of the Wholenut family (Marcus and Flo plus their children: Kirby age 12, Boo age 9, and little Bessie Flo age 5) leads directly to the naming of Mi-Wuk Village. Most of us assume the name is Native American, but that is only partially true. It seems when the Wholenut's were "asked" to leave Long Barn they naturally packed up the Rambler Estate Club Wagon with their belongings and prepared to drive south to their new home. However, when their son Boo realized they were all about to climb into one of the worst automobiles ever made, he balked. ...When Boo saw everyone he knew and loved stuff themselves into the Rambler he said, in one of the most famous lines in Tuolumne County history, "NO! Me Walk!" Barclay continues the harrowing tale of the Wholenut family settling in, the beginnings of the Office of Strategic Services (WWII predecessor of the CIA) in the town and eventually the world using the local beavers as infiltration agents (at least I think that is what I read), and the tragical accident prone history of the town's lumber mill, owned by several generations of the Waverly family, though how they managed to have generations is beyond me. Barclay concludes the history: "Through all those years of the Wholenut's, the OSS and the Waverlys, right up to today, Mi-Wuk Village has retained the charm of a small mountain town. People come now to enjoy the great outdoors, to savor the fresh air and to remember what it was like when Rambler dealerships dotted the country. This is the legacy of Mi-Wuk Village, CA. So whenever you pass through Mi-Wuk Village, remember the town slogan because, as the locals will tell you,

it says it all: "Never forget what you can't remember because some day it'll up and bite you on the ass." You can read this History in its endless entirety in the Tour Book of FlogMog 13, available from any of us who went on this Passage, don't miss it, please.

So Saturday passed into the late afternoon and the constant drum of rain abated to occasional downpours and spotty sunlight. Like others, yours truly went out to remove the tarp and clear out the wetness on "lismore", pull the choke and fire it up. The engine would crank and lots of raw gas would smell but it wouldn't catch and run. One by one, folks began to leave for the drive up to Pinecrest and the Pitman cabin, and we would say, "Oh, we'll be along....soon as the engine dries out." Pretty soon, everyone had left the Christmas Tree and it was getting later and later, a hour went by and then another, waiting out the cantankerousness but nothing changed. Good thing I have a strong fresh battery. Finally, we gave up, went back to our room to find the telephone ringing. Bob Panero was calling, Where are you? What's happened? I explained and pretty soon he and John Grosseto appeared and picked us up in John's tintop. The party was superb, with chili and salads, sausages, chicken, steaks, even a bit of buffalo roast. And of course, a full wine cellar of reds and blancs made all the more fun with Bev and Tom Morgan singing duets, and the rest of us crowing along to "Light My Fire" round the pitfire. The night had cleared, the sky was deep in stars, the fire glowed in coals as we sang song after song, and no one attempted a firewalk, period.



Sunday morning beamed brightly, and it was time for the leisurely head for the barn run, but not before a hearty breakfast in the Pine Cone Cafe (Mi-Wuk's nerve center), the repack of various Mogs and the customary starting grid of many a FlogMog....but "The Black Cat" struck again. Again, "lismore" wouldn't light up on its own, so some of the hearties gave me a push down the Christmas Tree Runway, key on, popped the clutch in 2nd, voila!.... No, wait, run-up ammeter charging like crazy, revs going to 2k and above, run, run, cough, run, cough, cough, aargh, thud. Ok, bonnet up for some fiddling, various gizmos were offered for the analysis, troubleshooting with a Volt Ohm meter, yes, the coil is delivering, an ignition wire trouble lamp not lighting, definitely no, the plug wires ain't firing. So plugs were removed and cleaned, for the halibut. Then the dizzy cap was opened, and all was revealed. The Lucas DM25 distributor cap makes a nice measuring cup for all the accumulated water poured upon us, I can tell you probably .75 inches of rain fell in the preceding 24 hours. Inside, the Pertronix ignition (which had been so reliable for the past 10,000+ miles) was a sopping mess, shorted out. So, out came the points from on board spares, and with the able guidance of Burks, Squires and Powell the Elder, all trace of moisture was dried out, the magnet ring and trigger module removed and disconnected, points, condenser installed and gapped, and the coil wiring and connections reconfigured in positive ground fashion. Aha, this time "lismore" fired right up! Again, the ammeter pegged, the rev counter purred at 2k, oil pressure peaked at 75 lbs., the temp gauge began to rise and we all resumed take-off positions, one by one, we left the mountain hamlet of Mi-Wuk, waving good byes. But the Black Cat struck yet again: the generator light in "lismore" came on (like it had two days before, but then had flickered out due in some mystical fashion to

the probe of Burks volt-ohm meter probing), this time it burned brightly and continued, and the ammeter went into slightly negative territory. And John Grosseto's recently shipped from Hawaii 4/4 leading us to his new digs near Jamestown suddenly developed a case of St. Malvern's Dance that just wouldn't quit, no matter how many times he pulled over and slowed down. So we had to abandon the idea of visiting John's barn to take a look at his very rare Osca racer and he made it home very slowly on a back road with less traffic out of Sonora. The rest of us went on to Jamestown for a pit stop, then the dash across the Great Valley of the San Joaquin to I-580 and home. And another "1st" happened: "lismore" became the first vintage electric +4 COV (Carbon Offset Vehicle, so I will stake my claim) as the generator or VR (God Knows) completely burned out, and that good, strong battery took over providing juice for spark and the electric fuel pump. And estimated 2/10ths of a volt was consumed in 150 miles of "nonplussed" driving, right up there with the forthcoming and highly touted Tesla (total electric, 200+ mile range) and the Chevy Volt (gas/electric hybrid, 40 miles on a charge). Of course, the Tesla is faster, and the Volt is bigger, but that's my story, sticking to it, shocking as it is, and finally I give up, it's time for an alternator and negative ground conversion. You can only live in the past for so long, and like they say in Mi-Wuk, "Never forget what you can't remember because some day it'll up and bite you on the ass."

Many, many Thanks to our FlogMog 13 organizers, Burks and Barclay, for a wonderful, roll with the punches Tour, and to ourselves (all 30+, you know who you are?) for having the pluck to make fun in the face of lemonade. So, begone Black Cat, we're onto FlogMog 14 next (Our Centenary) year!

All British Meet in Brisbane



The only 3-wheeler at the show this year: 1934 MX Super Sports



A nice array of cars from the MSCNC



Opposite shot of the array – more great Moggies



Two Super Sports bask in the sun [Bonus Points: can you identify them?]

Photos: Larry Ayers



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Factory side exhaust or place your own personally commissioned Aero 8 Series IV!

'05 ROADSTER BRG, Muirhead Mulberry leather, dark green carpets piped in Mulberry, badge bar, build book, Roadster Clock, stainless steel prop rods, Lucas driving lights, 35th Anniversary stainless mesh grill, stainless luggage rack, Alpine Stereo CD Green Mohair weather equipment, 4,189 miles miles, Factory front bearing suspension, anti dive brake reaction rods. Most sought after!

'05 AERO 8 Rolls Royce Garnet, Tobacco leather, sold new by Morganwest to local owner; all Factory updates, 4.4 liter BMW V8, stunning Rolls Royce Garnet exterior w/ burgandy mohair top, tobacco leather interior w/cream piping; burgandy carpets piped in tobacco leather; burgandy windpiping; Factory side exhaust. Alpine stereo CD; stainless steel mesh trim; stainless badge bar w/ Aero Squadron badge.

'05 AERO 8 All Factory upgrades done at the Morgan Factory! Ferrari LeMans Blu Metallico, Dove Grey Leather w/dark blue piping, dark blue mohair top, Factory side exhaust, stereo CD, Black Ravenwood ash trim; stainless steel inside rear view mirror, 3,300 miles. Stunning example!

Fall and Winter are arriving shortly. Closely behind are the incredible events of Morgan's 100 years, being celebrated everywhere!

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Anniversary Edition, Ivory/Black, 5,700 miles, One owner car from new. LeMans'62 overriders; Kenwood stereo CD; stainless steel wire wheels, badge bar, black leather bonnet strap backed in black mouton.

'03 Plus 8 35th Anniversary Edition, Vin# R13153, 6650 miles, red with tan leather, factory lightweight alloy wheels, luggage rack, tan factory spare tire cover, badge bar with 3 badges, tan mohair top, bonnet strap with mouton, hood/ bonnet prop rods, Pioneer stereo, tan

mohair tonneau, tan mohair side curtain bag, car cover. Very collectible Plus 8s.

'02 Plus 8 Polaris Silver/Medium Blue leather; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless steel wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless steel mesh grill, Morgan logo inscribed double eared knock offs, badge bar; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build record; stainless steel luggage rack.

'02 Plus 8 BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

'69 4/4 Ford Capri 3.0 V6 engine with all synchro gearbox; chrome wire wheels, MotoLita wood rimmed steering wheel; walnut burl dash; Lucas fog light, luggage rack. Morgans Across America veteran without any issues or problems!

'67 Plus 4, BRG/Black leather, painted 72 spoke wire wheels, beautiful 17" Nardi wood rimmed steering wheel, restored wood dash; fresh top end, recent clutch, new radial tires, New brake seals, pads, shoes, fluids, luggage rack, bonnet strap, wind deflectors, fresh front end rebuild, 72 spoke wheels just completely rebuilt. No. Calif car

most of it's life/So Cal car the last 6 years.

'67 4/4 Chassis #B-

1325 Fully restored 2002. Emerald Green Red Interior & matching Red Wire wheels. Less than 4,000 miles on restoration. New chrome/stainless wire wheels, New mohair twilfast top, New alloy competition valve cover; Factory Red leather interior New Floor mats and padding Green & Red Full Tonneau and Newer Style Side Curtains Black Vinyl top Lined Leather Bonnet Strap Restored Wyre Wheels All receipts Since Purchase.

'64 Plus 4 Raspberry, Brown Leather, Alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

'62 Plus 4 SuperSport Roadster BRG/ Tobacco leather Super Sport Bucket seats; restored twice, early in life by original selling dealer, Fergus Motors, last time, early-mid '80s by Morgan dealer in Ontario; 14th SuperSport built, LHD, alloy high body, beautiful looking/beautiful driving example.

'55 Plus 4 Roadster Twin Spare Extremely rare example restored by Malcolm Schmeer to an excellent show/driver condition. Finished with a stunning yellow exterior and brown leather.

'55 Plus 4 Four Passenger Drophead Coupe Blue with tan interior, US supplied, 3 owner car from new; all number match, LHD, "Snobmog"; 1 of 51 ever constructed Beautifully kept example

'31 AERO SUPER SPORT, JAP powered 10 year, every nut and bolt restoration, Yellow, black wheels, grey/black leather interior. Fresh mechanical components electrical system upgraded to 12 volts. Rarest of all vee twin production Morgan trikes.

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California Melee • One Mog's Story



Story & Photos by Michael Jhon

On the Saturday after Labor Day, over 50 pre-1975 "sports cars" left San Francisco on the 12th annual 3-day California Melee (californiamelee.com): over 750 miles of some of the most beautiful scenery and exciting 2-lane roads in the state. "Tinkerbelle" was once again the only Morgan entrant (#4 for my Plus Four's forth Melee) in a mix of the motley and the magnificent that included an original 289 Cobra, a Jag 140, a couple of original home-builts, a '47 Travelaire, a literally risen-from-the-ashes '63 Corvette, 2 Alfa Sprint Speciales and a generous sprinkling of Porsches, TRs, Volvos, Minis, etc. – many of them in various stages of race or rally prep.



The route took us through wine country, around Clear Lake and finally to Red Bluff on the first day. The "road" varied from beautifully smooth and well banked blacktop to sections of freshly graded gravel to one lane roads currently under destruction and rough enough to shake the front bumper off and both doors, loose. Relief from the road and triple digit heat was provided by an undersized 'swimming' pool (soon resembling an overpopulated hottub) and free margaritas courtesy of the "Mini-bar" ('65 Cooper). Day two included a beautiful run through the mountains, a narrow escape for some who just got through on Hwy 37 before it was closed by a brush fire. Then mountains and tall trees with a tourist moment at the "Drive-Through Tree." While parked en masse even some geese took a gander (with an obvious preference for British cars...). Driving from there to the coast, we were greeted by fog and a temperature plunge of over 30 degrees before we reached Fort Bragg.



Monday was a snaking, southerly run – much of it on Hwy 1 along the coast. We took a moment for another requisite roadside stop at Sasquatch's favorite redwood carving shop and "Mystery Hill," and began the final leg back across the Golden Gate Bridge and into San Francisco where the awards dinner was given at the Chennery Park Restaurant.

Alas, noble & loyal "Tinkerbelle" carried me home almost uneventfully before revealing a broken hub carrier the following week. Ah, but what a weekend! Great cars & scenery, wonderful camaraderie and the best and the hardest driving I've done all year. So how come I'm the only Morgan there? I hope to see more of you all in the coming year and maybe at next year's Melee.



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DINNER AT 6:30P.M.

BREAKFAST 8:30-11:30 A.M.

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(Triumph Drive leads onto
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FROM 880

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Go over overpass
At second light turn left onto
Atlantic Ave
Turn left onto Triumph Drive
(Triumph Drive leads onto
Pacific Marina.)



FlogMog 13 crew conquers Tioga Pass:

[L to R]

George Tollworthy, Dean Jackson, Grant Larson, Kathy Tollworthy, Jenny and Barclay Schaw (behind), Carol Pitman, Jan and John Grosetto, Bob Panero, Mike Gerdts, Linda and Bob Frisbey. There were others, not pictured, straggling behind.

Photo: Angie Larson

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Bring an unwrapped gift for "School for the Deaf" toy drive.

Bring a wrapped gift to exchange for Club Christmas.

DEAR WALTER • *Car Care & Advice*

Dear Walter:

I hope you can help me here. The other day I set off for work leaving my husband in the house watching the TV as usual. I hadn't gone more than a mile down the road when my engine conked out and the car shuddered to a halt. I walked back home to get my husband's help.

When I got home I couldn't believe my eyes. He was in the bedroom with a neighbor lady making mad passionate love to her. I am 32, my husband is 34 and we have been married for twelve years.

When I confronted him, he tried to make out that he went into the back yard and heard a lady scream, had come to her rescue but found her unconscious. He'd carried the woman back to our house, laid her in bed, and began CPR. When she awoke she immediately began thanking him and kissing him and he was attempting to break free when I came back. But when I asked him why neither of them had any clothes on, he broke down and admitted he'd been having an affair for the past six months.

I told him to stop or I would leave him. He was let go from his job six months ago and he says he has been feeling increasingly depressed and worthless. I love him very much, but ever since I gave him the ultimatum he has become increasingly distant. I don't feel I can get through to him anymore.

Can you please help?

Sincerely,

Mrs. Sheila Usk
.....

Dear Sheila:

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem,

it could be that the fuel pump itself is faulty, causing low delivery pressure to the carburettor float chamber. I hope this helps.

Sincerely,

Walter
.....

Dear Walter,

I've never written to you before, but I really need your advice on what could be a crucial decision. I've suspected for some time now that my wife has been cheating on me.

The usual signs... phone rings but if I answer, the caller hangs up. My wife has been going out with the girls a lot recently although when I ask their names she always says, "Just some friends from work, you don't know them." I always stay awake to look out for her taxi coming home, but she always walks down the drive. Anyway, I have never approached the subject with my wife. I think deep down I just didn't want to know the truth, but last night she went out again and I decided to check on her. I decided I was going to park my BMW R1150 GS motor cycle next to the garage and then hide behind it so I could get a good view of the whole street when she came home. It was at that moment, crouching behind my bike, that I noticed that the valve covers on my engine seemed to be leaking a little oil. Is this something I can fix myself or should I take it back to the dealer? Thanks for your advice,

Phil.
.....

Dear Phil: If the BMW is still under warranty, take it back to the dealer by all means. BMW has one of the best customer service plans in the industry.

Sincerely,

Walter
.....

Submitted by: Bob Panero

Book Information

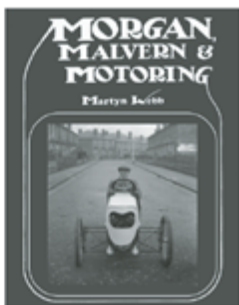
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Martyn Webb

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463 colour illustrations
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Martyn Webb, a life-long Malvern resident and Morgan owner, has been given a unique access to the Morgan family records to write Morgan, Malvern & Motoring.

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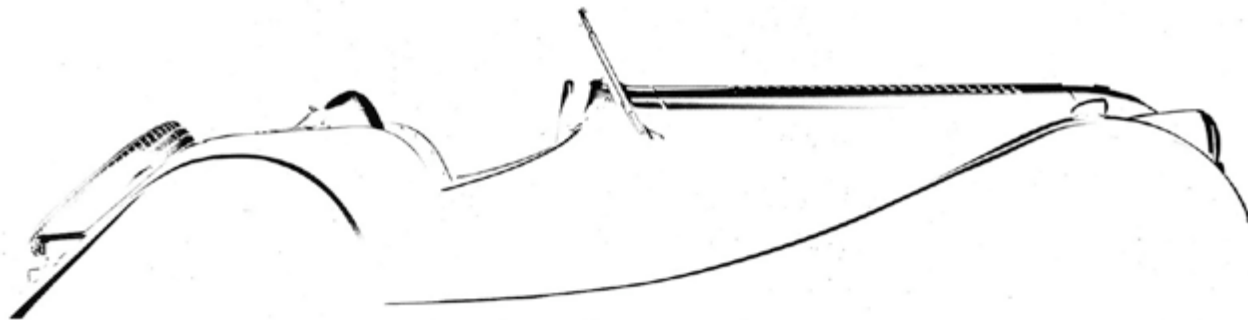
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