

July • August 2013

Thanks & Congrats, Doug Hamilton

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- TransAlpine Tour
- Father's Day Show
- MOG Celebrates Denmark
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- . . . and more!



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



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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.

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The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:

- 1) event; 2) date of the event;
- 3) names of all persons appearing in photos;
- 4) name of publication (in the case of a reprint);
- 5) names of authors and photographers.

The **DEADLINES** for receiving ads, photos and articles:

- **September 30** for Sept-Oct issue
- **November 29** for Nov-Dec, **Dec 9** for Holiday party photos.

Classified ads placed by members will run one time.

Please notify the editor if you wish to place the ad again.

The **Morgazette** is now available in a digital format as a web PDF. Contact the editor.

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

Welcome New Members

David Lake and Ina Tabibian
67 West Shore Road
Belvedere, 94920
415/435-3885; 415/235-3668
2013 red three wheeler

Anders Otto
1117-A Kottinger Drive
Pleasanton, 94566
214/649-7564
1968 black 4/4

FLYER

NOTE: A Roster Update is included in this issue's envelope.

Cover Photo: Two Mogs (Bob & Thorley, Gordon & Maggi) approach the South-to-North Bore of the brand new "Tom Lantos Memorial Tunnel" that bypasses the fearsome "Devil's Slide" area of Highway One. Story on Page 6. Photo by Donna D.

Club Event information:
<http://msccnc.blogspot.com>



* MSCCNC Club Sponsored Event

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

August

4th SUN • The Hayward Field Meet - All British Car Show & Swap Meet. This is a change from the usual early June date but everything else remains the same - the location, the cost and the format. Nicholas Becker, HFM Chairman. For further information and an application go to: www.moasf.com/hayward/

FLYER *16th FRIDAY • Morgans in the Meadow BBQ, Carmel Valley. Contacts- Loren Steck & Annette Yee.

16th-18th- FRIDAY/SUNDAY • Rolex Monterey Sports Reunion (Races), Laguna Seca. Tickets and Morgan corral parking (\$25) at 800/327-7322 www.mazdaraceway.com (use care in selecting tickets for the correct event)

18th SUNDAY • Pebble Beach Concours de Elegance, Carmel. Contact - <http://www.pebblebeachconcours.net>

CORRAL PARKING AT THE ROLEX MONTEREY MOTORSPORTS REUNION AUGUST 16-18 (MONTEREY HISTORICS)

Morgan Corral Parking is available again this year. Contact Mazda Raceway directly to purchase event and corral tickets. A three-day corral pass is \$25 and event tickets are as follows:

Friday only	\$50.
Saturday only	\$80
Sunday only	\$60
Three days	\$130
Saturday and Sunday	\$110

Ticketing can be reached at www.mazdaraceway.com or by phone at 800/327-7322. TICKETING CUT-OFF DATE IS AUGUST 1.

Too Late - Deadline Passed

Ever thought of doing an event on a "Morgan TWO?"

16th-19th FRIDAY-SUNDAY • MOG 2013 by MSCC, University of Kent, Canterbury, UK. Contact Elaine or Philip Fisher.

September

27th-28th-29th-FRI-SAT-SUN • Ironstone Vineyards Concours de Elegance, Murphys on Saturday, & possible Ebbetts pass run on separate day - Contact Elaine Fisher.

Entry to Ironstone Concours:

<http://www.ironstonefoundation.org>

October

*7th-10th - MONDAY-THURSDAY •

FLYER

FLOG MOG tour. Contacts - John Burks and Dave Sneary.

*18th-20th • Oktoberfest & Talent Show. Contact - Audrey Haines.

November

*9th or 10th SATURDAY OR SUNDAY (TBD) • The Turkey Trot, Contact Gordon Craig.

December

*7th SATURDAY • Holiday Party, Oakland Yacht Club. Contact - Elaine Fisher.

*26th THURSDAY • Boxing Day Run- Contact Wendell Bain.

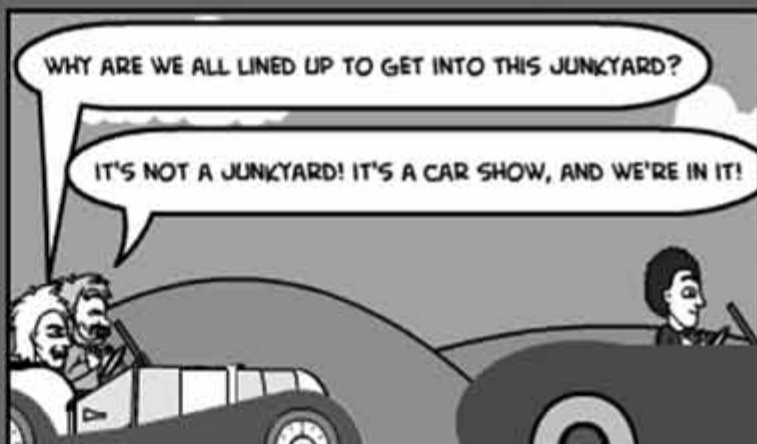
January 2014

*12th SUNDAY • Oyster Run XX, Marin County, Contacts - Larry Ayers & Donna Dell'Ario.

*TBD • Planning Meeting & Potluck, tbd



Deanna & Gary
Balzer's Morgan Two





Presidential Points

By Morgan Staines, President

The whole world, or at least the English-speaking¹ portion thereof, is agog with the news of the birth of yet another heir² to the British crown. Talk about redundant.³

But do not let it be said that We don't when to follow a trend. So, in keeping with the prevailing and pervasive hubbub,⁴ you will find that this issue of the Morgazette⁵ is entirely dedicated to our well-bred royal "babies," each one with its own presumptive if not down-right rightful claim to the throne of the automotive kingdom. From cover to cover, you'll enjoy photos and stories of our precious ones and their caregivers, anecdotes about bonnets and rocker arms,⁶ firsts⁷ and other accomplishments, comments on lineage and provenance, celebrations and appearances both past and future – in short, everything that everyone wants to know about our beloved kings and queens of the road. The only question left unanswered, and about which We shall neither speculate nor gossip, is whether the royal pram shall have four wheels, or three.

In other news, MogWest XXXI was a smashing⁸ success, once again gathering up all the usual suspects and then some for a weekend full of Morganeering exploits. Many thanks⁹ to Audrey Haines for her leadership on this event and to the many others who make our annual north/south meet-up such a special time for the Morgan family.

As you are reading this, Morgans in the Meadow at the Steck's home in Carmel Valley will be upon us, along with all the other Car Week offerings. Get your Morgan out there and let the folks see some real royalty!

See you on the road . . .



¹ The term "English-speaking" is used advisedly, as the United Kingdom encompasses, in addition to mother England, the countries of Wales and Scotland, and the Commonwealth realms extend to such diverse nations as Jamaica, mon, the Vatican-sized Polynesian islands of Tuvalu, and Papua New Guinea, home to more than 820 languages and where English is an official language but the lingua franca is Tok Pisin. Really. Papua New Guinea is also home to the provinces of New Ireland, East New Britain, West New Britain and Enga, which was going to be called New England but the name was taken so they just shortened it instead.

² Not completely certain whether young George is properly called an heir, heir apparent, heir presumptive, some other species of heir, or just a bloody lucky bloke to have been stork-dropped down the chimney at Kensington Palace and not into a flat in the East End of London.

³ If Grandpa Charles and father William reign in due course for anywhere near as long as the Queen has so far, the Prince of Cambridge won't be able to say "I am the King!" until he's somewhere north of 120 years old.

⁴ Or, perhaps more appropriately, hub cap.

⁵ Indeed, you will find that every issue of the Morgazette is so dedicated.

⁶ Quite possibly a bladder issue as well.

⁷ And seconds and thirds.

⁸ SoCal's Dr. John Benton apparently took this somewhat too literally, taking a bit of body damage to his car.

⁹ We know that all of you are especially thankful that the Musical Tribute to the Queen was mercifully foreshortened from the oeuvre that it might have been had it included such numbers as Tough-Bottomed Girls (. . . you make the Moggin' world go round!), It's a Hard Ride, I'm Going Slightly Mad (. . . you're missing that one final screw, . . . I'm driving only three wheels these days) and Crazy Little Thing Called Mog.

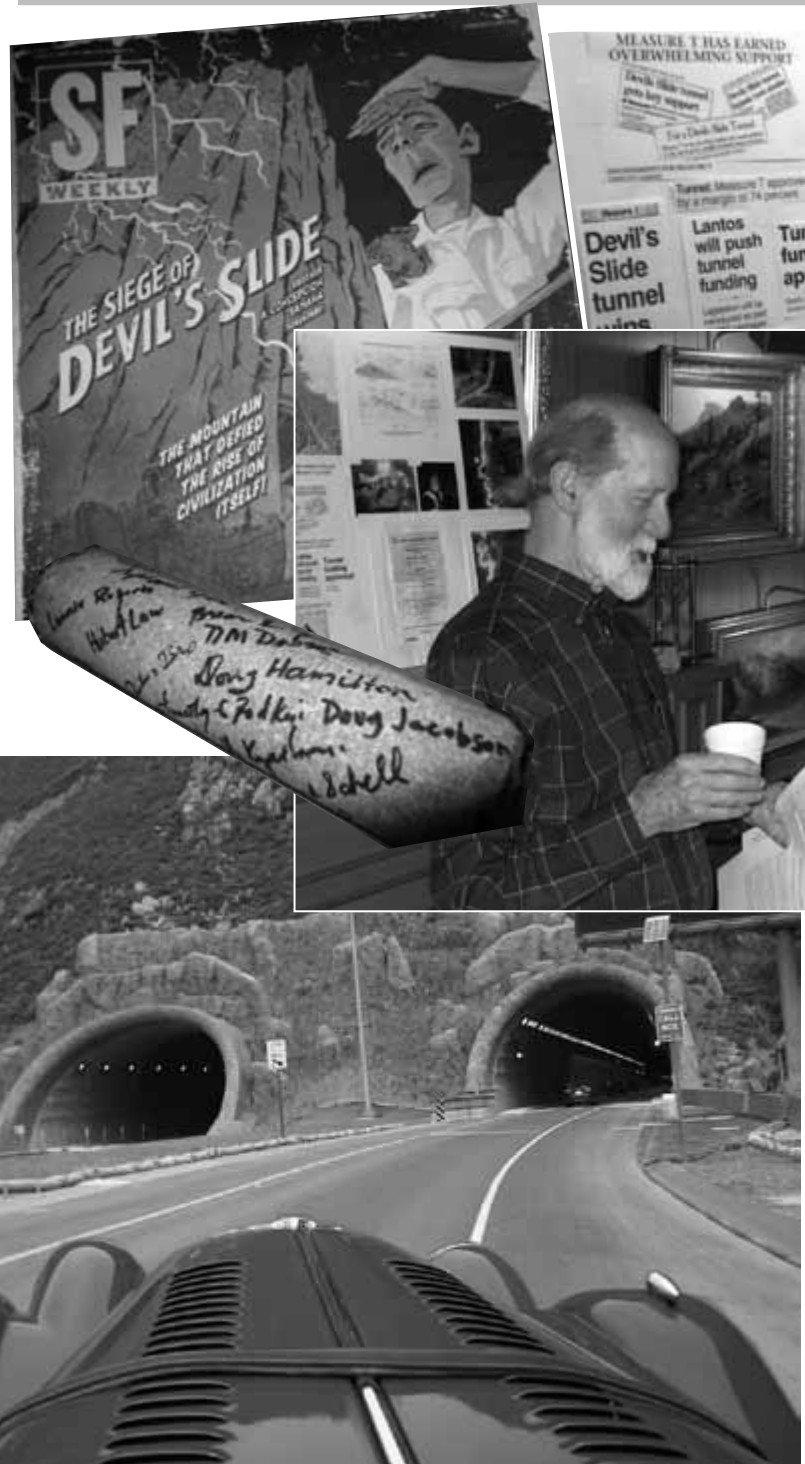
The Hamilton~Larson

June 9, 2013 • Story by Gordon Craig

Hats off to Joyce and Doug and Grant and Angie for another superb and marvelous Tour. This year the "Wines" part was covered with great hospitality for "starters" (morning coffee, baked goods, orange juice) by the Hamiltons in Atherton and at the end by the Larsons in Belmont with fine wines, lasagna, salads and cheeses. In between the "Mines" part stretched over the northern Santa Cruz mountains/San Mateo Peninsula, the coast shoreline south to Pescadero, and a very new transportation link decades long in coming. Our cover shot says it all, the "Tom Lantos Memorial Tunnel" with so many good reasons to celebrate, and a big Thank You, too.

First of all, that forever slide-plagued stretch of Hwy. 1 known as "Devil's Slide" between Moss Beach and Pacifica is no more — no more frequent winter closings due to rockslides, no more cave-ins of the constantly slipping roadbed resulting in weeks and months of back tracking 40 mile detours to I-280 and Hwy. 92 to the coastline, and thankfully no more vehicle plunges off the narrow, sharp turns down the steep cliffs, fatalities, major injuries and wreckage, and very risky rescue and recovery attempts.

A second good reason is our own Doug Hamilton, a lifelong geologist by profession. One day in 1995, Doug was watching the latest TV news report of a road closing slide when the idea came to him, quite simply, let's just go around it. Because of his encyclopedic knowledge of the geology of this area, backed by decades of research, studies done by himself and his peers, long forgotten and filed away, he quietly argued before commission hearings called by frustrated politicians, Caltrans, and transportation policy agencies that a tunnel through the mountain above was not only feasible, but the only practical solution. There would be more years and years of others arguing over money, the environmental impact, the cost overruns of a budget that constantly had to be adjusted to the reality of "The Dig" and what was encountered and eventually surmounted, but let's just say Doug lit the fuse



that blew the tunnel wide open and the traffic now flows, Bravo!

The Tunnel has been in operation since May, a fresh, gleaming structure, in the moment this is the inspired Mother of all "drive throughs". We enter from the south (about 16 Morgans and 5 mostly Mini tintops), coming from Moss Beach Hwy. 1, begin a sweep to the right, pulling away from the jagged abutments and rocky

Mines & Wines Tour

Photos by Gordon, Larry Ayers, and Donna D



coastline of the blocked off old road on the left to reveal the smooth rock facade of the north and south portals before you. The lanes are widened with generous shoulders to match the oncoming bore, and then you're in, all brightly lit, a tall and wide cavern straight ahead and just long enough to give you that "tunnel vision" effect, but about 3/4 of a mile really, you just zip through, out the other side onto a curving downhill bridge to the old ocean front highway again. Straight ahead is Rockaway Beach, a u-turn at the Linda Mar intersection, back you go south climbing onto the approach bridge sweeping to the left, flattens out suddenly straight into the South Portal. It has all the feel and sprint of going through a Euro Alps Tunnel, which isn't that surprising since both bores were ground open using massive rotating cutting machines developed for what is called the "New Austrian Tunneling Method." The portal walls were reportedly designed by the same architect/set designer of the Indiana Jones ride at Disneyland. All textured in greens and browns to blend with the mountainside, it is certainly convincing enough that the tunnel is no longer a fantasy but there as if it always was so. The Old Road becomes a bicycle/walking by-way with very limited car parking and eventually will have a shuttle access from either side in seasonable weather, so best to cycle up and over for the time being.

So the first drive of the Tom Lantos Memorial Tunnel is impressive, and also a bit anti-climactic as we motor south for 35 miles or so to Pescadero and a bit of lunch. This is the road we've known since we were little kids going to the beach, and you wonder as you drive the very familiar turns and straightaways, how did we ever get on without this tunnel? Where has it been all this time? It is instantly that familiar, no longer a novelty. And I will always

think of my friend Doug who quietly raised his hand that winter day in 1995 and said to those harried politicians, "Yes, it is entirely possible to do this..." — and made it so.

This road of reverie left Pescadero, drove the mountain climb up to Alice's Restaurant at Skyline, turned left on Skyline and headed



flowered
into a suite
of Old
Familiars
that got
your toes
tapping and
your hands
clapping.
Not to be
undone,
Jerry

north to Hwy. 92, across Crystal Springs Reservoir to the Ralston exit and Belmont to Grant and Angie's lovely home, in all over 95 miles to finish. As we awaited the lasagna coming to a hot bake and the wines opened, a neighbor friend sat down at the baby grand piano and began playing the Gerhswin songbook, and some Sammy Kahn, too. Pretty soon he was joined by **Marge Scooros on her washboard**, and the musically incongruous impromptu

Gurley grabbed yet another phonebook and ripped it in half, that man is unstoppable!:) **Donna and Thorley managed the Wine Tasting for Angie.** And a little later **Bev and Tom Morgan** rounded out our day of "Mines and Wines" with a delightful mix of Lennon-McCartney and Hank Williams. A Great Day All-Around, **Many Thanks to the Hamiltons and Larsons.**

(Some background material for this story comes from "The Siege of Devil's Slide" by A. Concepcion Samala, S.F. Weekly, May, 2013)



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TransAlpine Tour

Photos and Story by Elaine Fisher



Last year when Sarah Dowding of Classic Travelling www.classictravelling.com in UK sent us her announcement of yearly tours that she organizes for classic cars, and among the choices was a **fifteen day TransAlpine Tour**, we said "sign us up." We said "what a wonderful trip to drive our UK Morgan." And superb tour it was, with perfect weather, beautiful sights and wonderful people.

As the Alps are quite a distance from the UK, the first few days were spent traveling to UK, picking up our Morgan at Richard Thorne's storage, crossing the channel, and meeting up with the group of 12 cars (5 Morgans, 4 Jaguars, 1 Aston Martin, 1 Lexus, 1 rented Audi Convertible, and a backup van with mechanics). We traveled across France through Alsace and the Vosges Mountains, crossed the Rhine River, and drove through the



Black Forest of Germany and German Alpine Road (Deutsche Alpenstrasse) before heading into Austria.

The days that followed were repeatedly "through a valley, over a pass" multiple times a day. Some of the passes we traveled were the famous Italian Stelvio Pass, where we were stuck for 3 hours due to a bicycle race before heading into Switzerland, and then traversed the Oberalppass, Furkha Pass, and Grimsel Pass and finally the Jura mountains before passing back into France for the finale.

We stopped in scenic towns, and primarily stayed at lovely off-season ski resorts with wonderful alpine or lake views. On the non-drive days we had time to wash the Morgan, do the laundry (not easy in these countries as there are few laundries) and visit such interesting towns as Bad Wiessee, Lenzerheide, Kitzbuhel and Gstaad.

Upon review, it was a wonderfully organized, posh for us, exciting and tiring vacation and highly recommended.

Surprisingly none of the Morgans broke down with the Jaguars taking that prize. Next year's Classic Travelling "big" tour is to the Baltic States. It is doubtful we will make that tour, but would certainly love to do such.



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2013 MORGAN 3 WHEELER
Sport Green (BRG) exterior

New 2013 MORGAN 3 WHEELER
Black Cherry Metallic - Just arrived!

2013 MORGAN 3 WHEELER Magma Red

2012 MORGAN 3 WHEELER Tan

2011 MORGAN AERO SUPERSPORTS
Bentley Silver Lake Pearl Metallic/
Muirhead Portland Grey, Silver wheels.

2010 MORGAN AERO SUPERSPORT Cote
D'Azur blue metallic/Wings and roof
panels in Midnight Blue Metallic.

2005 MORGAN ROADSTER Silver Blue

2005 MORGAN ROADSTER Grigio
Ingrid/Tobacco, 3 k miles

2005 MORGAN ROADSTER
BRG/Mulberry, 9k miles

1967 MORGAN PLUS 4 FOUR
SEATER Supersport

1965 MORGAN PLUS 4 FOUR SEATER
BMW Laguna Blue, new chrome

1963 MORGAN PLUS 4 FOUR SEATER
Ivory/Dark Red - REDUCED

1962 MORGAN PLUS 4 SuperSport
Roadster Soft Yellow body/Black

1959 MORGAN LIGHTWEIGHT

1959 MORGAN PLUS 4 DROPHEAD COUPE
Kingfisher Blue, stunning restoration.

1953 MORGAN PLUS 4 ROADSTER
BRG, Brown Leather

1952 MORGAN PLUS 4 Butterscotch

1934 MORGAN 3 WHEELER Ivory



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OTHER MARQUES

2013 ALLARD J2x MkII Blue with
Red Leather, Hemi engine!

2012 PERANA GT BY ZAGATO
730HP/6Speed manual
or 430HP/AT

2011 ZOLFE ROAD ROCKET

2007 HARLEY DAVIDSON
HL1200N NIGHTSTER

1978 TVR TAJMAR

1973 MERCEDES BENZ 450sl

1972 HARLEY DAVIDSON
XLH SPORTSTER

TVR 3000 S CONVERTIBLE PROTOTYPE
1978 model; purple/tan leather,
black top

1964 JAGUAR E-Type 38 Roadster

1960 AUSTIN HEALEY 3000 BN7
triple Webers, 2 tone BRG paint
w/khaki green leather

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Father's Day, Yachts and Mostly Morgans

Story by Gordon • Photos by Gordon and Wendell Bain



Nowadays, the San Francisco Marina Yacht and Boat Harbor is all America's Cup, Concerts and Spectators. Not that long ago, Commodore Dave Sneary (ret.) of the St. Francis Yacht Club, FlogMog Maestro and Morgan owner, invited us to a day at the Breakwater for a mini-concours, along with a couple of Sebring

Healeys, an MGTC, a '49 Lincoln, a Model A and a 1929 Whippet Sedan.

Instead of cutting edge AC 72 Catamarans skating along, there was a SFYC Regatta Race off the breakwater, mostly J22s catching wind, some flying genoas ahead of their jibs. it was a brisk, bright and windy day, the GG bridge

towered above the whitecaps.

Attending Mogs included Paul & Lisa Marchant, George & Kathy Tollworthy, Wendell Bain, Gordon & Maggi Craig, Gary & Francine Marquis, Dave & Cherie Sneary, and fellow road warrior Rob Squires.

Thank You for having us, Dave.



you truly need TO BE A VIKING

to drive a Morgan on Denmark.

This past June the Morgan Car Club of Denmark celebrated its 40th anniversary in Fredericia, a town west of Odense.

Odense, you may recall is the birthplace of Hans Christen Anderson. This wonderful celebration lasted 4 days, with participants taking part in a wide variety of events, runs and tours. The event culminated with a club concourse, lunch and prizes. Over 130 Morgans participated in the event representing 9 countries. Some owners drove over 800 miles to attend. The club started in 1973 with about 20 members. Most of the Morgans then were older +4s and 4/4s. The club has now grown into the hundreds, dominated by a range of beautiful +8s.

I began my adventure in Denmark on Friday afternoon along with my daughter Amanda and stayed with our cousin Peter in Aarhus. Peter, a significant car enthusiast and I arrived at the Morgan Jublaeum Saturday morning. It was held at the beautiful **Trinity Conference center overlooking the Lillebaelt**, a small body of water separating Jutland and Funen. We were warmly greeted by some friends of Elaine and Phil Fisher and by the club president Hans Rosbjorn. We had prescheduled to participate in some of the activities; the first for us was a scenic run from Fredericia through the south of Fuene to visit the **Strojers Automotive collection**. We followed a group of about 40 Morgans through the beautiful green and winding countryside of Fuene. Unfortunately my Morgan was tucked away in Belmont, but the Citroen we were driving did just fine. If you are ever travel to Denmark, this destination should definitely be on your agenda. Jorgen Strojers Hansen and his father founded this collection over 40 years ago and it now contains one of the most eclectic groupings of unique and historic vehicles that I have ever seen. The newer collection includes cars like the Lamborghini Murcielago, 2013 Bentley Continental GT, several gull wing Mercedes and a strip of bright red Ferraris dating from 1969 to 2002. He even has **the Aston Martin that was featured in the 007 film "Die Another Day"**, as well as the Goldfinger Aston Martin equipped with ejection seat, rotating license plates and an array of rockets and machine guns, all of which were demonstrated for us. There are over 70 cars in his collection and Jorgen gets really excited relating the histories of each car. He decided it would be a great fun if he started some of them up for our pleasure. These included an old 12 cylinder Rolls, the Bentley GT and a 1917 Alpha. All were inside his warehouse. The '17 Alpha was especially memorable, what a great sound. He also

Morgan Owners

40th Year Jublaeum, June 2013



Celebrate Denmark

Story & Photos by Fred Thompson



owns two Morgans! He recently purchased an Aero and thought it would be a good idea to start that as well and drive it down the middle of his collection. Well, guess what didn't start? After a jump from a portable battery, as a good Dane, he offered a short ride to one of the prettiest girls in our troupe.

Upon returning to the Trinity Conference, we enjoyed watching a variety of "fun and Games" provided by the club. These included target shooting and driving around a beer obstacle course. Awards for these games were presented at the Gala dinner and dance that night. Along with the dinner there were several speeches from local members and others representing Morgan clubs from other countries. Hans related the story of our communication and **I was presented with their club badge. I reciprocated** by presenting him our Badge and some pins from the Morgan Sports Car Club of Northern California. The evening also included entertainment from the "chef" and although in Danish, his comic lines were interpreted by my cousin for our English-speaking table. The band and dancing followed with intermittent trips to the bar. The drink of the night was a "Morgan Martini."

Sunday saw the conclusion of the 40th Anniversary with a concourse, luncheon and awards ceremony. I was flattered and honored to be chosen as one of the three judges. The other two were Knut Chr Hallan, Morgan Dealer from Norway and Morgens Christensen (Morgan Morgens) an original member of the Morgan Car Club of Denmark. We spent considerable time reviewing the awarding criteria and then reviewing each car. This was a significant learning experience for me. The other two judges had specific and detailed knowledge of all aspects of the individual cars including what options were available for each production year; very impressive. The rating rubric included points given for interior, exterior, trim, wheels and over all appearance. Out of 100+ points, only a few separated the top three winners.

The Morgan Club of Denmark should be commended on organizing and producing such a wonderful gathering of so many beautiful Morgans. I was introduced to so many new friends and extended an invitation to many to call upon us if they ever travel to the Bay Area.

One more event that I visited in Denmark needs a short commentary. Every Tuesday night in a grassy field close to at **Kalo Vig Slotsruin**, outside Aarhus, there is a gathering of motorcycles and classic cars. Over 100 cars were present that June night including two Morgans, which were parked next to two Ford Model T roadsters. One Morgan was a twin of my red +4. The owner had purchased it from Ohio 13 years before and it looked brand new.





1964 Plus 4 Plus

Lynne and John Willburn, Cayucos, CA

We bought it in June of '85, needed restoration, 41 days later made its Concours Debut at MogWest. Two months later, it was totaled in an accident, restored it all over again over two years. We've been driving it ever since, numerous runs, one partial MOA. Most memorable trip: Drove it north to Bill Fink's Pier Party for Peter Morgan in S.F. and back in one day.

Photo by Elaine Fisher at MogWest 2013



... A Magical Weekend

Story by Gordon • Photos by Elaine, Donna, Larry, and Gordon

This "Thirty Something" edition of our wonderful Central Coast sojourn came around something quick, didn't it, like a Aero SS round a blind turn, suddenly its here! The weeks before 19-21 July were rather hectic at our house (Maggi was Registrar this year), letter after letter with registration forms, checks and meal choices came in bunches, then phone calls and enquiries and last minute changes (alas some due to Morgan mechanical quirks, one or two others due to sudden owner problems that could not be avoided) but most of us Mogs were there by Friday afternoon and checking in with Maggi, Elaine and moi at the Cambria Pines Lodge. Our fun loving spirits were well out of hand as couples and extended families arrived and mixed and greeted and flight tested the new regalia on offer by David and Audrey, Dennis and Jason Len, and the **darts were flying at Larry and Donna's booth with a Lucas headlamp bonus target in addition to the trad Dart Board.** A new tradition, the "Editors Shootout", was



Friday • Registration & Darts

surprisingly won by yours truly, as Mike Hattem of "Format" and moi flailed our limbs at the boards. We were close to 90 gathering souls on the good ship that evening.





Saturday Morning • Concours

Next morning early we gathered at the Santa Rosa church parking lot in mid-town, Michael and Sarah Hattem expertly guiding us into our different class slots. Judged by

a local crew of volunteer "Car Guys" (Hot Rodders, Sports and Rallye car owners) organized by Gerry Willburn, many a Morgan was scrutinized



stem to stern. There were more new 3 Wheelers showing up this year than ever before, and driven there from points north and south. But one **1927 3W "Bobby Wagon"** simply stole "Best of Show" with owners Garrett and Harmeet Capune in appropriate London Town garb. Some arrivals, too, like **David Haines 4/4 Competition Special** driven by Peter and

MogWest, cont'd

Bob Schmidt, and Bill Fink made his annual same day, roundtrip from Isis Ranch in a customer propane +8 retrofitted to petrol again. How times have changed, the "clean" fuel of yesteryear no longer "green"? New NorCal clubmembers Susan and Dave Loesche took a first in class with their really nice lowline +4 roadster, bravo! There were over 50 cars this year, much improved over last year.



Saturday Afternoon • Rallye

Then it was a quick lunch and off to the Rallye, aptly titled "Cool Central Coast Contrasts," **directed by Maestro John Willburn**, "that man with the funny hat." His instructions advised us to keep a look out for local Morgan "hermits" Mogs not affiliated with either the



southern or northern club who nonetheless can be "mogspotted" along the way driving past their homes and driveways through 90 miles of gorgeous coast and back country roads. If seen, they were to be noted at such and such for points accrued, even a much touted "Aero" sighting to be had, but this was like bird watching without the birds, not a one in sight, at least for us. Well, we did see a yellow Oriole (rare for California) much later at a friends Morro Bay Ranch, does that count? And Maestro Willburn also posted speed limits on some of the longer stretches of Hwy. 1, Turri Road, Los Osos Valley Road, Hwy. 227, the road to Orcut and back on Lopez Road to San Luis Obispo. Many a Mog (not us, no-no) made no nevermind of this, passing us in the sheer reveries of WOT grandeur of wind and speed, the joy of engine revs unleashed. But the Maestro had us at the finish, and you had to see it coming, look for it and take that side road no matter what the continuing instructions said, GOTCHA!



Saturday Evening • BBQ

After a proper cool down, most of us went on to the Saturday night BBQ at the Willburn Ranch. "The Piping of the Haggis" and a reading of "Ode to a Haggis" (R. Burns) by Kathleen Tollworthy began the fete, with Mogs lining up for a scoop of the sacred lump and a dram of the spirit water besides. A sumptuous fare then followed of pork, chicken, tri-tip, several salads and cupcake creme tarts, fully catered by Linn's of Cambria. Wines were offered by Poalillo Vineyards of Paso Robles, a lovely variety of Zins and light Roses, by Susan Poalillo Garretson and her husband Dave. Susan's father, Charlie Poalillo, and long time Morgan racer Bill Dredge Sr. were colleagues and close friends for many years at the L.A. Times.

They often passed through the wine country of Paso Robles on their way to and from racing weekends at Laguna Seca Raceway. Charlie started the winery in the late 80s after retiring and his friendship with Bill and his son (who continues with vintage racing) kept their growing family ties to the present generation and the winery to a Morgan connection in a extended Morgan family to MogWest.

Continued on Page 22



Hail the Haggis!





Darts *Lads*

- 1st • **Dennis Glavis** 301
2nd • **Bob Murray** 245
3rd • **Fred Klein** 236



Darts *Lassies*

- 1st • **Evelyn Willburn** 214
2nd • **Sue Howlett** 202
3rd • **Alice Gentry** 172



Concours *Best of Show*

**Garrett & Harmeet
Capune**
1927 "Police Model"
3-wheeler



Concours *Four Seat Roadsters*

- 1st • **Sarah Hattem** '62 +4
2nd • **Michael & Linda
Rubin** '67 +4
3rd • **Linda Cannon**
'64 +4
4th • **Gorgon & Maggi
Craig** '64 +4



Concours *+8 Prepared Class*

- 1st • **Trevor & Kathleen
Marshall**
2nd • **Ed & Mary Arnold**
2003 +8
3rd • **Phil & Elaine
Fisher** '92 +8
4th • **Katherine Bard**
'93 +8



Concours *V6 & Aero Class*

- 1st • **Pamela Glavis** 2005
V6 Roadster
2nd • **Jim & Karen
Foley** 2005 Aero 8



MogWest

Photos by

Concours *Prepared 4/4 & +8 Class*

- 1st • **Merlen Kearney**
'80 4/4



Concours *Restored Class*

- 1st • **Susan Loesche**
'68 +4
2nd • **Evelyn Willburn**
'64 +4+

Concours *Drophead Class*

- 1st • **Al Gebhard**
'63 +4 DHC

Concours *Premier Class*

- 1st • **Larry Dalphy**
+4 4-pass.
2nd • **Bob & Thorley
Murray** '98 +8+
3rd • **Michael & Janine
Hattem** '55 SnobMog
4th • **Roy & Joni
Gustaveson** '65+4



• Awards

Gordon Craig, Don Henry



Concours Three Wheeler Class

- 1st • **Fred & Carolyn Klein** '50 F-Super
2nd • Larry Ayers
'48 F-Super



Concours +4 Driver's Class

- 1st • **John Benton** '64 +4
4-pass
2nd • Brian Howlett
'66 +4
3rd • Al Gebhard 60 +4
4th • Ted & Sandi
Robinson '56 +4
5th • Bob & Linda Frisbey
'53 +4 Flat rad
6th • **Don Henry & Sherry Olsen** '62 +4



Concours H-Limited Production

- 1st • Jason Len '12 MTW
2nd • **David Haines**/Bob
Peter Schmidt '58 +4
Competition
3rd • Blake Marvin '13
MTW
4th • Dennis Glavis '13
MTW

Termite Motel

Tom McClung '59 +4

Farthest in a Morgan

Derek Willburn '68 4/4

Hard Luck

John Benton

Captain Wrong **Way Peachfuzz**

Bob & Peter Schmidt
(out-of-gas)



Rallye Wiping Up the Rear **Sarah Hattem**



Rallye 3-Wheel Morgans

- 1st • **Stefan Mincu & Billie Jo**
2nd • **Larry Ayers & Bob Murray**



Rallye 4-Wheel Morgans

- 1st • **Brian & Sue Howlett**
2nd • **Morgan Staines & Daughter**
3rd • Roy & Joni
Gustaveson
4th • John Burnham
5th • Ed & Mary Arnold



Rallye Non-Morgans

Anne Staines et al.



Perpetual Trophy Best combined score for MogWest Events **Jim & Karen Foley** 2005 Aero 8



Sunday morning a group of us drove north on Hwy. 1 on a run organized by Lois and Dick Love to the Piedras Blancas Lighthouse and Nature Sanctuary. On the way, a fleet of six identical dark grey Tesla "S" Sedans rounded a quick turn at speed coming opposite, couldn't help but think the New "Greens" (all electric) had met up with the "Old Greens" (restored and roadworthy) in a time warp, come and gone in an instant, only on a Morgan Run energy use and conservation opposites, a dialectic on wheels. So we 25 or so Old Morgans continued on to our assembly point, the abandoned Piedras Blancas Motel to be met by docents and BLM Dept. of Interior Rangers to take us to the Lighthouse and surrounding preserve in 4 groups. This trip had been pre-booked to 60 of us total, on a day when the facility was usually closed, so we had it all to ourselves courtesy of this dedicated group of volunteers. We had an absolutely great 3 hours of their time, knowledge

and enthusiasm for the place. Our docent, Dave, a veteran Hearst Castle presenter, kept us entertained and spellbound in our walkabout amid the teeming sealife in the coves, the crashing waves on the rocks of the elephant seal and sea lion rookeries, the cacophony of seabirds, the colorful washes of blooming plants, and the lore and history of the old lighthouse and its outbuildings. It is a vital and growing home to a number of species that were almost extinct less than 50 years ago, fished out and hunted down for eras, and are now in sustained large numbers thanks to this sanctuary. And, it is also a continuing and active Federal Maritime Communications site, providing GPS coverage and bearings for North Pacific shipping lanes for thousands of miles out to sea. The lighthouse still has a beacon, a modern high intensity, directional LED array, and it is used for local, off shore traffic. So the whole place is an active, growing organism, human, plant and animal.



Sunday • Banquet

Later, we lunched at Ragged Point and returned to Cambria for the Sunday evening finale, **the Awards Banquet.** I have to say if you can delay getting home in time for the Monday morning grind, this is worth staying for, those who can attend are in for a very good time. Our Prez Morgan Staines presided as MC yet again this year, and with vocal back-up from Ann, sons and daughter and extended family, he motored through the evening performing the entire set list of the British rock band Queen from A to Zed with Morgan themed lyrics zinging one after another, much of it in varying falsetto and basso

profundo. All of it was hilarious, enormously silly and he had us all in stitches, thank you Morgan!

In between, trophies for the Concours Classes, the Rallye, the Darts Contest, and



Don, a happy Door Prize winner!

door prizes were presented to deserving Mogs whether they wanted them or not. We really must thank our sponsors for their continued support of door prizes and gag gifts, too. And finally, MogWest would not be at all if it were not for all the volunteers from both clubs who gave so generously of their time, organization and effort to make the weekend magical, wonderful and weather perfect, yes, the rain held off until Monday, and I'm sure MogWest had something to do with it.

Thank You Volunteers & Door Prize Donors!

Event Coordinators .Audrey Haines & Gerry Willburn
 Trophies Dennis Glavis
 RegistrationMaggi Craig
 MogWest RegaliaDavid Haines
 Darts Tournament . . . Larry Ayers & Donna Dell'Ario
 Concours StagingMichael & Sarah Hattem
 ConcoursGerry Willburn
 RegaliaSandi & Ted Robinson
 RallyeLynn & John Willburn
 BBQLynn & John Willburn
 Piedras Blancas Run & TourLois & Dick Love
 Master of CeremoniesMorgan Staines
 Door Prize Donors: Morgan West, Larry Ayers,
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Happy Trails, see you next year at MogWest!

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JAS BROUGHT HIS MOM TO SUPERCAR SUNDAY - SHE'S A BIG JAY LENO FAN!

HEY MOM! LOOK WHO'S COMING!

YOUR GARAGE MECHANIC?

HEY, JAY! HOW ARE YOU?

PRETTY GOOD, JAS. YOUR MORGAN'S LOOKING GOOD.

JAY, MEET MY MOTHER, ANN, WHO'S VISITING FROM NEW JERSEY. MOM, MEET JAY, A CAR-COLLECTING FRIEND. HE'S A MORGAN OWNER, TOO!

I HAVE NO DOUBT.

HELLO, ANN! ARE YOU ENJOYING YOURSELF?

NOT REALLY. TO ME A CAR IS JUST A WAY TO GET FROM A TO B. THAT'S IT.

WELL, IT WAS NICE TO MEET YOU! I'VE GOT A LOT MORE CARS TO SEE HERE.

YOU DIDN'T SEEM VERY EXCITED ABOUT MEETING JAY LENO!

THAT WASN'T JAY LENO!

MOM, IT WAS!

JAY LENO WOULDN'T BE HERE, WALKING AROUND THIS HOT PARKING LOT BY HIMSELF. AND HE'D BE WEARING A SUIT, NOT THAT GAS STATION GETUP. AND HE WOULDN'T KNOW YOU! BESIDES, THAT MAN'S CHIN WASN'T BIG ENOUGH! CAN WE GO HOME NOW?

OH, BROTHER!

Flash Mog 2

June 28, 2013 • Story by Donna D. • Photos by Donna & Brendan Olson

The call went out: Come meet my brother, Brendan Olson, who drove here from Colorado Springs in the maiden voyage of his recently finished Westfield. For those who don't know, a Westfield is a kit car with the exterior modeled on the Lotus 7. Brendan did a fine job. It took him several years to build it, because he only gets off the island in the middle of the Indian Ocean (where he maintains the systems that keep the GPS satellites where they are supposed to be) for a couple of months each year. Well, most of his time last year was used up by completing the Colorado DMV and insurance processes - but this year, he tweaked the last few items and hit the road to California.

OK, we were in the middle of a major heat wave and I only gave the list 2 days notice . . . so it really was a "Flash in the Pan" effort. But we accepted the handful of regretful replies and the positives from Gordon Craig, and Angie and Grant Larson, tempered the run so that



The siren's call: Brendan opens the engine compartment!



Grant and Gordon check out the Westfield.



Donna, Angie, Grant, Larry, Gordon, and Brendan

we stayed in Vallejo area closer to the Bay where it was only in the 90s, and ate lunch at "The Sardine Can" where we sat under the fan!

Grant had owned a Lotus 7, so he was very interested in the "kit." Everyone enjoyed Brendan, and I was very proud of my younger brother.

Announcing the New 5th Edition!

This 5th Edition has all the favorite "Epistles to the Mognoscenti" from previous editions and beaucoup, numerous new ones.

This book is as New as the Old Moggies are New, except

the new funny looking ones. The first 4 wheel Morgan came to life in December, 1935. I was born on 3 December, 1935. Our Stars are

forever crossed • Cuthbert J. Twillie, Morgan Oasis Garage. • Taking orders henceforward, **\$30.00 per book +**

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1951 Plus 4 Flatrad 2-seater. Very rare early car. The 7th Plus 4 sold by Fergus Motors. Undergoing complete restoration and subtle upgrades. Eligible for every historic car event worldwide bar one. **SOLD**

1959 Plus 4 2-seater. In process of ground up restoration, new body naturally, engine upgrades, otherwise a disc brake, wire wheel, cream instrument car representing the high point of Morgan tradition.

1959 Plus 4 Baby Doll 2-seater. The rarest of all Morgans, only 14 built. Being restored to the highest standard, new factory alloy coachwork, Brian Howlett engine. As a pre '61, international eligibility better than Supersports. A unique opportunity, priced accordingly.

1962 Plus 4 2-seater. A rhd black instrument car. Alloy bonnet, new alloy body, another classic Morgan being restored to perfection.

1967 4/4. Completely disassembled for restoration. 1600 crossflow, 5 speed, new factory body, as developed by me these 4/4's are a delight to drive.

1960 Plus 4 2-seater. Restored 20 years ago by a well known Morgan specialist, fastidiously maintained ever since. Eibach springs, Spax shocks, decambered, rare alloy body and bonnet. One of very few cars meeting my standards to offer for sale.

PARTS: 4/4 Series 1- Climax and Standard Special engines, cylinder heads, transmissions, pre-and post-war chassis frames, front subframes with spindles/hubs brakes, etc., rear axles, steering boxes, wheels, gas tank, sheet metal, even a brand new Drophead body with windshield frame!

Plus 4 Flatrad - Everything sold!

Plus 4 Round Cowl - These parts moving fast! Just in, several sets of new old stock rear wings.

And many, many more small parts, from a rad bracket to a steel wheel.

For any of these items, **Contact me.**

Cell: **831.917.6999**

email: mikeanthonymog@gmail.com

Member Classifieds

FOR SALE • 1934 Morgan V-twin three wheeler project.

Components:

- Barrel back SS body in original solid condition with grey leather upholstery (like new).
- JAP LTOWZ motor rebuilt and road tested by Ray Olson.
- 1934 twin chassis currently has a home-built special wooden body mounted on it. See the MTWC Bulletin June 2006 issue, pgs. 18-20. Chassis is complete and on Avon tires (like new) with all chassis components present and no rust.

\$29,900 complete with a choice of either plain or center ribbed wings. You arrange shipping or pick up. More Photos to serious buyers.



Larry Ayers, redmorganracing@earthlink.net or 707-554-1787 most anytime.

From Morgan History Info

<http://morganhistoryinfo.sharepoint.com/Pages/default.aspx>

Friends,

It has lasted more than 75 years until the Morgan 4-seater has been honoured with its own car badge!

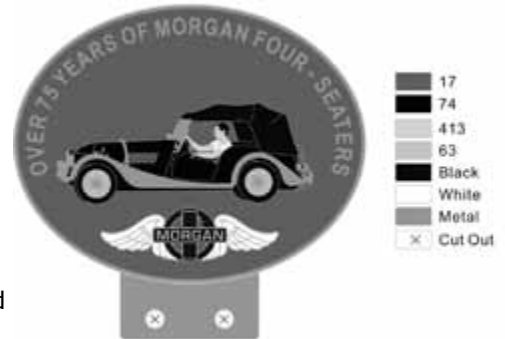
In 1937 the first (4/4) 4-seater appeared on the market. It has been succeeded by different versions of the +4 4-seater, again the 4/4 4-seater, the Roadster 4-seater and even a single +8 4-seater. The basic shape remained the same, though it of course has evolved.

With all the 1000+ Morgan badges which have been issued over the years, not a single one paid homage to this unique model. Morgan has always been a sports car with a family version (both on three and four wheels), so it's more than just that after OVER 75 YEARS a badge is produced, which will please the owners of the model worldwide and badge collectors alike.

There will be 6 NUMBERED series, numbered from 1-25 each of the following badges:

- red four-seater, yellow background;
- dark green four-seater, grey background;
- light blue four-seater, red background;
- dark blue four-seater light blue background;
- yellow four-seater, green background;
- ivory four-seater, soft yellow background.

Of the first two badges there will also be a series of 25 unnumbered badges.



To get a first impression of the look of the badges, a sketch is attached. The wings and lettering appear as grey, but on the actual badge they will be chromed, for more durability and a better contrast.

The badges cost EUR 75 each. Nearly 60 of the 200 have been sold already! If you want any particular number on a badge, this is possible, as long as stock lasts. They go on a first come, first served basis.

If you pay in advance (IBAN/BIC, PayPal and cash only), the postage will be free.

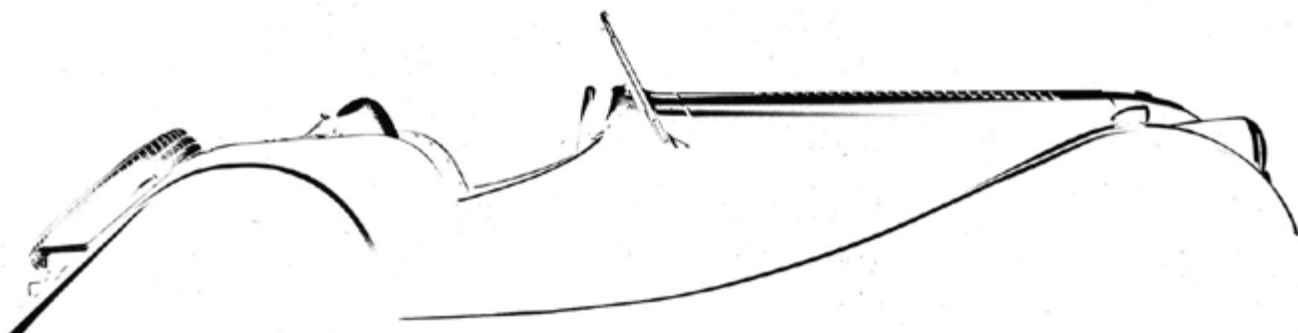
For more information drop a line to plus4plus@live.nl

If you are looking for any other particular badge, I have quite a number available, too many to list at one time. The stock also changes regularly.

Just let me know which one you would like.

Kindest regards,

Hermen Pol



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