



# *The Morgazette*

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

*May ~ June 2015*

*Inside:*

- *Fremont Peak Run*
  - *Spring MOG Tour*
  - *Murrays' Midweek Tour*
  - *Racing Reports from  
Buttonwillow and Sonoma*
- . . . and more!*





# *The Morgazette*

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

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

## **Club Officers 2015**

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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:

- July-Aug issue July 27
- Sep-Oct issue Sep 28 • Nov-Dec issue Dec 4

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!*

**Chris Hall and Jennifer Kelly**  
Kensington, CA  
green '63 4 seater

**Don and Clay McGuire**  
Pebble Beach, CA  
Connaught green 2005 roadster

**James and Karen Besst**  
Grove City, Ohio  
1949 black Series I 4/4  
1958 light green/dark green wings Series II/IV 4/4  
1961 BRG DHC +4

**Tom and Pam Pitts**  
Lafayette, CA  
1966 black/black +4 DHC

**Glenn Oclassen**  
Mill Valley, CA 94109  
2009 Liberty Ace 3W

**Cover Photo:** by Gordon Craig ....'Scuse Me While I  
Kiss the Sky.... Fremont Peak Run, late April.



## The Prez Sez...

By Michael Rubin, President

Is it just me or are Morgans popping up all over?

(Alas, not mine...still undergoing a hopefully transformative transmission transplant plus having other assorted needs tended to.)

It started a few weeks ago late one evening. I was reading whilst the First Lady was knitting away and watching an olde British drama from the black and white film era.

As it drew to a close, the leading man was readying to depart for somewhere or else and the damme fatale came flying up and slid to a halt before clambering out of – a Morgan!

That caught my attention and we replayed it enough times to be certain it was in fact a beloved Morgan and not a humdrum Farquart Mark IV drophead barchetta Derby roadster.

I started paying closer attention to old cars on the screen just in time to catch a 1960's undetermined American color flick with a red Morgan roadster. It ended

before I could wrest the remote to check back and see what the melodrama/comedy/whatever it was. (Linda focuses more on knitting than the tube when the shows are less than spectacular.)

Then, an advertising e-mail from the folks at Griot's Garage, the Washington-based producer of really good car care products, made me take a longer, second look (I have used Griot's products for years. This is, alas, not a paid plug.)

They feature interesting cars on their catalogue covers and to illustrate email ads and this one was an incredibly sweet black Morgan Plus 4 roadster with Brooklands screens, etc. Turns out it had also been the star attraction on the cover of a catalogue a month or so earlier.

Finally, a fourth Morgan, this time on "Inspector Lewis," the entertaining British whodunnit on PBS. (Currently in reruns Thursday night on KQED)

The Inspector and his sidekick were wrapping things

up at the home of the guilty party and as they hauled him off, there was the miscreant's dark blue Morgan four-seater in the driveway, sitting out in the drizzle, fortunately with the top up and weather gear installed. It seemed to be his daily drive. Good for him, but wish he'd been a good guy, or at least his innocent wife kept the car afterwards.

Many other Morgans, more familiar to all of us, can be seen in this issue of the Morgazette in reports from recent activities and more outings are in the wings — including MogWest, so don't forget to register and take a peak at the assortment of regalia for the annual gathering. Hope to see you, its not too long now:)



### The Annual Gathering MogWEST 2015

July 17, 18 and 19, 2015

Cambria Pines Lodge

2905 Burton Drive – Cambria

**Call for reservations: 800/966-6490**

Important to say you're part of the Morgan Car Club Event"

**~ Reservations deadline June 17 ~**

Room rates

(Single or Double occupancy, includes buffet breakfast)

Hotel Rooms - \$125 - \$134

Superior Rooms - \$164

Large Suites - \$199

Got questions or need more info? Call:

Audrey Haines, Northern Club Coordinator - 916/652-5679 -

[audrey.haines@ncbb.net](mailto:audrey.haines@ncbb.net)

Gerry Willburn, Southern Club Coordinator - 714/828-3127 -

[Gerry.Willburn@bigfoot.com](mailto:Gerry.Willburn@bigfoot.com)

## *How Can the Morgan Community Help Those Devastated by the Tragedy in Nepal?*

*Here's how...*

The Morgan Motor Company and Morgan Car Badges have joined to seek your support in providing emergency aid to Nepal in the wake of the devastating earthquake. Already in the design phase when the recent events hit the headlines worldwide, a new badge for the Himalayan Morgan Club has taken on a new purpose.

Initially a request for one, solitary badge for his own personal use, one man with a passion for both Morgans and his beloved Himalayas has now encouraged Morgan Car Badges to distribute his badge worldwide.

The Himalayan Morgan Club badge is based upon a few original, embroidered patches sewn over two decades ago by artisans in Old Kathmandu, where the club was formed for fun and fantasy. Based upon the rare Nepalese emblem shown here, the new badge will feature high quality workmanship by badge makers in the U.K.

***Projected pricing is 60 EUR  
or approximately \$70 USD***

This small project has grown into an opportunity for all of us to give what we can to the stricken area. A portion of each badge purchased will be donated to a reputable charity for relief efforts where it is most urgently needed. The Morgan Motor Company has graciously approved this badge and is likewise charitably contributing with each badge purchased by Morgan lovers like you.

Please consider purchasing this remarkable badge. What began as a patch to represent Larry Guzin's own long-time love for Morgans and the high, remote mountains of Tibet, Nepal and Bhutan can now make a difference on a global level.

Join our cause . . . reserve your Himalayan Morgan Club badge today.

To order please contact appropriate contact point listed below:

USA/California residents may send e-mail to [customcarbadges@sonic.net](mailto:customcarbadges@sonic.net)

Europe, UK, all other countries order at [www.morgancarbadges.com](http://www.morgancarbadges.com)

***Proceeds will be directed to  
<http://himalayan-foundation.org>***





**\* MSCCNC Club Sponsored Event**

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

## JUNE 2015

**\*12-13-14 FRIDAY-SATURDAY-SUNDAY •**

Carson City NV visit Steve Hamilton's Fabulous Automobile Collection, and drive some great back roads. Contact Michael Anthony **Needs interest RSVP-ASAP (831) 917-6999**

25 THURSDAY • Pirates Night at Quinn's Lighthouse in Oakland. Contact Don Henry.

## JULY 2015

**\*17-19 FRIDAY-SUNDAY • MOGWEST**

**Cambria.** Contact Audrey Haines.

## AUGUST 2015

10 MONDAY • Monterey Car Week Begins

**\*14 FRIDAY • Morgans in the Meadow BBQ,** Carmel Valley. Contact Loren Steck & Annette Yee.

15-16 FRIDAY-SUNDAY • Rolex Monterey Motorsports Reunion (Laguna Seca Races). Contact [www.mazdaraceway.com/rolex-monterey-motrsports-reunion](http://www.mazdaraceway.com/rolex-monterey-motrsports-reunion)

16 SUNDAY • Pebble Beach Concours de Elegance. Contact [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

## SEPTEMBER 2015

5 SATURDAY • 8-10 AM- Biscotti and Cars Premier Event at Poggio ristorante - 777 Bridgeway, Sausalito, CA. Bob Murray's '70 +8 Morgan is featured car. Contact Bob Murray.

6 MONDAY – Steve Roake Memorial Morgans Over America VI starts in Savannah, GA. Contact Elaine

Fisher. <http://morgansoveramericavi.blogspot.com>

18 20 FRIDAY-SUNDAY • UK 70th Anniversary 3 Wheeler Club, Malvern UK. Contact Larry Ayers.

26 SATURDAY • Ironstone Concours de Elegance, Murphy's. Contact Wendell Bain and [www.ironstonefoundation.org](http://www.ironstonefoundation.org)

28 Oct 2- MONDAY-FRIDAY • FLOG MOG. Contact Dave Sneary.

## OCTOBER 2015

\* TBD • Oktoberfest.

18 SUNDAY • Morgans Over America VI ends in Williamsburg/Norfolk VA. Contact Elaine Fisher.

## NOVEMBER 2015

**\* 14 SATURDAY • Turkey Trot to the Hoedown.** Contact Gordon Craig and Don Henry.

## DECEMBER 2015

\*TBD • Holiday Party.

\*26 SATURDAY • The NEW Boxing Day. Contact Wendell Bain.

## JANUARY 2016

\* 10 SUNDAY TENTATIVE • Oyster Run. Contact Donna Dell'Ario and Larry Ayers

\* 24 SUNDAY • Planning Meeting, Los Altos. Contact Ellen Jo Baron

## Notes from the Activities Chair:

What a great bunch of Morgan drives there were in April and May. Look for reports and pictures for all of these in the accompanying pages.

The Fremont Peak tour was held in super weather and the views from the mountain-top picnic venue were terrific. Thank you Frisbeys! Murray's Follow Me Tour was likewise well attended, and from the pictures a happy time was had by all (or nearly all, nearly all the time – see sidebar). Those pictures also show our newest member, Glenn Oclassen and his "Ace" three wheeler (said to be the inspiration or prototype for the Morgan Company's current MTW model) came for their first event. Thank you Murrays and welcome, Glenn!! The Spring Mog tour was enjoyed by the great turnout of Morgans and members. New members Dave and Donna White brought their +8 all the way down from Arcata to join in. I hope they and other new members

Continued on page 27 ➤

# Fremont Peak Run

April 18 • Photos and Story Gordon Craig

Saturday morning we gathered in Corralitos in the foothills of Soquel and Aptos near Santa Cruz. **Bob Frisbey, our Tour Guide** greeted us as we bought sandwiches at the famous Corralitos Market and Deli for our drive to Fremont Peak.



*Corralitos Market and Drivers' Meeting*



Sixteen assorted Morgans and one tintop set out on the back valley roads that network the Watsonville and Aromas farms, apple orchards and vineyards of southern Santa Cruz and northern Monterey counties. We headed southeast crossing into San Benito county amid large tracts of lettuce, leeks, onions and other produce staples along Hwy. 156. In the distance Fremont Peak dominated the southern horizon and we turned right onto San Juan Canyon Road and climbed in switchbacks for the 12 miles to the crest of Fremont Peak, California State Park.

This was formerly Gavilan Peak, renamed in honor of John Fremont who along with Kit Carson opened up California to eventual U.S. statehood over 3 expeditions during the Mexican-American



War. Because of his earlier successes capturing Santa Barbara and other conquests, he was appointed U.S. Military Governor of California. In 1846 he was "surveying" the area around Monterey Presidio with 80 troops in his party. He had decided his "mission" was to ferment rebellion against the local Mexican authority and give settlers from the U.S. the upper hand, despite warnings from the U.S. Consulate in Monterey not to do so. By this time the Mexican Authority had ceded power to the local Californios, long time Mexican and Spanish settlers. He nearly provoked a battle with General Juan Castro who had thousands of troops at the ready. After a brief skirmish with local Indians he lowered his banner and U.S. Flag and fled north to Oregon, where his party was attacked by the Klamath Indians. In retaliation, he laid waste to a Klamath village, and shortly thereafter saved Kit Carson from a Klamath Bow Warrior. For these haphazard events and other major differences with rival U.S. Military Officers his self made career took a turn for the worse. He did make a fortune in the California Gold Rush, only to lose it in various financial schemes and he died impoverished in New York, never to return to California.

**The views from the Peak are spectacular in all directions, clear to the Sierras to the East, south past the Salinas Valley, north to Mt. Diablo, Tamalpais and beyond, west to the Coast, and a good expanse of the Pacific.** The Peak is a favorite campsite for amateur and professional astronomers



alike, and there were a couple of them there awaiting the night. It's a great place for a mid-day picnic, and the drive up and back is grand Morgan driving, on top of the world.

Down in the valley we headed for the Hollister Hills Recreation Area/State Park. **This is an off road, motorcycle play yard,** including massive hill climbs and loop, circuitous fire roads for trail riding. There were a

couple of electric cycles that gave the high revving gas burners a run for their money up a very steep, 1/4 mile + hill. About two miles down the road we stopped in to **De Rose Vineyards, the oldest continuously operating vineyard in California, since the 1850s.** All the wines are great, wide range of reds and blancs, all Old World stock. Turns out this winery is a favorite of seismologists and geologists, as the San Andreas Fault runs right down the middle of the main stone building, and slowly widening cracks abound in the thick walls and a trench behind it, all set up with measuring instruments and markers. The creep is about an inch a year.



We bunked at the Hollister Inn that night, though some of us left direct back to the Bay Area from the 19th Hole in Tres Pinos on Hwy. 25 after dinner that included faire like Bison Burgers. Next morning those of us left drove a circuitous\* route to San Juan Bautista for breakfast and a Hitchcockian revival "Vertigo" moment on the Mission Square. **All in all, a nice run in a corner of California often bypassed, many thanks to Bob for blazing the trail.**

\* translates to "We got lost a for a bit" :)

# Loop-de-Loop Mogging

Story by Gordon • Photos by Dave White, Virginia Schaw, and Gordon

## SpringMog Tour 2015 - May 5-8

Many things you can say about this edition of SpringMog: we didn't lack for exciting driving, great comraderie, the weather was top-down spectacular, and it was loop-de-loop to loop-de-loop to loop-de-loop all the way, three days in a row.

## Day 1 Getting There

To enter our first loop our Tour Maestros Bob Panero and Mike Gerdt met us at the usual south lot of the Sun Valley Mall on Tuesday, May 5, 10am M.T. (Morgan Time). We celebrated Cinco de Mayo as Dave and Cherie Sneary handed us **little Mexican Flags and we taped them to our windshield posts,**



then we romped along I-680 to cross the Benicia Bridge and got off as soon as we could at Lake Herman Rd.

From there we took a series of



lane rural roads with gracious curves all nicely banked with turnouts, and **practically no traffic except for one repaving stretch,**



be a different story. This road goes for nearly 50 miles (some of it under another name) but it lives up to its name as a Great Morgan Road indeed. Feel free to drive it sometime, but do so in pairs, wise to have a back-up "buddy" plan.



frontage roads north that got us to Cordelia and into Fairfield and north on Wooden Valley Road, we were on our way to Lake Berryessa, CA-121 east, CA-128 north into the Capell Valley then the north end of the lake to **Morgan Valley Road**. While we were driving two

Morgan Valley road is largely a single paved track, winding north, climbing and descending in a series of ridge and creek crossings that keep you on your toes, and no, your toes and tires don't get wet that much, thanks to our ongoing drought probably; if this were a normal Spring with Winter run-off it would

Every loop has a middle and we went straight to one after we came to Lower Lake, then the **town of Middleton** and our lodging at the revived 50's motor court, The Eagle and Rose. We had lunch



This was a run of spectacular cloud formations, sometime dark skies, then the bright sun poking through, then some light mist, all in an ongoing mix, all day long, over the north rim of Clear Lake to Lucerne and then onto Wilbur Springs. Nothing like top-down driving to get the Big Picture. Earlier, out of Lakeport **we lost Gary and Francine Marquis to a flat tire in their beautiful Jag 140 Coupe.** Unfortunately, their jack didn't work, **so the**

at Beulahs, great place for hearty breakfasts and burgers. Middleton has a great Old Town feel, lots of older cars and pick-ups around. Our Spring Mog group added 18 Morgans to that number for the next few days. That **evening at the motor court**, Yours Truly was presented with a complimentary bottle of "Viagra for Lismore", nuts, bolts, screws, "Take 1 of any for Mechanical Dysfunction, If dysfunction lasts more than 4 hours, go immediately to your Machinist." All this in honor of a certain machine shop in Martinez and their chief machinist who knows his way around vintage pushrod engines and does superb head rebuilds, of which some of us have benefited from. Also, new Morgan friends from Eureka arrived, Dave and Donna White in their 35th Anniversary +8, Welcome!

## Day 2 Winters Loop

The next morning our "Winters Loop" began, north then east, then south to Winters for lunch.



**Whites and Murrays came to the rescue**, and then there was a problem with the 16 inch inner tube failing in the spare, but they did get back on the road eventually, good thing they were close to Lakeport and a tire shop that stocked such things. Most of us met in Winters and had lunch at various cafes around the park. Then on the road again through the Pope Valley, past "hubcap ranch" (must drive there to see it), past the Lily Langtree Winery >



## Spring Mog continued...

and onto Bucks Canyon road back to Middleton. That night we all went to the Twin Pines Casino and an arranged prime rib dinner. It was good, it was slow, and that's alright because we had a lot to talk about, stories of this and past roads, and adventures hopping freight trains out of Chico when when some of us were younger.

## Day 3 Boonville Loop

Thursday became the "Boonville Loop" with a twist: It was "Lefty" for the first half of us, "Righty" for the other half, that is, out the Eagle and Rose driveway. One group north, one group south, we split the difference to meet in Boonville for lunch. We of the "Righties" headed over the hill (Mt. St. Helena) to the Tubbs road cut off just before Calistoga and Hwy. 128 zigging and zagging to Rt. 101 and at Cloverdale heading west again on 128. A nice, sunny drive out to the coastal hills and canyons, as we arrived at Boonville, the "lefties" were coming in from Ukiah. All of us ate at the Buckhorn, known for its venison, bison and local grass fed beef dishes. Then onto Rt. 253 to Ukiah, 101 north to Calpella and Rt. 20 and Upper Lake, back to Middleton. All in all, 180 miles of balmy top down driving by late afternoon. Then we gathered

in the motor court with chips, cheese, wine and beers for an impromptu concert from Bev and Tom Morgan, "Love Potion No. 9" wafted through the cooling evening air. A bit later, we went across the street to the recently opened and only Chinese restaurant in town. Two things stand out about this place, all the dishes on the menu are fresh and delicious (what a difference!) and the owner, a very congenial and talkative fellow who after some persuasion told us his life story. At a very young age he was orphaned and lived on the outskirts of Hong Kong, sometimes in a cave, eventually was adopted and worked his way up managing in Hong Kong restaurants. In 1980 he landed in New York, started at the bottom again, became a U.S. citizen and came out to Los Angeles and eventually to Middleton present day. Like many before him (including some of us), through purpose, hard work and the freedom to do so he has made his way on the Promise of America, best bargain in the world.

Friday morning we all departed for the barn, and except for a stop and go overheating episode with the Tollworthy +8, a wait a while for the cooldown, some H2O replenishment from a Caltrans truck and then a air cooled drive home, none of us seemed worse for wear, not even a little bit dizzy from all that loop-de-looping of the past 650 miles. **Many thanks to Bob and Mike for arranging and planning the Tour, SpringMog is always a Morgan Must adventure.**





NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!

NEW for **2014**, The **MORGAN ROADSTER '65** Maybach Himalayan Grey Metallic body/Black wings, two tone Anthracite/black leather/red piping; 340HP 3.7 Vee6 with 6 speed manual transmission

NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields

NEW **2014 MORGAN 3 WHEELER** ONE OF A KIND: S&S 2138cc engine, special exhaust, special suspension; Jaguar dark grey metallic, brown leather quilted seats, engine turned dash, leather covered steering column

LIKE NEW **MORGAN 3.7 "ROADSTER '65"** Aston Martin Racing Pale Green Metallic Pearlescent 1,246 miles

LIKE NEW **2013 MORGAN 3 WHEELER** Imola Red

NEW **2012 MORGAN 3 WHEELER** Sport Red, Full Warranty 2014 suspension upgrade

LIKE NEW **2012 MORGAN 3 WHEELER** Sport Green 1,532 miles!!!, Tan leather interior, as new at bargain pricing!

**2010 MORGAN AERO SUPERSPORTS** Choose from Zurallic Blue Metallic + Beryllium Metallic

**2005 MORGAN ROADSTER** Pozzi Blue

**2003 MORGAN PLUS 8** 35TH ANNIVERSARY EDITION, Dark Red Cherry Metallic

**1983 MORGAN PLUS 4** Aluminum bodied

**1964 MORGAN PLUS 4** **FOUR SEATER**, Ivory

**1955 MORGAN PLUS 4** **FOUR PASSENGER DROPHEAD COUPE** 2 Tone Blue

**1952 MORGAN PLUS 4** **FAMOUS RACECAR** "Butterscotch"

**1934 MORGAN 3 WHEELER** //Big Price Reduction



[WWW.MORGANWEST.NET](http://WWW.MORGANWEST.NET)



[WWW.ALLARDWEST.COM](http://WWW.ALLARDWEST.COM)

[WWW.PERANAWEST.COM](http://WWW.PERANAWEST.COM)

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# British Extravaganza at Buttonwillow

April 24-26, 2015 • Comments by Donna D, Photos by Larry Ayers

Well, California is in a drought, but you wouldn't have guessed it Saturday morning as the rain dripped down, turning the paddocks into slippery, gooey mud, and slicking the track. A few intrepid drivers, mostly with larger, more rain-tolerant tires, ventured onto the track for their sessions.

Well, they paid for the time, so why not?!

It wasn't a very good weekend (or following week) for Larry having technical problems with a wheel, but there were other good Morgan racers to watch when the sky cleared later Saturday afternoon and Sunday was pretty nice.



*Randy Wilson and Michael Pladsen*



*Dale Barry braves the elements in a 1934 F model.*



*The track was a little grubby and slick, although the track workers worked to keep it safe..*

*John Miller's 1950s flat rad ran with the PreWar group, and with the attrition by technical difficulties of several fast older cars, John ended up being first to the finish.*



## Homebuilt 1965 +4 fourseater

**Viggo Riddersholm, owner**

Viggo is a long time member of our club and custodian of one of the nicest +4s in our fleet. He has driven it on many a run for more than 25 years, been to MogWest several times and shown it at the Hillsborough and Palo Alto Concours for Best in Class over the years.

He bought it as a "basket case" in 1987, stored in an Oakland warehouse with other junk cars. It was badly neglected, not drivable but mostly complete, and it had never been in an accident. The frame and bodywork

were rusted and rotted, the interior was a shambles but surprisingly the power train, engine, gearbox and rearend along with most of the suspension components were in good shape.

Back in the day when it was still possible to order a new replacement frame from the factory stamped with the original number, he did so. Meantime in his home garage he pulled the engine and gearbox, and stripped the old frame of the cross head, front axles/suspension and the rear differential and springs, steering, pedal set, anything still useable. Viggo had just retired from United Air Lines as a machinist, he wanted to "keep my hands busy", so he put

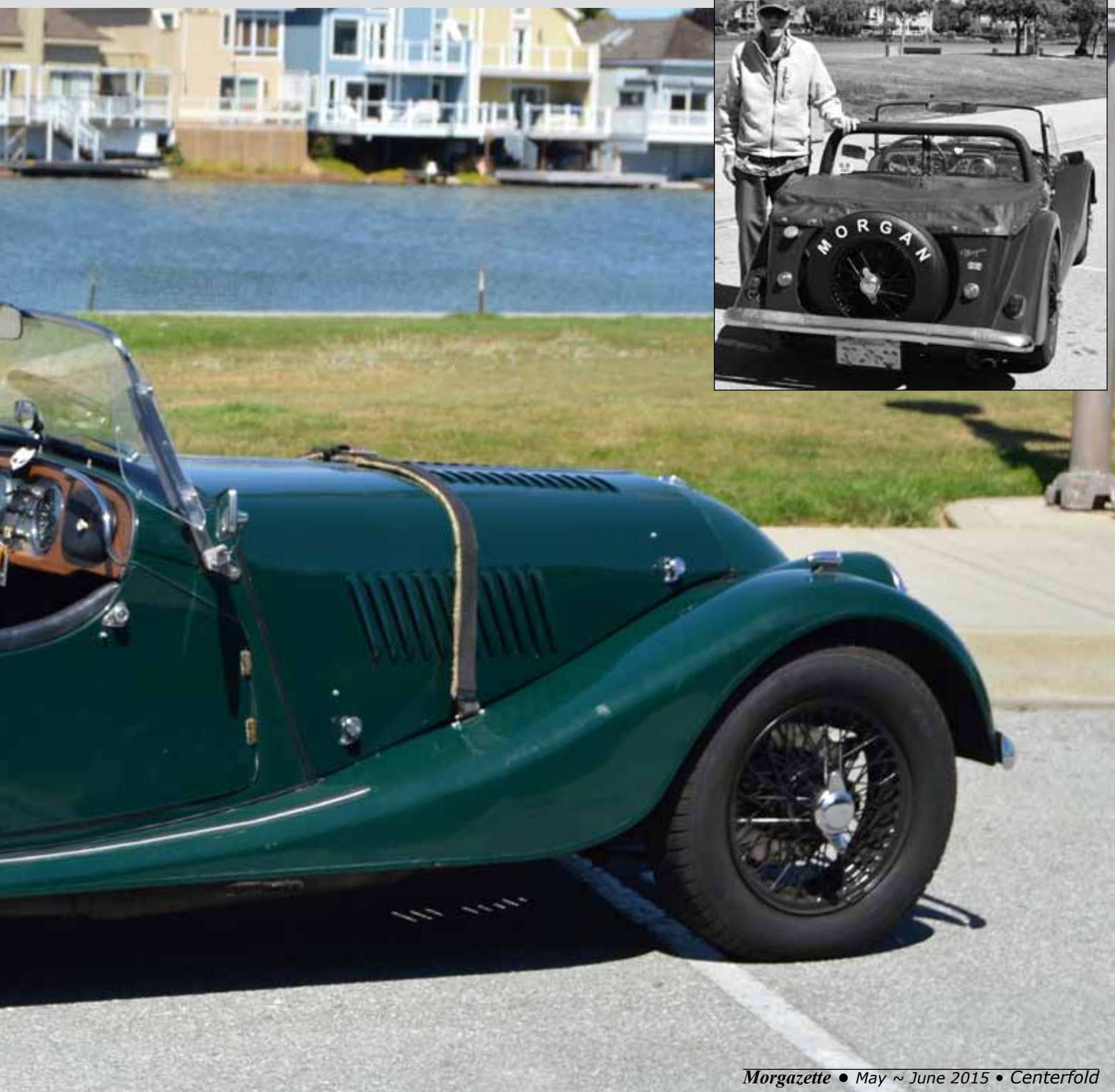


his skills and experience to the work of refurbishing springs, engine mounts, wheel hubs, shackles, inner valences, body scuttle, most of what hangs on a Morgan frame. Likewise, he ordered body tub pieces and rebuilt rotted sections like the bottom sill and rear wheel arches. Then he took on the sheet metal replacement for some of the tub, reskinned the doors. He sourced all that locally. He hammered out dents in all the wings, bonnet, and the scuttle metal. He worked out an arrangement with a local community college vocational auto body shop, and all the those pieces went there for prep and paint, the BRG you see today in the photos.

The new frame arrived and he built the "roller". Then he

landed the cleaned up drivetrain, and mounted the body tub. He out sourced the upholstery, rebuilt the dash and instrumentation, rewired the car with a new harness, and finally, installed the wings, bonnet and cowl. He finished the car in mid-1989, and aside from a valve job a couple of years ago, he has had 35,000 trouble free miles of Morgan driving ever since.

Though he does not drive long distances anymore, Viggo does get out to Half Moon Bay and Skyline Drive now and then. He loves driving his homebuilt Morgan with the wind in his hair. By the Way, he, his hair, the wind and the +4 are "original".



# Follow Me ~ Deja Vu All Over Again

Story by Gordon • Photos by Gordon Craig and Larry Ayers

We liked so much last year's coastal Marin drive we mostly did it all over again!

**Bob and Thorley Murray hosted us again this year for a leisurely mid-morning get together at their Corte Madera abode.**

Numerous usual suspects assembled in half-again as many Morgans, we mingled, we had some nice goodies like quiche lorraine and scones, and then along came.....The Liberty Ace!

Glenn, the owner/driver, owns one of the 12 precursors to what would become the Morgan 3 Wheeler. His Ace was built in 2010, has a REALLY thumping loud Harley V-twin, a Miata 5 speed, and an offset shaft drive to the rear wheel. It has smaller 16" wire wheels than an M3W and sits lower to the ground. It has R&P steering in front of the engine instead of behind it, and wish-bone

suspension. It also has a lot more detail items to it, like Brooklands windscreens instead of plexi pop-ups, vented cowl accents, and metal bolt catch holdowns, wing mirrors with bracketry. The dash is metal turned. It has a Flying Wing on the radiator cap, instead of nothing. And, as we ambled along Hwy. 1 past the Pelican Inn, we found out it is a seriously quick 3W, especially to pass a tourist slow-burner who just would not pull over with a line of us behind him.

The Liberty ACE was conceived by a former Boeing engineer, Pete Larsen, and custom hand built by him in Seattle in the late 2000s. MMC got wind of what he was doing, and made him an offer he couldn't refuse: Cease building one-offs, we pay you to do this, and get a percentage of the profits of every sale of our 3W---curiously, he was quite happy to take the deal. Of course, changes were made in the M3W, and he now has a M3W dealership, too.

We did follow mostly the northerly route of yesteryear, taking a loop near but not to the no-name town of Bolinas. After all, there is no sign pointing the way, they just keep disappearing for some reason:) Further north we went inland to Nicasio and had lunch at Rancho Nicasio, and parted ways after a nice weekday afternoon of Morgan driving on roads that are choked with traffic on weekends and holidays, I mean, who would dream of going to Stinson Beach on a weekend! (Surprise encounter with Steve Kellerman who just happened to finish bike-riding at the Rancho Nicasio when we got there and so joined us for a late lunch.)





Stinson was where we lost Mel and Lorraine in their +8, he had stopped, we drove by with quizzical looks, he waved us on, so we thought he was ok, but he picks up the story of his day in the sidebar.

To Bob & Thorley Murray

Thank you for organizing such a nice drive this past Wednesday. As you might know my clutch went out so we could not finish the drive. We got as far as San Rafael before we hit all the stop lights. With no clutch we had no choice but to stop and call 3A's. The problem was that our towing only included 4 miles. As luck would have it a very nice man stopped to help. He had owned a Morgan many years ago. He offered the use of his garage in Greenbrae which was a big help.

When I got home after renting a car I called 3A's and upgraded my membership to include 100 miles for towing and had it towed on Monday. Following are pictures of my car going on the tow truck.



Peculiar things happen to Morgan people, it is just part of the rites of owning one, and even a former Morgan owner will stop to help. Thank you, masked man.

And Thank You Bob & Thorley, lets do it again, just like last year! (well, without the breakdown bit...)

Mel



# The Annual All British Show

May 17, 2015 • Story & Photos by Larry Ayers

**The British are coming...**  
the British are coming.

The Annual All-British Motoring Show and Swap Meet commenced at the Dixon Fairgrounds on 17 May 2015. A multitude of British marks displayed on the turf with Morgans well represented. Five were listed in the official program: Jim Nickerson '61 4/4; Elsa & Paul Kennedy '65 4/4; Tom & Paula McEvilly '66 +4; Philip & Elaine Fisher '92 +8, and Larry Ayers '13 5-speed trike.

Late arrivals were Don Henry '62 +4 and Mike Murphy '62 +4.

**Rod Miller, with his beautiful '58 +4 DHC** was in the Winner's Circle competing with last year's first place winners in their respective classes. Rod didn't display his windscreen placard so votes for his car went un-tabulated. One spectator was heard to say, "This is the nicest car in the line-up."

Visitors throughout the day were Lynn Powell who drove his Morgan but did not enter the

show. Paul and Mary Lukes drove their Morgan and were in the swap meet area selling items. Paul Marchant, Jim Halton, Dick and Judy Scardamaglia, Ron Robin, Michael Preovolos (my trike passenger), Jim and Lyn Hilton, Michael Anthony, and Deanne and Gary Balzar were among those visiting the grounds to "kick" tires and admire their favorites. My apologies if I overlooked any others present.

**Today was also Phil Fisher's happy 72nd birthday, and Elaine brought a chocolate cake to help celebrate the event.** It seems she is also a chocoholic as are some of the others of us Morgan tribe.

Entrants in the show voted by ballot for their favorites in class and the winners were announced around 1:30 with **Jim Nickerson garnering 1st, Larry Ayers 2nd, and the Fishers 3rd in the Morgan class.**

This was another successful all-British gathering and the weather remained overcast and cool throughout the day, a delight for spectators and owner's alike. If you missed the show this year, we hope to see you there next time providing the meet doesn't conflict with the Sonoma Motorsports Festival on the same date that has been the case in the past.

Keep on Morganing and we hope to see you at Sears Point for the Sonoma Motorsports Festival on 29-31 May.





**PS** from Donna: Late Wednesday afternoon, the doorbell rang and there was the mailman with a fairly heavy package for Larry. He was surprised to see it, since he was not expecting anything. From the other room I heard him exclaim, "Wow, this is pretty cool!"

Having left Dixon after the Morgans were awarded, he had not been present for the Judges' awards.... so they mailed one to him — the **Judges' First Place**, equivalent of Best of Show! Totally unexpected, but Wow!

Larry's "selfie" with the trike and award



## Paul Lukes' Dixon Adventure

Gordon My family lived in Dixon in the late 1800s, so it was a good opportunity to visit, although my only relatives are in the cemetery now, and the flour mill they operated is long gone. There is a bar in town called Luke's Lounge, but no connection.

The Morgan (1955 +4 fourseater) performed well up and back with a lighter load going home thanks to a successful day flogging lots of "stuff."

We stayed over night Saturday and drove out to the Jepson Prairie Reserve on our way in. Turns out the Reserve looks better online. Off a washboard, gravel road at 113, the weeds were knee deep for the self-guided tours, so we never got out to explore.

Morgan suspension being what it is, I lost one bonnet knob that apparently vibrated off. Otherwise, mechanically uneventful, and we made good time both directions, missing the usual backups on 80 and 680 into San Jose.

With my riches from the sale, I have a new Brooklands steering thanks to a day spent well.

Cheers, Paul



# Sonoma Histories • SVRA Festival

Story by Gordon, with additional notes from Donna Dell'Ario and Brian Howlett

Photos by Gordon, Larry Ayers, others as noted

The 2015 version of this event was unhappily marred by a serious accident of one of our own vintage Morgan racers, Dale Barry. During the Group 1 practice Friday afternoon in his newly restored 1934 F2 prototype 3W BGO 8, Dale somehow took Turn 11 too wide and crashed into the outside K rail, rolled up on it all wheels in the air, the higher secondary wall caught the car and it rebounded back down on the track in a heap of tearing sheet alloy and wood bracing. At this writing he has undergone surgery for a C2 vertebrae injury and the prognosis is very good. He is back home in southern California by now, resting and healing from a very close call. He also has bruised and cracked ribs, assorted abrasive injuries, and is in a immobilizing head brace. It is a miracle he is alive, as he wrote later to me, "No roll bar, no Dale... I am a witness of the seriousness of our sport and the need for a roll bar in any race car that can be so altered - even if it does not go with the period."

Word spread quickly through the vintage racing community. Morgan and other racers offered support to Dale and his wife Karen, herself a Formula Jr BMC-Huffaker Special driver. Long time pre-war racing partners Larry Ayers and Donna Dell'Ario (both of whom witnessed firsthand the accident on track and at Turn 11) tended immediately to Dale with the ambulance and recovery crews. Later, Larry organized the recovery effort of BGO 8 among fellow Morgan and vintage racers. Everyone helped to repack the two race cars into the trailer and secure it until it could be dealt with at a later date. Words of comfort and good will came from drivers and racetrack officials across the spectrum, from the Grand National stock cars, IMSA GT, Historic Can-Am and Trans-Am cars, anyone who has a wheel in the Vintage race community. Everyone knows what can happen and they are always there for you. Track Marshall Rob Squires (stationed at Turn 11) quietly conferred with Karen about the accident.



*Karen's Formula Jr., Dale's BGO8, Larry's Red, ready to race Friday noon.*



*Karen confers with Rob Squires*



*BGO8 after accident*

I attended the early Saturday morning briefing of the Sonoma Raceway track crews, EMT and safety vehicle personnel. They were reviewing their protocols and the timing of their procedures in securing the accident site, black flagging the race and tending to Dale immediately. He was quickly and safely transported to Queen of the Valley Hospital in Napa and here they were the next day reviewing if there was anything else they possibly could have done better, or quicker. True professionals responding to the call. Sponsorship of this Sonoma Histories was the first SVRA (Sportscar Vintage Racing Association) event partnered with Steve Earle and General Racing. SVRA is headed by Tony Parella (himself a pre-war and vintage Corvette racer) and the combined handling of this accident and safety stewardship throughout the weekend by Sonoma Raceway, General Racing and SVRA was exemplary. Going forward, SVRA is a rapidly growing and expanding national network of vintage racing events, see [www.svra.com](http://www.svra.com).

Though this accident was on everyone's mind, nonetheless the races went on with some very spirited driving over the qualifying sessions and finals Saturday and Sunday. However, Morgan racers throughout the groups did not fare all that well. In Group 3 (1955-62 Production & GT cars) Tom Morgan had a down cylinder in his just rebuilt 4/4 engine that kept him from winding above 4000 rpm and any chance of a top ten finish. SoCal member Michael Patlin in his +4 and a Porsche Abarth were aggressively vying for 3rd in the Sunday Final when both were blackflagged at turn 6 for a fender scrape under adamant SVRA "no touch racing" rules. Ron Carrico in his 1966 +4 SS and Mark Pladson in 1964 4/4 had undisclosed performance problems all weekend and both lagged behind in the Group 9 Final (1962-72 Production & GT Cars under 2000 cc) by Sunday.

But Brian Howlett had his #111 +4 in the top 3 on Saturday Qualification Group 3, winning pole position



*Morgan row of pits*



*Brian Howlett earned the pole position in the Qualifying Race and then kept the lead in the Final; [R] Greg Powell helps Tom Morgan; [Below] Ron Carrico and Mark Pladsen dice in their final race.*



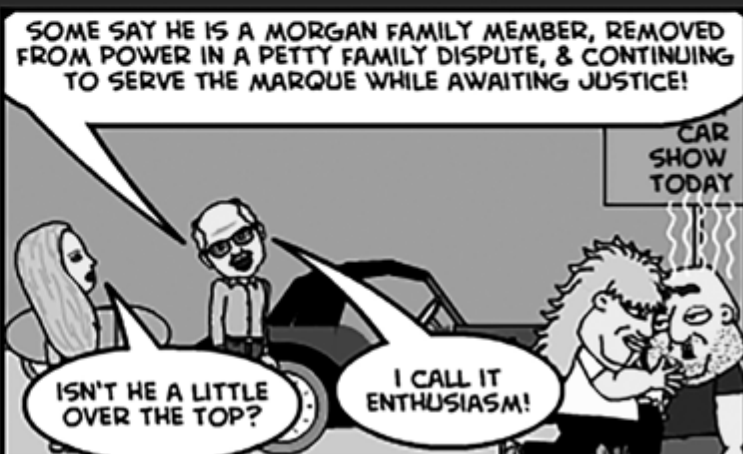
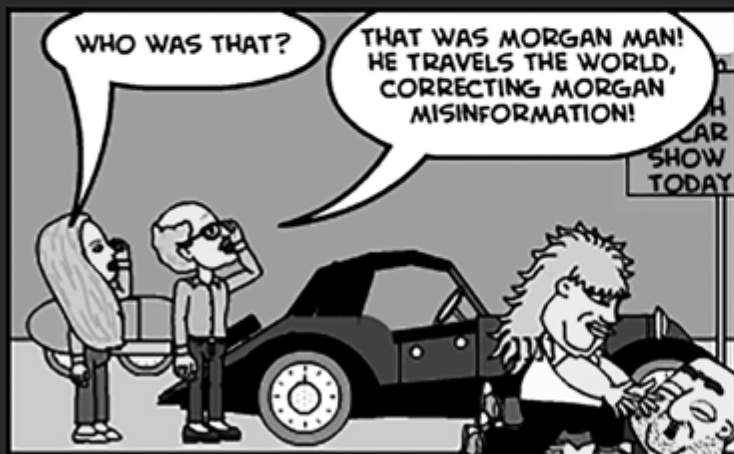
*Larry rounds the treacherous Turn 11  
Photo by Christine Rotolo Stevenson*



*Tom on course.*

(fastest lap time) for the Group 3 Final, which he then won convincingly right out of the hole and took the lead for the entire 15 laps Sunday. Larry Ayers in the "Red Johnnie" 1930 Brooklands championship 3W found his usual niche leading the WW1 era Nationals (3), Packard, and Sturtivant-Auburn in Group 1 (Pre-41 Sport & Touring/1925-41 Racing Cars) but way behind the mid-30s Alfas, LaGondas, Maseratis, and ERA racing cars all of which are capable of 70+ mph lap times. In fact, watching this combined group is like a timeline of automotive technology stretched out over the track, sometime in the mid-20s metallurgy, refinements in engine and gearbox design and engineering advanced five-fold to the power, handling and sophistication of the 1930s racing cars, and it is right there on the track in front of you.

Finally, NorCal Morgan clubmember Jeff Abramson fielded a Ferrari Mondial and Shelby Ford GT 350 in Group 2 and 6 respectively. He won the Group 2 trophy for performance and presentation in the Ferrari. Congratulations to Jeff and to Brian for their victories, and most especially to Dale and Karen Barry for the Best Victory of All.



# KNP 5: The Oldest Racing +4 Flatrad DHC

Notes and photos by Dennis Glavis, MorganWest

Dennis is always on the lookout for unique and noteworthy Morgans. This 1951 +4 Flatrad DHC has a storied history, and fortunately is painstakingly restored and brought back for many more miles, editor.)



## The History of KNP5

The 1952 Morgan Plus 4 Flat Radiator Drophead Coupe, chassis P2216 has the most extensive race history of any Morgan Drophead Coupe ever. From 1952-56 it competed in 29 events including the Prescott Hill Climb, Shelsley Walsh Hill Climb, the Exeter Trial, Land's End Trial, RAC International 6 Hour event, Silverstone 6 Hour and several others as a Morgan Factory Team Car in many of the events and was awarded First and Second Class awards, Morgan Team First Prizes, several Second and Third places. It was owned and piloted primarily by John Moore, later by Peter Reece, another famous Morgan racer. John Moore had previously had the Morgan Factory "modernize" the car in 1955 to the new TR2 engine and curved cowl front end. It was recently fully restored to it's original Vanguard engine and Flat Radiator body work by Tim Cree who purchased it in 1972 and completed the restoration in 2005, with little use since then until my purchase of it from Tim in early 2014. It recently took Best in Class in the Drophead Class at MogWest, Cambria, the Western National Morgan Meet.

Morgan Racing Historian Jake Alderson has over 45 pages of mention of the car's racing history as well as numerous photos in his books, "Morgan Sports Cars, The Early Years" and, "Morgan Sports Cars, The Heritage Years".



*Restored.  
At La Jolla  
Concours*



# Southern Comfort • MogSouth 40<sup>th</sup> Anniversary

Photos and story by Tcherek Kamstra



## A Celebration of Badges at the Concours & Lifetime Achievement Honors for Bill Fink

When I got off the plane from England, (where I had just spent a week launching the Morgans of Hawaii badge at the MMC with Hermen Pol) I figured that I would be homebound for months to come. After all, my previous trip to Malvern was 10 years prior! Therefore when my stepdad received an e-mail asking him to step in for Steve Morris as the Honored Guest at MogSouth's 40th Anniversary meet, I focused on convincing him to attend. It took some prodding - among the Honored Guest's duties were judging the Concours event and making a speech at the Banquet Dinner. Uh oh, I thought. The speech will be a deal breaker. But when I booked Bill's flight and printed the ticket without delay, he relented and agreed to make the trip.

I was very pleased that Bill would be able to reconnect with some MogSouth members, as so many of them are aware of my dad's contributions to Morgan cars in the States, and still own Morgans purchased from Isis back in the day. With no new traditional Morgans coming our way any time soon, the event would be a good way to lift the spirits and have some Morgan related fun. And it did sound like fun. South Carolina in the spring. Magnolias in bloom, sweet tea on ice, Morgans everywhere... wait a sec, what about me? I wanted to smell the magnolias! I wanted to drink sweet tea! I had never been to South Carolina and surely someone should be there to share in the festivities and cheer when Bill made his speech. So I quickly booked a second ticket and concentrated on coming up with any excuse to justify tagging along with him so

soon after my UK trip. I decided I could spread the word about my badge designing ventures with Hermen Pol (never mind that this was easily achieved with a smart phone from my office) and call it a business trip. Then it dawned on me to have a secondary Concours for the badges themselves. I could offer some of my own designs as prizes, and include the event in an article I was writing on the process and history of badge making. There! With business trip facade in place, I could focus on choosing what to wear when sipping mint juleps.

Meanwhile, Hermen was so taken with the idea of a Badge Concours that he volunteered to donate some badges to use as prizes. This was becoming a joint effort as we came up with various categories on which to base the awards, and so Morgan Car Badges became the "sponsor" the surprise contest, with certificates for the winners and badges all the way from Holland to add to the offerings. With permission from the MogSouth coordinators granted for my mini-event within their event, Bill and I set off for Aiken, South Carolina. But first North Carolina - thanks to my lightning fast flight booking skills.

The Concours was held on what seemed to be a movie set out of a Tennessee Williams play. The hospitality was on cue. Everyone was friendly and warm and this was despite my home made (home-grown?) T shirt which could have been a political statement, but instead garnered requests for purchasing the shirt - even Bill wore one to my surprise! I examined the badges with the aid of the knowledgeable Ed Zielinski. I could not have recruited a better co-judge, as he assisted me in determining which badges met criteria (such as oldest badge) and which badges featured other, non-aesthetic attributes out of my area of expertise.

I grew up in what I feel to be the most beautiful place in the world. Still, I have to confess something. That part of the country is absolutely gorgeous - I mean really, it took my breath away. I was awestruck by the beauty of South Carolina. The weather cooperated and I fell in love with Aiken. Joe Speetjens gave me a lift after the Concours in his +8+ and it was glorious to drive through that area in a Morgan with the top down. The Banquet Dinner was graced with a full moon at least triple the size



*Bill taking a break from the arduous judging duties.*

*Bill showed up at the Concours wearing the T shirt I made as a tongue-in-cheek statement.*



necessary and I was so proud that the club selected 3 Pickersleigh Road badges (my very first badge design for Hermen Pol) to give out as prizes at their first Awards banquet. (Thank you Hermen for contributing badges to this worthy event!) Bill gave a speech at long last. Sitting with the Ecklers, who had graciously dined with us the previous evening (and even more graciously assisted in locating my rental car) I was misty eyed as Bill related some facts about his friendship with Maurice Owen and also Peter Morgan. I know he misses both of these friends immensely. It must be difficult to soldier on without their support, but looking around the room, I saw how much respect was being paid to my stepdad who has devoted his life to the Morgan cause - and the standing ovation he received was the perfect ending to the balmy southern night. Thank you all who attended, especially Mark Braunstein and Randy Johnson, for choosing my hero as your Honored Guest. I think Bill would agree the honor was ours.



*If you are going to sport a single badge, make it mean something. Your club/region/event rules! 'Nuff said.*



*A Jim Baker badge positioned assymmetrically on trike implies an individualist, tastes lean towards an understated display of only the highest caliber ornamentation.*



*Double clubbing. When doing so, make one your true blue local club. The second badge should be of secondary allegiance while also being incredibly awesome. This yellow 4 seater won the award for best badges on a 4-seater (as well as oldest badge at the meet.)*



*No lurkers here! Flanked by multiple affiliations, the social butterfly of badges - the eMog grille brings people together.*



*We all miss eMog. Add two points if you are the first owner of your emog badge. Add 5 if you did not have to pay for it. (Like me!) Add 5 points if the badge is in a box signed to you by the moderators (yesss!) Subtract 50 if it's in a drawer. (darn!)*



*Whimsically off center yet color coordination is spot on. A do!*



*[L] Winner of Jealous Judge award (aka Judge's Choice)*

*[R] Clever placement. Badge enthusiasm should not hamper air flow.*





## Correspondence

Gordon Craig, Editor

Odds & Sods -- May, 2015

Just one Odd this time, but what a Sod!

Hear Ye! Hear Ye! I just received a Great Little Book, "Auld Morgan Automobile Parts Lists Reference", compiled and edited by Bob Bowie in Maine.

This is a delightful Morgan labor of love for those of us smitten with the Traditional Morgans, driving them, care and feeding thereof. Leafing through it is a joy as it cross references parts and obscure ephemera about +4s and 4/4s of yesteryear, early +8s, too.

This little tome is required reading for the original facts about how the cars were built bolt by nut and in aggregate afford you the tools and arcane knowledge to keep these cranky little cars running.

Hats Off to Bob Bowie, fellow Morganeer in Maine, who has self published this wonderful little book.

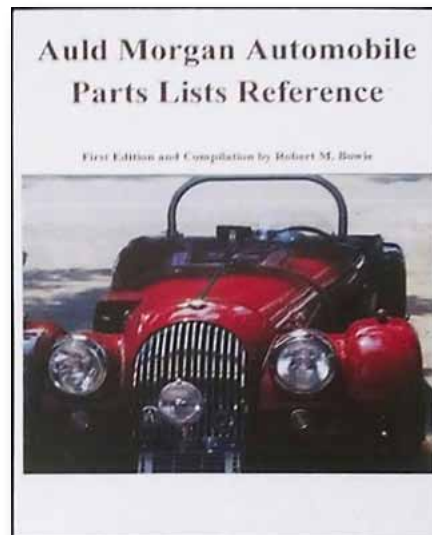
**Here is how to contact him, first on Facebook:**

<https://www.facebook.com/pages/Auld-Morgan-Automobile-Parts-Lists/931509110201629?ref=ts>

**You can also send a check direct for \$24.17 USD to**

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### **Morgan Club Mystery Couple: Who are they?**

Bob Panero writes: "Who is this charming couple? Both club members... Picture taken when they

were much younger but actually look better now than they did then...

**This one was SO MYSTERIOUS nearly no one answered!:(~)**

Maggi and moi thought it was one long time Morgan couple ---- WRONG --- But the correct answer came from John Burks ----

**The Mystery Couple are Carol Pitman & Grant Larsen at their Berkeley High School Prom, circa mid-60s, Ta-Dah!**

### **Activities Report** continued from page 3

will continue to join us for future events. Thank you Paneros, for Spring Mog, and welcome Dave and Donna! Finally, the Sonoma Historic Races are over for another year. Our own Gordon Craig has prepared the article here describing Morgan participation. Coming up for June and July and more great events. On June 13th Mike Anthony has arranged a guided tour of a significant automobile collection in Carson City, NV. This should make a wonderful weekend Morgan tour from the Bay Area over the Sierras to Carson City. A 10AM meeting place on Friday June 12th, in Fremont, has been chosen to begin this weekend. Later at, NOON, you can meet us in "The Heart of the Mother Lode." See the enclosed flyer for all the details of the tour, and the drive.

Thursday June 25th is the Pirate and Sea Shanty night at Quinns Lighthouse - 1951 Embarcadero in Oakland. Last year's party was a great success. Come and join the fun. Eat and chat at 6:30, Songs and Music at 8. Questions? Call Don Henry (415) 987-8338. 17-19 July is MogWest, the joint Morgan gathering on California's central coast. Put it on your calendar - the registration and regalia forms are in this issue. New members and old will have plenty of activities to fill the weekend from end to end. Plan to come and meet new friends and greet old friends.

Keep your Morgan on the road and join in with Morgan friends. Looking forward to seeing you at these Morgan activities, Jim

bring on the curves

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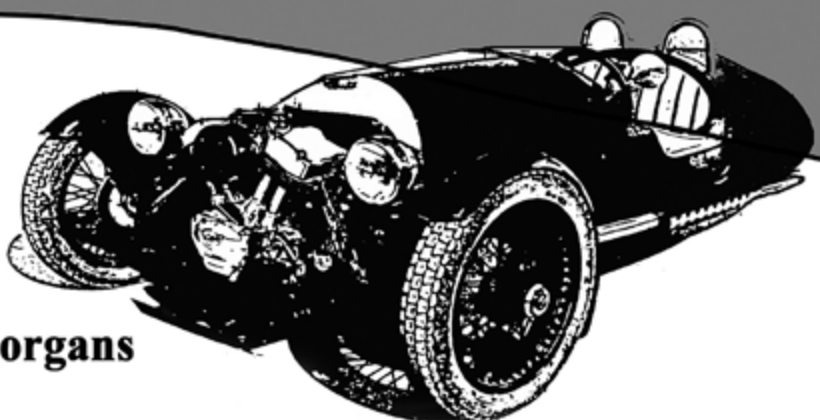
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