

June • July 2009

WEST COAST CELEBRATES MORGAN CENTENARY
MOG100 at Infineon • MogWest at Cambria





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.

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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:

Aug 18 for Aug-Sep issue;

Oct 23 for Oct-Nov issue; **Dec 14** for Dec-Jan 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**

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The Morgazette Online
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Cover Photos: MOG100 - Ted Robinson;
MogWest - Larry Ayers



* 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

JULY

***25TH - 26TH SATURDAY - SUNDAY •**

CANCELLED with Apologies

Coordinators: Ellen Jo, Joyce, Donna

Morgan Centenary Celebration in England

AUGUST

***14TH • Morgans on the Lawn BBQ.** Lauren
Steck & Annette Yee

13TH THURSDAY • Streets of Carmel Concours

14TH thru 16TH • Monterey Historic Races at Mazda
Raceway, Laguna Seca, CA [See Corral info]
<http://www.montereyhistoric.com/>

16TH SUNDAY • Pebble Beach Concours
Morgan is the featured Marque
<http://www.pebblebeachconcours.net/>

CORRAL PARKING AT THE MONTEREY HISTORICS

*The Jaguar Club graciously let Morgan folks
join them in their parking corral again
this year at the
Monterey Historics. August 14-16.
However, the deadline for ordering is past,
so only those who already have ordered
spaces will be allowed in.
[Ed. Snooze, you lose. Sorry]*

SEPTEMBER

[Some Club members are taking Morgan race cars
back to participate in the following two races.]

4TH thru 7TH FRIDAY-MONDAY • Lime Rock, CN
Morgan the featured Marque

11TH thru 13TH FRIDAY-SUNDAY • Watkins Glen,
NY. Morgan the featured Marque + Peter Morgan
Memorial Race

NOTE: No Club event yet in September -- Any
Volunteers???

OCTOBER

***1ST thru 4TH THURSDAY-SUNDAY • Flog Mog.**
Barclay Shaw & John Burks [see page 26]

***9TH thru 11TH FRIDAY-SUNDAY • Oktoberfest.**
Audrey & David Haines

***31ST SATURDAY • Halloween Party.** Elaine
Fisher

NOVEMBER

***14TH SATURDAY • Turkey Trot.** Bill & Theresa
Wilson, Gordon & Maggi Craig

DECEMBER

***12TH SATURDAY • Morgan Christmas
Dinner.** Coordinator: Kathy Tollworthy

***26TH SATURDAY • Combined North Bay/South
Bay Boxing Day Run.** Jerry Gurley & Wendell
Bain



**Enjoy the challenge and camaraderie! Lead a day
trip – weekend or weekday. Doesn't have to be fancy
or complicated. Do it Solo or Team-up.
Contact Activity Chair, Kathy Tollworthy for details.**



A Message From Our President

As most of you know, the MSCNC hosted a very successful "Mog 100" at Infineon Raceway from 29-31 May, 2009. General Racing designated the Morgan as the featured marque and this resulted in about 65 Morgans in the car corral plus 21 other Morgans competing on the track. We owe great thanks to Steve Earle and Cris Vandagriff of General Racing. Many people contributed to the weekend's success and special thanks go to Donna Dell'Ario, Gordon and Maggi Craig, Pierce McDonald and Greg Powell, Kathy and George Tollworthy, Wendell Bain, Paul and Lesley Cowley, Dale and Karen Barry, Bob Murray, Pamela Glavis, Linda Rubin, Bev Morgan, Gladys McNaughton, Dave Sneary, and others who contributed to the event's success. Thanks so much on behalf of the Northern Club for your unselfish efforts and untiring dedication in making

this such an outstanding Morgan Centenary Event.

Hot on the heels of Mog 100 was the Annual Mog West in Cambria from 19-21 June. Many of our noted Morgan Club members from both the Northern and Southern Clubs stepped in and performed admirably. With about 45 Morgans in attendance, it was a fun-filled weekend and the weather was most cooperative. I believe everyone had a great weekend Morganing over hill and dale and looking forward to 2010 when it will be staged in Cambria in July.

Some of us are planning to attend the Morgan Centenary celebrations in England this July and the celebrations should see well over a thousand Morgans in and around Great Malvern and Cheltenham with digital cameras blazing. The consumption of British beer may cool them off, but I suspect only momentarily. I personally hope to see many familiar faces – and some noted Morgans – during my travels and celebrations with both the three wheeler and four wheeler lads and lassies.

The year continues to get busier with the Historic Automobile Races at Monterey following the celebrations in England. The Stecks are again hosting the Morgan BBQ during race weekend. There will be two Morgan trikes on the track plus several four wheeler Morgans. Pebble Beach will host a Morgan class of seven vehicles and their event RetroAuto poster will be one to collect as it depicts two Morgan trikes.

We'll hope to see you during race weekend and toast the Morgan Centenary yet another time.

Larry Threewayers

Accordin' to Gordon

MOG 100 & The Wine Country Classic

Writing to the "Ad Hocs" — Larry and Donna, Wendell, Greg and Pierce, Maggi, Paul and Lesley, Dennis and Pam, Kathy and George, and Dale and Karen Barry.

Hi Everyone, On the day after MOG 100 (Tuesday), I just wanted to say to all of you (and please forward to anyone I've omitted) THANK YOU, THANK YOU for the part you played in organizing and proceeding with "Mog 100" at the Wino.

I am very, very proud and in awe of all of you for your contributions and effort to make this event happen. This started out as the simplest and barest of ideas four months ago, (ie, that we would just go ahead and have our own Morgan Centenary) and the "ad hocs" just picked up the ball and ran with it. Each of us went with our hearts and spirit for the Marque and focussed on an area, or need or requirement and worked to develop and bring it to reality:

1) planning and coordinating with the Raceway for the Corral, hospitality set-up, banner, dash plaques, name badges, the All-Morgan race, the Morgan Track tour for all members, the 8 Chosen Morgans to Sonoma Square

Saturday Evening...

- 2)** planning accommodations for our traveling Mogs near and far...
- 3)** the Morgan Concours, the show groups...
- 4)** the Welcome Mog/NW Wine and Scenic Tour with the reception at the Lodge in Sonoma...
- 5)** the constant and ever revised info flyers and ticket discount program and related mailings...
- 6)** the wonderful finale bar-b-que at the Cowleys where an estimated 85 Mogs attended.

Each of these six basic parts had weeks of tireless preparation, planning and very detailed execution involved in them, they were no mean feats in and of themselves, and because all of you took your role seriously and trusted the vision and good outcome of what you were doing, this event blossomed from dream into reality. Even when it didn't look like things were scheduled just right or there was last minute confusion, or the uncertain and unsettling news of Larry's medical emergency (who now is on the mend, t.g.) – it got sorted, we just rocked with it, took it in stride and look at what happened: Sixty + Morgans on



the field, so many clubmembers and drivers in one place at one time, far beyond our modest expectations. It inspired Charles Morgan to extend his trip and visit us, he told me personally he loved the enthusiasm, and true honor the event and we bestowed upon the Marque, MMC and his family. He was so happy to sign every dash, bonnet, program he could get his hands on just as a small Thank You and measure of gratitude to everyone. This spirit was infectious, too, for



those who came to all the events, rolled up their sleeves and pitched in, too, like the volunteers who welcomed folks and gave information at the hospitality table, like Sal's



band Randy and the Special Agents, and the cooks and preparers at the Cowley bbq, and the judges at the Concours, and the cars and drivers so willing to bring their cars and show them, and yes, help out those with the ever timely Morgan mechanical malady, ahem, as yours truly will attest. We, and every Mog who attended have wonderful memories and feelings of these three days.

Well, those of us here set the stage and let the play begin, the show went on and the curtain closed and opened many times to Bravos and shouts of "More and more". I've just picked the sights and sounds I can recall at this moment, and you all, I know, have yours too. We can truly sing that our hearts and spirit went into this in so many Big and small ways, it all counted, it all mattered, we all knew it and felt it, and I personally hope I have the privilege of working and having fun with each and every one of you again and again. Thank you so much, Gordon

And that's not all...

MogWest₂₀₀₉

has just concluded and like its sister event earlier in the month, was a superb and wonderful Morgan get together.

Thanks to inspired leadership by Gerry Willburn and Audrey Haines, co-chairs, MogWest became a magical gathering in this Centenary Year celebrating our marque and the roads we drive them to. Gerry put on another great concours, enlisting judges from the ranks on the spot. I was asked along with Chris Dutra to judge the Restored Class and we had 7 4/4s and +4s to look over and rate for originality, fit and finish and roadworthiness. We had some tough choices to make because the cars and their owners showed so much dedication to readiness and detail. It



was like that in the other classes as well, and Dennis just finished HFS Drophead Coupe garnered a well deserved "Best of Show", very fitting for the occasion and it will be on to Pebble Beach this year in the featured Morgan Class.

Audrey put her finesse and note to nearly every event, arranging the venues, the meals, all the little anonymous tasks and arrangements it takes to put on an event like this, she and Gerry accomplished with grace and good cheer.

The Friday evening get together at the Cambria Lodge was welcoming indeed with an especially themed Centenary Dart Game by Larry and Donna, and the usual deadeyes made their top marks that night. Mary Ann and Chris Dutra and their daughter brought registration to an art form of entry into the weekend. And the regalia table was full of high quality roadster clothes on offer from David Haines. A special guest was given room at the table, too. Neil Miller, photographer and MSSC member from Phoenix, debuted his wonderful Centenary book, "Morgan Exploration" and signed copies for all who opened the covers. Amid dozens of worthy centenary publications, this book stands out as a testament to us, the



owners and drivers of these cranky little cars, and our lifelong love affair with them.

John Willburn did something extraordinary this year with the Rallye on Saturday Afternoon: He made the weather cooperate! I can almost hear him saying, "Now, look here, it's 100 years, we'll never see the like again, for once, just this once, can we please have some cool weather?" And lo and behold we did! So he had us shoot the moon, going far inland way east of Templeton and Atascadero to Creston and Hwy. 58 and loop in a 100 mile long arc back to the coast, a delightful drive of new and back country roads that would normally be shimmering in 100 degree heat, but this time were balmy and beckoning. And he was still up to his refined timing on the segments, and if you didn't pay attention as you were lured by the siren call of the road to just let it out and go (as I was, inevitably) you came in to the surprise finish way ahead of time. If you weren't disciplined, you paid for it. Great and Classic TSD, John, thank you.

And Thank you, too, Lynn Willburn, who hosted us to a superb bbq at Rocky Creek Ranch, and with Kathy Tollworthy bringing the nups, another "Piping of the Haggis" replete with Stevie Ponsi on the bagpipes, the Willburn men bearing the whiskey and Claiborne at the ready, and yours truly bearing the noble feed, the Haggis was brought forth

in great and ragged ceremony, as befits its Scots heritage. Kathy recited the opening and closing stanzas to Robbie Burns "Ode to a Haggis." The evening wore on in great friendship and camaraderie.

Sunday evening brought the Awards Dinner, and though our ranks thinned slightly with folks who had to make it home that day, Morgan Staines, our Master of Ceremonies, put us on our knees in swirls of laughter and good cheer with his songs of Mogdom and light hearted zingers. Thank You, Morgan, love it all. And the awards, all well deserved, and surprise door prizes, just kept on coming. Thank You Dennis, for the awards, the spinner plaques, year after year you come up with original and knockout designs.

And Thank You All, for putting on a Great MogWest, a Centenary MogWest!

And the Centenary Year is only half over, there's more coming, it just won't stop, from across the Pond in Malvern to Monterey and "Morgans on the Lawn" in the coming months, to FlogMog and Oktoberfest, the Halloween Party, Turkey Trot, the Christmas Dinner, and the combined finale Boxing Day Run featuring coordinated North/South runs, it's like it's just beginning...

**We're having a Terrific Centenary Year, yes?
Yes!**



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Murrays Mid-Week Tour

May 14 • Organizer & Tour Scribe, Bob Murray; Photos, Gordon Craig

Twelve Morgans and two "Others" showed up at our house on May 14. Each year we have had more participants – probably showing more of us are retiring and enjoying a traffic free day to drive our Morgans.

After breakfast we drove along Paradise Drive to Tiburon and then around Belvedere Island eventually ending up in China Camp State Park in San Rafael. After our Picnic Lunch by the Bay, we listened to the fascinating story of China Camp by the Park Ranger, and she took us on a short tour.



*Thorley Murray
and John
Hardgrove and
Bob Murray during
the picnic lunch
prepared by the
Murrays.*

She was well informed, had a good sense of humor, and wore a gun – definitely a conversation piece.

We then drove along the Bay and around Marin County Civic Center – Frank Lloyd Wright's last commission, then headed out the the Point Reyes Visitor Center. After looking at exhibits there, we watched a documentary of the Pt. Reyes National Seashore created by the Discovery Channel – fabulous photography.

Our last stop of course included wine and food. We had dinner at Rancho Nicasio and then we headed home.



*Visible L-R: Wendell Bain, Angie Grant, Doug Hamilton, Marj Naughton, Phil Fisher, Mike Gerdts,
Bob Panero, John Hardgrove, Thorley Murray, Larry Ayers*



(Editor's note: Recently China Camp State Park and dozens of other State Parks were closed to respond to the financial crisis/abyss in which the State of California is now unraveling. I hope our State Ranger on this tour and all the other state employees affected can hang in there while the politicians play politics.)

SOUTH!... TO THE WINO & SONOMA!

Story & Photos by Gordon Craig

For us, **The Big MogNW Tour** began in Cloverdale 11 am sharp, on May 31. For them, it began much earlier, days before, as 5 or 6 stalwart Mogs from all points NorthWest assembled in Kelso for the long trip south. They stuck to I-5 for a time, picking up additional Mogs from Portland and Medford, then branched off at Grants Pass towards Crescent City and Eureka for a stayover, and thence to Maggi and me that Friday morn, waiting for them at the Hamburger Shack, north end of town near the Hwy. 128 West cut off to the Anderson Valley and the Coast. Hah! Did I say I am sharp? Wait a minute, I mean Morgan Time, which has a way of warping and stretching the letters on a clockface to mean Anytime it happens, it does. We were joined by locals Phil and Elaine Fisher, newcomer Dave Stuch, both in coincidental yellow +4s, and Gladys and John McNaughton in their "round the world" 4/4. We waited, and waited, and a while longer.

That's OK, because before long the Stinsons and the Hendersons pulled up and reported one of the Mogs was down, a newly built '58 +4 bustleback from Oregon, on its maiden voyage.

It had what appeared to be "heat related" problems and was last seen in Ukiah, 50 miles north, with supporting Mogs visiting auto parts shops for first aid. First, it was thought to be the coil, then the Pertronix, then the fuel pump, then this, then that. The car would run for a while then putter out, cool down, then run again. The Svenssons arrived at the Shack, and finally MogNW organiser Win Muehling called and said he and his wife Christine along with the Vandermayes would stay behind with Dave Hammond while he nursed the car south on the main Highway 101 to the Lodge at Sonoma.

So with all Mogs at least accounted for and in place somewhere on the road, We Six set off for **Geysers Road**

the coast range to the ocean. It is also the home of geothermal development in California, first opened by PG&E in the 1970s and since operated mostly by CalPine. The road used to go all the way through to Clear Lake, but that has been blocked now, so there is a turn back towards the outskirts of Healdsburg and Alexander Valley Road. Maggi and I "discovered" this road two months before as we scouted for a run that would be off the beaten track yet wouldn't beat up our NW guests too much, and yet be all a Morgan Road could be and then some. Its a perfect and ambling road for that, every turn offers a new look and driving experience at a comfortable pace. We stopped several times for the views and photo ops, drinking it all in.

Then came the Alexander Valley, with its less traveled and visited wineries, another kind of drinking and all to the good. We only had time enough to visit the White Oak Winery, but our host there is a sports car lover and welcomed us with open arms and preferred parking around the fountain/entrance. Their Savignon Blanc and Syrah are very good values and the Zin, though pricey, is heaven. A few miles down the road found us taking the quiet byways of Franz Valley Road over to Porter Creek, and Eagle Eye Tom Henderson spotted a zig where we should have zagged, and our course correction took us onto Calistoga Road to eventually intersect



east of town. This is a wonderful 45 mile stretch of mostly one track, a few short gravel sections, and changes every 5-8 miles from high gorges on both sides to leafy, shady forest lanes to breathtaking vistas south and west towards the Alexander Valley and over





Hwy. 12 and a closing 25 miles to the **Lodge at Sonoma**, where the MSSC had booked a suite of rooms for our guests and local Mogs. As we arrived, there were a line of welcoming Morgans and their owners cheering us on, including the 3 NW cars who came in on the "High" roads. **Pierce and Greg Powell** were our hosts for



and alas, "lismore", while although completing the trip, had developed a bad "pinging" sound, wrongly thought by its owner to be ignition advance/retard adjustment (ahem) but which later the next day at the corral turned out to be a water pump bearing/pulley wobble. Well, the pump had done 9 years of service and about 40,000 miles, so "lismore" stayed parked at the corral the whole weekend, got her bonnet signed by Charles and that definitely made her feel better. The events of the racing Saturday and Sunday and the Sonoma Square parade are chronicled elsewhere in these pages, but the Sunday bbq at the Cowleys became a special and wonderful time for us Mogs as the **NW group presented us with a beautiful signed plaque** cementing our brotherhood in Morgans, in life, and in spirit. With deep appreciation I accepted on behalf of the MSSC and it will be shared in future months and years to come among the principal

organisers of "Mog 100" and other members of the club. At the bbq, we had a drivers meeting with Bill Fink, our host for the next day to a **visit to the Isis Ranch** and his latest conversion, the 4 cylinder GM Eco-Tec with 5 speed as fitted to 4/4s and +4s. He was working on his second build and by now the steering wheel should be in the grip of its happy new owner, carving new road adventures. And so it would be for our dauntless MogNW crew as we wished them "Happy Trails."



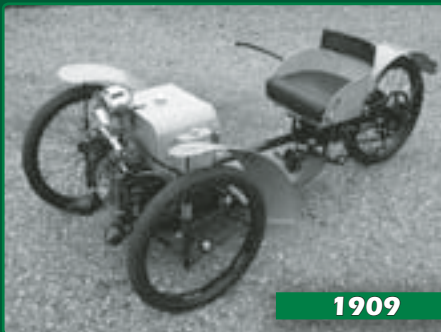
a very nice reception that swelled to 70-80 odd folks, all well looked after by the staff of the Lodge. Meanwhile, in the parking lot, two Morgans had gone down, the '58 already mentioned which was being worked on by a visiting Lotus mechanic,



Ending note from Tom Henderson

You and the other California Morgan owners were wonderful hosts and companions for a great weekend. I feel confident in speaking for the other MOGNW members in telling you that your collective efforts made for a memorable event. This event was an excellent example of the spirit that binds all Morgan owners together into a world-wide community.

Mog on!



1909



1911

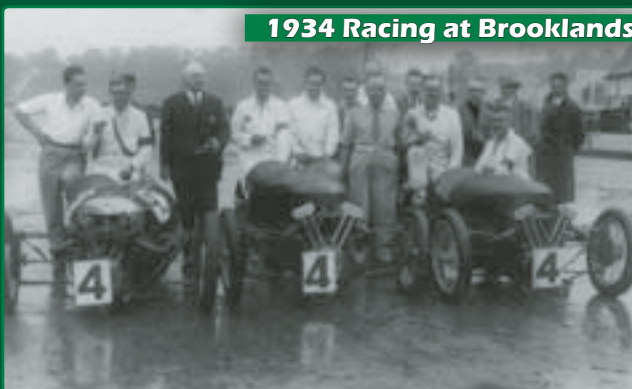


HFS & Ruth Morgan

The Factory in Great Malvern



1934 Racing at Brooklands



California Morgan



MORGAN SPORTS CAR CLUB OF NORTH

WUNNERFUL WINO

Morgans at the Wine Country Classic Races • Reported by Dennis Glavis

To understand the events of the Wino/Mog 100 you have to get aboard the WayBack Machine and have Boy Sherman set the dials for October, 2007, Coronado Island, when the first conversations began with both Steve Earle and Cris Vandagriff regarding Morgan's 100th Anniversary and requests for honoring such at one of the General Racing venues. Chris repeatedly told me that he would remind Steve and, voila, last autumn he called to say it was happening and that it was time to alert the troops and call for a muster of representatives from Morgan racing in America's illustrious past and for participation from the Morgan Motor Company. Emails were blasted out and, after several false starts, it was all starting to come together. Lew Spencer, Charles Morgan, the past and present Baby Doll teams and owners, Keith Ahlers in his immaculate SLR and 17 other Morgan racers were signed up, revving to go for the occasion of the 2009 Wine Country Classic, aka, "The

Wino", at Infineon (formerly Sears Point) Raceway.

Charles Morgan, initially unable to attend, found time in an incredibly busy schedule of Centenary and FIA GT3 events, to fly to Los Angeles with his wife Kira to attend the 15 Morgan, 2 month long Petersen Automotive Museum salute to A Century of Morgans, meet with res from the Robb Report for an upcoming Morgan feature article, host a Plus Four Club/Special Morganistas presentation and luncheon on The Future of the MMC, then fly up to Sonoma to host more press events trackside, announce the featured All Morgan Race, sign 25,231 programs, posters and dashboards and just hang out in the pit/paddocks with racers like Larry Ayers and Dale Barry in their 3 wheelers, yours truly in Skimpy, Dr. John Miller, Jeff Abramson and Greg Solow, current Baby Doll caretakers/racers, Keith Ahlers/SLR, Bill Fink in the prototype Plus 8, Doug Sallen in the SCCA Championship car, John Burks, Grant Larson,



2009 Aero Super Sports



2009 Aero 8



Future Life Car



California Vintage Racers



gan Club Events



THERN CALIFORNIA, FOUNDED 1957

After the Morgan Factory said they had no more banners to send to Clubs, Donna Dell'Ario created this banner using photos supplied by Chris Booth, the Three Wheeler Club archive, the Morgan Motor Company, and Donna's archive of MSCNC events and Vintage Races. The MSCNC paid for printing on 8'x3' "outdoor vinyl."

Brian Howlett and all the others lashed behind the wheel, careening 'round the Carousel! Barely 100 yards away, 63 Morgans filled the Morgan Corral, beautifully organized by Gordon "lismore," Larry and Donna, Wendell Bain, and so many volunteers. The contingent from the NorthWest, who had driven so far set a spectacular example for all in the need to drive, use, enjoy that Moggie — that is what it was built for!

We had arrived at The Lodge at Sonoma on Thursday, late afternoon, and 25 Morgans surrounded the circular courtyard fountain like beautiful bright flora of every color. The fireplace lounge became Post Race Central and evenings became sessions of Moggie chatter and Jaw Racing, the venue so well arranged by Pierce Powell who's Club newcomer enthusiasm was exemplary.

Seven full track sessions awaited the Morgan racers and like over caffeinated silverfish they were everywhere,

relatively dominating their groups. Well, maybe not Skimp or the trikes or several others but the crowds, the drivers, Charles Morgan, all were suitably impressed and we were all there to witness, to be a part of it. Racing only really takes one other car to compete with, be you in the front, the rear, or the middle of the pack. Group 6 contained no less than 10 Morgans it was here that the competition was the hottest. Jeff Abramson, driving both his BabyDoll IV in Group 3 and his SuperSports in Group 6 was the man to beat and he was not to be beaten, hotly pursued by Solow, Sallen, Ahlers, Howlett and the others — pretty dazzling times for all! Lew Spencer, original Baby Doll Championship driver, and Pierre Brun, Team mechanic were in their well deserved glory. As the weekend wore on, however, the attrition rate began to climb. Grant Larson's car suffered a blown engine. John Burk's car continued its love for tow trucks. Greg's Baby Doll V succumbed to a



Dennis Glavis campaigns Skimpy, a 1953 +4 1998 cc

In the All-Morgan Race on Saturday afternoon: 29-Keith Ahlers 1965 SLR 2188 cc; 45-Greg Solow 1963 +4 SS 2187 cc "Baby Doll V"; 61-Bill Fink 1966 +8 3523 cc; 100-Tom Hollfelder 2003 Aero 8 GTR 4600 cc; 19-Ron Carrico 1964 4/4 1500 cc

broken rear end in the final race warm up lap. Larry Ayers' suffered a medical malady that he rapidly recovered from. But what a show! I can only describe it as electricity filling the entire weekend!

Saturday evening 8 historic Morgans were selected to be part of the racecar parade into the Sonoma Town Square/Sonoma Wine and Food Festival. Skimpy and I merrily motored as part of it ready to enjoy the libations and gastronomic delights of Sonoma and Napa County's incredible harvest. Charles Morgan gave a wonderful speech as to the importance of the American market to all future Morgan plans and Morgan's incredible success in this year's FIA GT3 Class with the new Aero SuperSports – Morgan being in first place overall at the time of this writing.

On Sunday my lifelong friends Jack and Carol Gordon drove their +4 SuperSports into our paddock and the fun, the history, the sheer exuberance of having so many historic Morgans, so many historic Morgan individuals, past, present and future, all together, all celebrating 100 Years of Morgan history – we are so fortunate to have been part of this. These



*Dennis and Dale start together
in the All Morgan Race*

memories will endure and be savored for so many years to come as the next 100 begins.

Thank you to all who helped organize, who participated, who contributed – we shared something so special, not to be repeated in our lifetime enduring in American and world Morgan history.

Thus the cars were loaded into their trailers, the paddock canopies collapsed, the chairs folded, the water drained from the coolers, and – it wasn't over yet!

It was off to Penngrove in the evening for a Morgan barbeque for some 100 of us, hosted by the Cowleys – the blues band was a rockin', burgers and sausage was a grillin', wine and beer was a flowin', doggies were a beggin' – what a great get-together, once again sharing that irreplaceable Morgan camaraderie and "joie d'moggie".

It still ain't over yet!

See you at Cheltenham!

See you at Pebble!



WINO RACING MOMENT, A TRIKE OUTFOXES A LAGONDA

Reported by Dale Berry

We ran the Morgan 3 wheeler #88 at Wine Country Classic last weekend and had a wonderful time with a 1929 Lagonda driven by Graham Wallace. The car is big, the largest car in the pre-war group, about 5-6 K lb, has a ~ 5 liter engine and is driven quite well by Graham. His car and our little Morgan 3 wheeler, the 3 wheelers being the smallest cars in the pre-war group, about 850 lb and small engines, ours being about 1300 cc (air cooled DTZ removable flat head) and the two cars are just about equal. The large and small were together the whole Sun final race, first one in front and later the other, back and forth with the 3 wheeler a bit more nimble on the curves while the Lagonda climbed the turn 2-3 hill much better and can move ahead as a result.

The Morgan 3 wheeler won the event over the Lagonda at the last turn before the flag. The Lagonda went wide as the turn is a sharp hair pin while the Morgan went to the inside. Now here is where we need help - does anyone have a photo of that moment. The Morgan 3 wheeler went up on two wheels at that curve, surprised the Lagonda who hesitated just for a moment, the moment being long enough for the Morgan 3 wheeler to down shift to 2nd and spirit away a few car lengths ahead to the flag.

We are always asked what's the top speed in the Morgan



3 wheeler. Since our speedometer and rev counter do not work, we had no idea before the WCC weekend. Graham had his speedometer calibrated during the week before the event. He noted that we were hitting 80 mph through the esses which is the fastest part of the track.

So, if anyone has a photo of that turn 11 moment at WCC or know of someone who has the photo, we would appreciate a copy.

We are all appreciative of the many who made WCC possible for the Morgan 100th. Gordon Lismore being one of the special folks. Thanks Gordon. See his comments on the event that appeared over the last week.

Early Saturday morning, the corral starts to fill with a rainbow of Morgans promising a fine concours. [Where's Gordo?]



Dale Barry gets Charles Morgan's signature on the event poster.



Despite a bone chilling wind, Pamela Glavis and Donna Dell'Ario offer Joan Gustaveson a warm welcome to the Corral on Saturday morning.

George Tollworthy and John Hardgrove congratulate Bill Fink on his race performance.





The Wine Country Classic Winners' Circle presents a discussion about Morgans at noon on Saturday.

L-R: Greg Solow, current racer of Baby Doll V and long-time friend of Lew Spencer; Charles Morgan, Morgan Motor Co.; Lew Spencer, 1950s-60s racer and creator of the Baby Doll series of Morgan race cars; Pierre Brun, Spencer's co-builder of the Baby Dolls and Solow's pit crew; Larry Ayers, current racer of the 1930 Morgan Super Aero that raced as part of the Morgan Factory team in the mid-1930s.

It was a Q&A session for the public was lively and informative with lots of reminiscing



Leading the parade lap of the

All-Morgan Race:

Greg Solow '64 +4 SS Baby Doll V; Jeff Abramson '59 +4 Baby Doll IV; Doug Sallen '64 +4; Keith Ahlers '65 SLR; Brian Howlett '61 +4; Damian Friary '64 4/4; and Tom Hollfelder 2003 Aero 8 GTR.

Clockwise • 1: Al Moss, Larry, Donna - 1 to put on label, 2 to oversee • 2: Everyone gets weary • 3: Brian Howlett ready to race, almost • 4: Baby Doll Drivers: Jeff Abramson, Lew Spenser, Greg Solow • 5: Dennis & Carolyn Luchay • 6: Something to check on Hofffelder's Aero 8 • 7: Tom Morgan's #3 & visitor • 8: Keith & Marilyn Ahlers • 9: Corral tent with banner welcome • 10: Solow's display for Baby Doll V viewed by Pierre, Greg, Jeff, Lew, Pamela Glavis • 11: Bob Koupal gives Olivia a lift • 12: Dale Barry primes his trike • 13: Damian Friary pits next to Grant Larson • 14: Paul Marchant gets loads of help.

LIFE IN THE PITS



Lew, Pamela Glavis • 11: Bob Koupal gives Olivia a lift • 12: Dale Barry primes his trike • 13: Damian Friary pits next to Grant Larson • 14: Paul Marchant gets loads of help.

• 4: Baby Doll Drivers: Jeff Abramson, Lew Spenser, Greg Solow • 5: Dennis & Carolyn Luchay • 6: Something to check on Hofffelder's Aero 8 • 7: Tom Morgan's #3 & visitor • 8: Keith & Marilyn Ahlers • 9: Corral tent with banner welcome • 10: Solow's display for Baby Doll V viewed by Pierre, Greg, Jeff, Lew, Pamela Glavis • 11: Bob Koupal gives Olivia a lift • 12: Dale Barry primes his trike • 13: Damian Friary pits next to Grant Larson • 14: Paul Marchant gets loads of help.

MOG100 CONCOURS

Story by Wendell Bain

The weather couldn't have been better for the above event at the Wine Country Classic at (Sears Point) Infineon Raceway. Participants were at the Morgan Corral early on the Saturday morning.

Also the judges arrived on time, which is a great part of how all this works. No judges, no cars, no concours. All in all with the race cars we had at least 83 Morgans in attendance over the weekend. Some came and went both days so it was hard to get an actual grill count. Charles Morgan, current head of the Morgan Motor Company, attended. How could it get any better???

The Plus Four Class definitely had the most cars entered at 28. Ouch! the judges that handled this class had their work cut out for them. The balance of classes were of reasonable quantities.

General Racing donated the trophies and settled on a first, second and third in five categories, which limited our ability regarding winners. The original intent was to do the presentations on Sunday at the track. I would announce the winner in each category and the award would be presented by Charles Morgan. Nice idea, unfortunately after the noon drive around the track many opted to get lunch and couldn't be found. Hence we had the presentations at the Cowley's BBQ that evening.

Charles Morgan was incredibly accommodating in signing programs, cards, the bonnets of several cars and even wives!!! Okay I'm not sure about the latter.

As many now know Larry Ayers became ill [and absent] on Sunday morning. He had coordinated the trophies for the concours. I didn't know who had them, so had to chase them down. Fortunately Steve, Debbie Earle and Chris Vandagriff knew all and were instrumental in sorting out that part of the equation. Whee!!!

That evening the awards were given out at the BBQ. Many thanks to Paul and Lesley Cowley for hosting the BBQ at their home in Penngrove.



The judges were:

Mike Anthony
Ed Davila
Phil Fisher
Roy Gustaveson
Dennis & Carolyn Luchay
Gary Marquis
Rod Miller
Bob Murray
Greg Powell
Pierce McDonald

Leston Peck
Norma Rhatigan
Jeffrey Robin
Ron Robin
Michael Rubin
Robert Seiling
Dave Sneary
Alan Spencer
Bill Young
Tim Waller
Many thanks to all.

Best of Show:

Roy and Joan Gustaveson 65 +4 two seat

Plus 4

1st • Roy & Joan Gustaveson 65 two seat
2nd • Bill Young 57 Drophead
3rd • Wendell Bain 59 two seat

4/4

1st • Tim & Marilyn Henderson 91 two seat
2nd • John & Cynthia Svensson 63 two seat
3rd • Lynn & Karen Powell Honda powered 4 seat

Plus 8

1st • Bob Murray 98 Bill Fink modified LS-2 powered
2nd • Jeff Robin 02 roadster
3rd • Phil & Elaine Fisher 92 roadster

Aero 8 & V-6

1st • Robert & Barbara Stinson V-6
2nd • None - No other cars showed up for this class
3rd • None

Trikes

1st • Larry Ayers & Al Moss 34 MX-4 SS
2nd • Dale & Karen Barry 34 JAP SS

Left over awards reside with the Cowley's. Mostly Korbel Champagne, could be dangerous!!!

Roy and Joan Gustaveson with Best of Show award

A PAIR OF PARADES

Sonoma Square on Saturday • Morgans on the Track on Sunday



A trike, an early +4, a "Round the World" 4/4, a "Baby Doll" racer, a rare SLR, a +8 prototype, a drophead coupe, and an Aero 8 – all wonderful examples of the marque through the decades – were selected to join the traditional parade from the race track to Sonoma Town Square.

As the sun set behind him, Charles

Morgan was introduced to the crowd by Steve Earle. Charles was passionate and enthusiastic about Morgan's evolution from the past into its next hundred years. He promised that there would be more cars in the future for American roads.



At noon on Sunday, Morgans had a 2-lap Track Parade. At "parade" speed, no helmets or safety gear were required, but participants say they still got a good sensation of the race track. There were an estimated 65 cars that coursed around the track. There were no tail-gaters, except for Al Moss in the 1934 MX 4 SS who led the pack chomping on the pace car. Way to go, Al – there was a little bit of the racer in every Morgan's heart that day!



YOU WERE THERE!

148 Registered MOG100 Participants

Abramson, Edward	* Glavis, Dennis	Miller, Rod	Sieling, Allene
* Abramson, Jeff	Glavis, Pamela	Morgan, Charles & Kira	Sieling, Robert
* Ahlers, Keith	Gustaveson, Joan	Morgan, Beverly	Slipiec, Stewart W.
Ahlers, Marilyn	Gustaveson, Roy	* Morgan, Tom	Smith, Ben
Amblen, Karen	Hammond, David	Moss, Al	Smith, Malcom
Anthony, Michael	Hardgrove, John	Muehling, Win	Smith, Doug
* Ayers, Larry	Henderson, Marylyn	Murray, Bob	* Smith, Jim
Bain, Wendell	Henderson, Tom	Musante, Barbara	Smith, Mary
Barret, Bill	Hill, Becky	Musante, Dennis	Smith, Stewart
* Barry, Dale	Hinz, Randy	Myers, Michael G.	Smith, Susan
Barry, Karen	* Hollfelder, Tom	Newell, Jerry	Sneary,Cheri
Broadwell, Chris	* Howlett, Brian	Panero, Bob	Sneary, Dave
Broadwell, Betty	Howlett, Sue	Peck, Carla	* Solow, Greg
Brun, Pierre	Jackson, Dean	Peck, Leston	Solow, Tangey
* Burks, John	* Jeffery, Dick	Picciotto, Armando	Spenser, Lew
Canaparo, Gary	Jhon, Michael	Picciotto, Carol	Staines, Anne
Canaparo, Mary Anne	Kaufman, Richard	Pombo, Steve	Staines, Morgan
Cannon, Linda	Kellerman, Steve	Ponsi, Lynda	Stinson, Barbara
* Carrico, Ron	Koupal, Bob	Ponsi, Steve	Stinson, Robert
Clark, Darryl	Koupal, Fay	Powell, Greg	Stucker, Dr. & Mrs. Paul
Clark, Cindy	Koupal, Olivia	Powell, Karen	Stump, Ed
Cowley, Paul	LaMar, Bob	Powell, Lynn	Sutch, Dave
Cowley, Lesley	Larsen, Angie	Riddisholm, Viggo	Svensson, Cynthia
Craig, Gordon	* Larsen, Grant	Roberts, Dan	Svensson, John
Craig, Maggi	Len, Jason	Robin, Jeff	Tollworthy, George
Davila, Ed	Limmer, Christine	Robin, Ron	Tollworthy, Kathy
Dayton, Bob	Logan, Sam	Robins, Arlin	Vandermay, Larry
Dell'Ario, Donna	Luchay, Carolyn	Robinson, Sandi	Vandermay, Vicki
* Fink, Bill	Luchay, Dennis	Robinson, Ted	Waller, Tim
Fisher, Elaine	* Marchant, Paul	Roderick, Diane	Willburn, Derek
Fisher, Phil	Marino, Sal	Roderick, Tom	Willburn, John
* Friary, Damian	Marquis, Gary	Rubin, Linda	Willburn, Lynn
Futardo, Dave	McDonald, Pierce	Rubin, Michael	Wilson, Bill
Futardo, Deb	McNaughton, Gladys	Sallen, Deb	Young, Bill
Gerhardt, John	McNaughton, John	* Sallen, Doug	Young, Suzanne
Gilbert, Steve	* Miller, John	Schmidt, Peter	
Gilbert, Sue	Miller, Pam	Schmidt, Robert	

* = Morgan Racers

EVENT PHOTOGRAPHERS

Photo Credits for Images of Mog100 & MogWest in this Issue

The extensive photo coverage you see in these pages is due to the combined and considerable shutterbugging skills of **John Hardgrove** (Mog 100), **Armando Picciotto** (Mog 100), **Dennis** and **Pamela Glavis** (Mog 100, MogWest), **Tim Waller** (Mog 100), **Gladys McNaughton** (Mog 100, MogWest), **Sandi Robinson** (Mog 100) **Ira Wolk** (MogWest), **Gordon** and **Maggi** (Mog 100, MogWest), **Larry** and **Donna** (Mog 100, MogWest).

Many thanks to each and everyone of you, Ed.

Trikes Down the Coast

The Entourage to MogWest, then LA • Story & Photos, Jim Taylor



photo: L. Ayers

Writing this on the road, the trip is 3/4 completed and worth every minute – I'm sad at mechanical failure, but compensated by much camaraderie.

Yesterday Dick and I returned to home with Dick's car (on trailer) still running strong.

Spike lost the oil pump at the end of the third leg of our journey. We were 3 miles from the night's lodging in Solvang and 100 miles from our ultimate destination. My partner in MTW, Robin, picked us up and towed Spike to shop space in Los Angeles where I'll do the repairs. (More about that as I get into it.)

Dick and I had 300 miles of unalloyed driving pleasure though beautiful scenery. And we had good company. Along the way we were joined by three other trikes. Jerry Gurley ('35 MX/4 SS) accompanied us 50 miles through the redwoods. Jack Gordon and son ('34 MX/4 SS) joined us for the 50 mile drive from Santa Cruz to Monterey/Pacific Grove. George Tollworthy (1933 JAP SS) accompanied us for the first 200 miles - including "17 mile drive" ("the" poster location), and CA Highway 1 through Big Sur and San Simeon.

The final 100 miles Dick and I drove past fields of strawberries, cauliflower, grapes and the tiny farming towns that support them. It was another great day of driving and meeting people along the way. We were sorry not to be able to complete the tour as planned, but it was a great time anyway.

Dick took video from his "head-cam" and I wouldn't be surprised if he creates something for UTube in the near future.

Happy motoring!



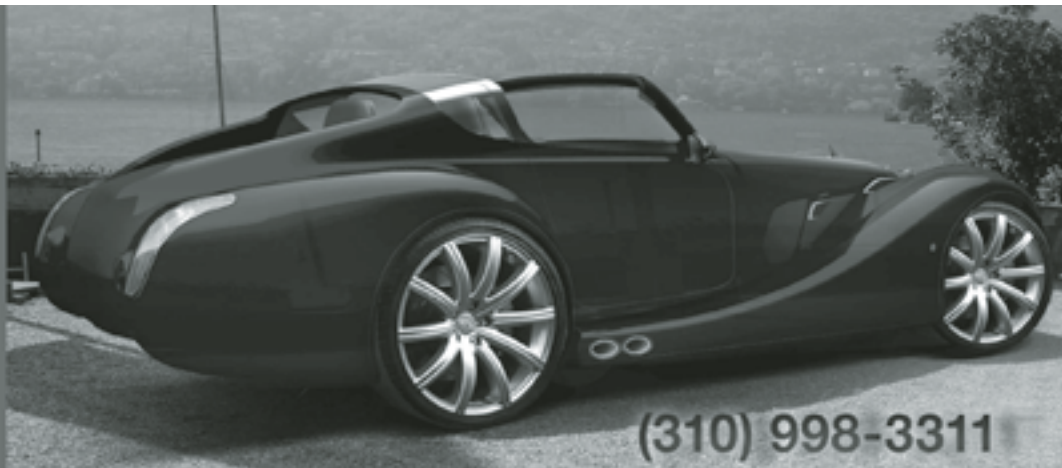
MOGWEST 2009



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2007 MORGAN AERO 8 Blue Sprint Metallic - Featured in the SuperCar Class at The Quail

2005 MORGAN AERO 8 Morgan Silver Shark/blue leather, blue mohair top and top boot. Very late 2005 morgan aero 8, factory side exhaust, stereo cd, approx. 10K one owner miles.

2005 MORGAN AERO 8 BMW Cool Blue exterior Magnolia leather w/blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot w/contrasting piping, 8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition Dark Jaguar Blue, Stainless wire wheels and LeMans '62 overrides, Badge Bar, Stainless luggage rack Tonneau and side screen storage bag, K and N intake air filter, RPI SuperChip, Griffin alloy radiator, Knock sensors, Magyco carbon fiber plenum air intake trumpets, Stainless steel exhaust and full header system!

2003 MORGAN PLUS 8 35th Anniversary Edition Ivory/Black, 5.7k miles, One owner car from new. LeMans'62 overrides; stainless wire wheels, badge bar, black leather bonnet strap backed in black mouton.

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. Beige mohair top, tonneau and side curtains, luggage rack, tan factory spare tire cover, badge bar with badges, tan mohair top, bonnet strap with mouton, hood/ bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

2002 MORGAN PLUS 8 BMW Imola Red Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

1998 MORGAN PLUS 8 Cameron Green/Black leather sports seats, ultra rare center lock 16" alloys, MotoLita steering wheel, 13k original miles. This is the first year of the Superform body, 4.0 litre, GEMS injection and is the least expensive of the best of all Plus 8s. You won't find a nicer one!

1964 MORGAN 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

1961 MORGAN PLUS 4 Four Passenger Family Tourer Red body with black wings Black interior with red piping Full black weather equipment Fiat 2000 DOHC 4 cylinder engine with Automatic Transmission Many time MORGWEST Class winner Bonnet strap Lucas driving lamp Beautifully maintained Morgan by lifelong Morgan enthusiast who built it in the Factory Morgan Plus 4/ FIAT 2000 tradition of the mid-1960s

1954 MORGAN PLUS 4 Roadster Twin Spare Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinspares, fold down windshield; you can buy this car for 1/2 the price of restoring one!)

1934 MORGAN MX FAMILY Black UK/2nd owner; nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

1933 MORGAN AP SUPER SPORT Trike Pozzi Blue, Red leather interior, Pebble Beach quality restoration by MorganWest and East Coast Morgan 3 wheeler guru/ restoration specialist. Submitted for consideration for next year's Morgan class at the Pebble Beach Concours. **HUGE PRICE ADJUSTMENT DOWN**

other marques

'74 PORSCHE 911 Carrera Targa

'66 AUSTIN-HEALEY 3000 Mk III

'65 AUSTIN-HEALEY 3000 Mk III

'57 PORSCHE Speedster Custom



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BAM Jun 25 2009

MogWest 2009

Story by Gerry Willburn • Photo credits [see page 19]

Mog West 2009 was a Rousing Success!

It all started with the **Registration Cocktail Party** and Annual Darts Championship on Friday evening. MaryAnne and Chris Dutra Checked everybody in, Audrey & David Haines passed out the **Regalia** (Clothing) and Neil Miller was signing copies of his new Book, *Morgan Exploration*.

Larry Ayers and Donna Dell'Ario had another fantastic **Darts Competition** this year. They even had a Centenary Board! This year, the top three women out-threw the men. The winners were:

- 1st Women: Deanna Balzer
- 2nd Women: Jo Ellen Barron
- 3rd Women: Maggie Craig
- 1st Men: Ted Robinson
- 2nd Men: Tim Waller
- 3rd Men: Scott Stone

There were a lot of nice cars in the **Concours** this year. The cars were ushered into position by Michael & Sarah Hattem. It was a difficult call, but fortunately the judges persevered and were able to make selections in each of the Ten Classes.

This Year's winners were:

Premier Class (*Previous Best of Show Winners and Recent Class Winners*)

- 1st: Ken & Pat Miles – 1960 Plus 4 DHC
- 2nd: Roy & Joni Gustavson – 1965 Plus 4 Roadster
- 3rd: Bob & Thorley Murray – 1998 Plus 8 Plus
- 4th: Evelyn & John Willburn – 1978 4/4 Roadster

Plus 4 & 4/4 Roadster Class (*Recent paint or Interior*)

- 1st: Bata Mataha – 1959 4/4
- 2nd: Stewart Slipiec – 1960 Plus 4
- 3rd: Eric Gebhard – 1970 4/4

Drophead Coupes

- 1st: Mollie Miller



Stewart Slipiec, relatively new Northern Club member, receives his award from Larry Ayers

Plus 4 Driver's Class (*Old Paint & Interior*)

- 1st: Ted Robinson – 1956 Plus 4 Roadster
- 2nd: Ed Ryan – 1960 Plus 4 Roadster
- 3rd: Doug Taber – 1967 Plus 4

4/4 and Plus 8 Driver's Class (*Old Paint & Interior*)

- 1st: Merlen Kearney – 1980 4/4
- 2nd: Bob Schmidt – 1980 Plus 8
- 3rd: John McNaughton – 1966 4/4

Plus 8 (*Recent Paint & Interior*)

- 1st: MaryAnne Dutra – 35th Anniversary Model
- 2nd: Katherine bard – 1993 Plus 8
- 3rd: Bob Gray – 35th Anniversary Model

Aero 8 & V6 Roadsters

- 1st: Ira Wolk – 2005 Aero 8
- 2nd: Pamela Glavis – 2005 V6 Roadster



Four Seat Roadsters (*Recent Paint & Interior*)

- 1st: Linda Cannon – 1940 Plus 4
- 2nd: Daniel Redmon – 1959 Plus 4
- 3rd: Michael Hattem – 1962 Plus 4

Three Wheelers

- 1st: Larry Ayers – 1928 Super Aero
- 2nd: George Tollworthy – 1934 SS
- 3rd: Dick Tuttle – SS

Limited Production (*Rare*)

- 1st: Chris Dutra – 1953 Plus 4 Four-Seater
- 2nd: Dennis Ashley – 1967 Plus 4 Super Sport
- 3rd: Phil Eisenburg – Automatic Four-Seater

This year's **Best of Show** (*The Peter Morgan Award*) went to Dennis & Pamela Glavis' freshly restored xHFS Morgan 1952 Experimental 4-Seater DHC. It looked quite stunning in its light green paint. Congratulations, Dennis!

The **Saturday Afternoon Rallye** started at The Lodge and ended on York Mountain Road. John & Evelyn Willburn had laid out an interesting route through the hills behind

Cambria. The ending was close to The Ranch so that John could get home and prepare for the BBQ. This years winners were:

Three-Wheelers

- 1st: Larry Ayers
- 2nd: George Tollworthy & Bob Murray

Four-Wheelers

- 1st: Chris & Susan Dutra – Plus 8
- 2nd: Mike & Linda Rubin – 4-Seater
- 3rd: Neil Miller – 4/4 Roadster
- 4th: Bob & Peter Schmidt – Plus 8
- 5th: Robin & Jeff Gardiner – Plus 4

Non-Morgan

- 1st: John Trot – Blue Miata

Wiping up the Rear: Kevin & Spencer Revette – 4-Seater



After the Rallye (and a bit of freshening up) we repaired to **Evelyn & John Willburn's Rocky Creek Ranch.**

The Evening started with Steve Ponzi piping in a Haggis and attendant whisky. Kathleen Tollworthy recited some Bobby Burns, the Haggis was stabbed and we all partook (some with more whisky than others). After the Haggis we enjoyed the BBQ (Chicken Pork and Tri-Tip or Veggies for the non-Meat eaters) The BBQ was prepared by local food wizard, John Lynn and his staff. John & Lynn had decorated the tables with checkered flags and we all partook. Finally we had 100th Anniversary Cake. Superb!

Sunday Morning you were on your own as we had no scheduled events. Winery maps were in the packets and everybody improvised and had their own itinerary of Brunch, Shopping and Wineries. Some people took the tour of Hearst Castle, five miles up the road.

Sunday Evening was the **Gala Awards Banquet**, back at the Lodge. There were Door Prizes and Trophies galore as well as a couple of new songs by our Master of ceremonies,

Morgan Staines. Thanks, Morgan.

Some of the **Special Awards** were:

Longest Distance in a Morgan: Ken & Pat Miles from Canada in their DHC.

Hard Luck: John & Cynthia Benton who required two flat-beds to get their tow car and trailer back to Pasadena to get the radiator replaced before completing the drive to Cambria.

Termite Motel: Morgan Staines. The trophy will now be re-named the **Morgan Staines Commerative Award** (with Morgan no longer eligible).

Captain Wrong-Way Peach Fuzz award: Ira Wolk [because he started the Rallye just minutes after the Trikes, and finished after they did, even though driving an Aero 8. Talk about solidarity between Aeros!]

The **Overall Perpetual Award** for the meet went to Larry Ayers and Donna Dell'Ario.

After breakfast Monday, everyone went their separate ways looking forward to next year's event.

Finally, I would like to thank all of the Committee that made it all possible;

Event Coordinators • Audrey Haines & Gerry Willburn.

Registration • MaryAnne and Chris Dutra

Darts • Donna Dell'Ario & Larry Ayers

Trophies • Dennis Glavis

Program • Wendell Bain

MogWest Regalia • David Haines

Morgan Regalia • Sandi & Ted Robinson

Concours • Gerry Willburn & Mike Hattem (and Sarah)

Rallye • Lynn & John Willburn

BBQ • Lynn & John Willburn (and John Lynn)

Official Piper • Steve Ponzi

Master of Ceremonies • Morgan Staines

If I left anybody out, I must apologize.





THE '09 PAGE PREAMBLE

Hi Mogs, the '09 Page is a dedicated feature page of the Morgazette intended to focus on on-going local, regional and US national events and announcements for celebrating our Centenary Year for our Beloved Marque. Please read on and you will see how events are transpiring as proposed by various club members from issue to issue. Feel free to contact the individuals so named and get involved at any level of your choosing for this, Our Very Special Year, '09! ed.

Watkins Glen, SVRA Race

PMMR Morgan
Centenary races
update

<http://svra.com>

SVRA has info
online for Watkins
Glen-September 10-13.

Remember the **The Morgan Factory
Centenary trophy** is waiting for a winner.
It can be one of our Club racers going back
east!

[Ed. Remember, if you're going, bring back
photos and a story!]



In our next issue our international
correspondents, Elaine Fisher and
Larry Ayers, will post dispatches and
lots of photos of the goings-on at
the Morgan Centenary festivities, for
those of us unable to go. Watch these
pages. Ed.

CENTENARY NEWS - Malvern Guide

Courtesy of Chris Towner:

Here is some encouragement from a Centenary Committee member Following on from our conversation regarding places of interest to entertain our visitors to the centennial of Morgan Motors. We are producing detailed maps of the area covering South East Wales and the Severn Valley from Chepstow to Bridgnorth and East of Malvern and North of Cheltenham to cover Warwick, Stratford and the Cotswold Hills. Along with the maps there is a gazetteer which details some of the more interesting places that are marked on the maps. Should the organised events be fully booked there is ample opportunity for individuals or groups to enjoy the country and places of historical interest such as Castles and large houses. For those that can't get enough of cars and mechanical contrivances, providing their wives and girlfriends allow, there are a number of motor museums, steam railways etc. all handily placed near shopping malls and formal parks and gardens! These maps and guides will be in the commemorative package along with tourism leaflets and details of all local tourist offices. If you know how to enjoy yourself you will! I will be pleased if you could circulate this message and I will gladly help if Morgan fans have any doubts about coming for the event. Regards for now.

**Once again Congratulations to the Morgan
Motor Company on its 100 years of
achievement!**

Save these Dates for FlogMog

'FLOG MOG TOUR'

COME EXPERIENCE THE THRILL OF DRIVING,
ADVENTURE & GOOD FRIENDS!

Thursday October 1st 2009: Cloverdale Oaks Inn.
123 South Cloverdale Blvd
Cloverdale, CA. 95425
#707-894-2404

Friday October 2nd 2009 Ranchito Motel
(Babbling Brook)
2020 East Main St.
Quincy, CA.
#530-283-2265

Saturday October 3rd Strawberry Inn
"Right off the highway!
You can't miss it!

Organizers: John Burks/Barclay Shaw..... details as they are;
Are not available and probably never will be.
So come wine in hand, and join the fun.

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