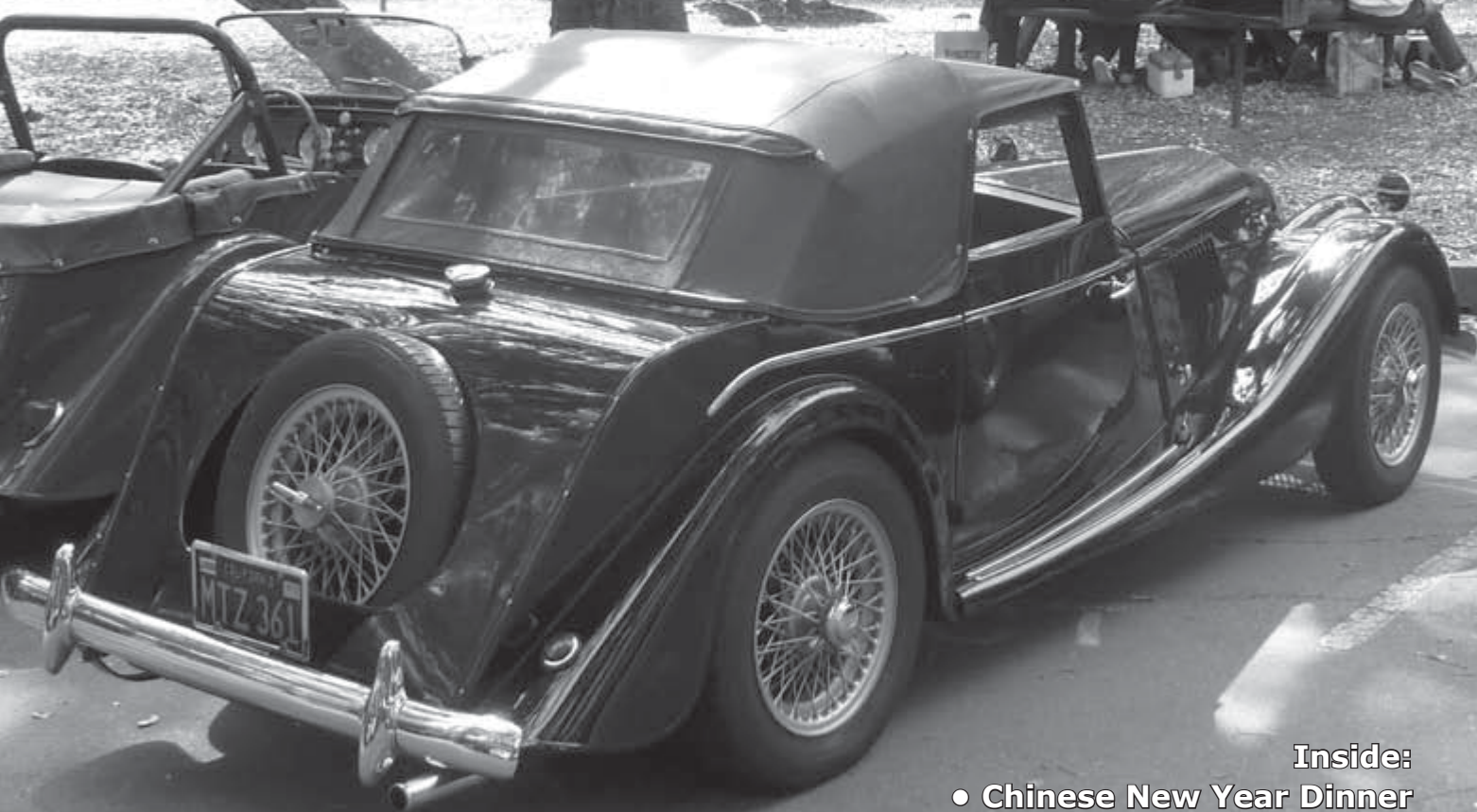


March • April 2013



Inside:

- Chinese New Year Dinner
- Art Academy Car Collection Tour
- TOK versus TRS
- and more. . .



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



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2013

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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:

- **May 27** for May-June • **July 26** for July-August
- **September 30** for Sept-Oct issue
- **November 29** for Nov-Dec, **Dec 9** for Holiday party photos.

Classified ads placed by members will run one time.

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

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

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

Welcome New Members

J. Kelly Monaghan & Marilyn Voelke
55 Roan Place, Woodside, 94062
650/851-5308; work 408/265-2950
Kelly@mccpa.net
'67 white +4

Fawn & Dean Jackson
14 Don Gabriel Way, Orinda, 94563
925/528-9334; cell 925/528-9177

Anders Otto
1117-A Kottinger Drive, Pleasanton, 94566
214/649-7564
anders.otto@ericsson.com
1968 black 4/4

Cover Photo: *Spring beckons with the promise of nice drives and picnics. Several Springs ago, Marj Naughton's DHC was photographed on a Mine & Wine Tour by Larry Ayers.*

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



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

April

FLYER *27th SATURDAY • Niello Concours de Elegance and More, State Capitol, Sacramento, Contact - Morgan Staines.

27th-28th SATURDAY-SUNDAY- Pacific Coast Dream Machines, Half Moon Bay, 10a-4p.

May

3rd-5th FRIDAY- SUNDAY • Buttonwillow British Extravaganza, Buttonwillow Raceway. Contact - Larry Ayers.

FLYER *8th WEDNESDAY • Follow Me Tour, Marin County, Contact - Bob Murray

17th-18th-19th FRIDAY-SATURDAY-SUNDAY • Sonoma Historic Motor Sports Festival, Sonoma Raceway. Contact - Elaine Fisher

19th SUNDAY • Annual All British Motorcar & Motorcycle Show and Swap Meet- Dixon Fairgrounds. Contact - Rod Miller

June

7th-9th FRIDAY-SUNDAY • MOG 43 MCCDC - Mimslyn Hotel in Luray, Virginia. Contact Louis DeCamp.

***9th SUNDAY • Mine and Wine Tour**, Atherton, Contacts - Hamiltons/Larsons.

6th-9th THURSDAY/SUNDAY • Danish Morgan Club 40th Anniversary Weekend, Denmark.

July

13th SATURDAY • Discover Morgan Hill Road Rally & Poker Run, Morgan Hill, Contact - See web site

FLYER *19th-21st FRIDAY-SUNDAY • MOG WEST, Cambria. Contact Audrey Haines.

August

TBD • DOG MOG, Contact Michael Rubin.

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

16th-18th- FRIDAY/SUNDAY • Rolex Monterey Sports Reunion (Races), Laguna Seca.

18th SUNDAY • Pebble Beach Concours de Elegance, Carmel. Contact - Web site.

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

September

27th-28th-29th-SATURDAY • Ironstone Vineyards Concours de Elegance, Murphys, & Ebbetts pass run - Contact tbd

October

***7th-10th – MONDAY-THURSDAY • FLOG MOG tour.** Contacts - John Burks and Dave Sneary.

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

November

***9th or 10th SATURDAY OR SUNDAY (TBD) • Gobble Wobble Tour**, Contact Gordon Craig.

December

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

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

January 2014

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

***TBD • Planning Meeting & Potluck**, Place & Contact tbd

Old Business



Barely in town for the day, Stewart Slipiec and Doris McKnight found time to join Donna Dell'Ario and Larry Ayers at a Starbucks in Napa to receive Stewart's **2012 Morgazette Photo Contributor award**: a poster of the Morgazette cover that featured his car (March-April 2012). He was not in town for the presentation during the Holiday Dinner in December.

While Stewart and Doris will remain MSCNC members, they were in the process of moving to live just above the border from Detroit in Canada. New address is in the Roster.

Even though the poster photo was taken on a rainy day run, he says it will remind him of why they want to return eventually to California – and meantime, possibly join us at a MogWest.



*The Photographer's award is a framed 16x20" poster of one of the covers during the year.
Who's next?*

Our Joyce • "Celebrate Today!" Special Composition Unveiled...

Joyce Johnson Hamilton, long time (31 years!) conductor of the Diablo Valley Symphony (DVS) and now retired, was called back this past Sunday, March 24, to unveil her latest work. She was commissioned to compose a celebratory piece on the occasion of the DVS 50th Anniversary Year. And she came through like fireworks, brilliant!

In fact, "...the first thing that came to my mind was fireworks," she says. "...The opening of my overture is a panoply of musical fireworks, (base booms and snare drum rattles, then) the harp leads the transition to a stirring melody in the strings that builds to include the full orchestra." Many instruments are featured in spirited passages, "...piccolos open the allegro section. Woodwinds and strings join in the merriment. The full brass section interrupts with a brash reminder of its own importance. All these elements....are telescoped into a



brilliant conclusion."

All of us in the audience were stunned and delighted as her successor conductor, Matilda Hofman, drove home the overture in rousing crescendo. Then Hofman continued the program with Sibelius "Concerto in D Minor," with a wonderful, inspired lead violin by young artist Yu Gong, a Polka interlude led by "Guest Conductor" Mayor Cindy Silva of Walnut Creek, and lastly

Joyce autographs a young fan's program.



Joyce, accompanied by son, Colin, holds a bouquet from the orchestra and an award from the City of Walnut Creek.

Schuman's "Symphony No. 1 in B-flat Major ("Spring").

Joyce's family and some Morgan folk were on hand to wish her well: Grant & Angie Larson, Bob & Chris Panero, Gordon & Maggi Craig, Larry Ayers & Donna D. They were in good company. Congratulations, Joyce, and the DVS 50th!

NOTE: The next day was a celebration of Doug Hamilton's work on the Devil's Slide tunnels!



Presidential Points

By Morgan Staines, President

Morgans Dominate Car Show

President Advocates Full-Scale Invasion

We are hopelessly outnumbered. If every Morgan ever made were still on the road and in the USA, we would account for less than one-tenth of one percent of all the cars in the American colonies. But, underestimate our spirit at your own peril. At a recent incident in Sacramento, California, Morgans were present in numbers 300 times their prevalence in the population at large. The Morgan force amounted to a full 40% of the European marques represented on the tarmac, with twice as many vehicles as any other continental label. OK, there were two of us, Jim Nickerson and me.

The scene was El Camino High School, a scant two blocks from our own presidential palazzo, where your humble servant entered a car show – a fundraiser for the student government (Governor Brown, are you listening?). And with 60 cars, donated raffle prizes, nice trophies and a local food truck, this was a huge success for a first-time event. My point? Amid the ubiquitous Mustangs and all the other domestics, two Morgans stood out like shiny coins on a dusty playground. Even my weathered '59 Plus Four, which carries a fine patina of documented Malvern dust, had its admirers. Jim Nickerson's '61 4/4, on the other hand, really does shine, inside and out. He swears he drives it, but it's clean enough to be a trailer queen. Our two Moggies attracted more than their share of attention, including a handful of actual conversations with actual young people!

So, dear friends, if we are to share the Morgan experience with a new generation, I say we must not limit ourselves to sequestered moments at Morgan events and convocations of kindred loyalists. Do those events, of course. We need that camaraderie and encouragement, but know that you're carrying coals to Newcastle to some extent. If we are to maintain our rightful place on the throne of the automotive kingdom, we must take on the upstart American Iron! Enter your Morgan in local car shows like the one Jim and I took over, and others where your unique car will be . . . unique. Bring a fellow Morganeer along or go alone if you must, but go! Find the Cruise Nights in your area and enjoy the glances of the curious and the jealous alike. If your Mog has a foldable windscreen, by all means put it down and have the carhop serve your burger, fries and shake there – no awkward tray hanging on the door. Don't be afraid to

stand out!

Thanks to Jim for capturing some press coverage for us. Sweet Lou Gallagher, a local radio car-jock, included a report from the scene on his podcast, available at <http://921khits.com/podcasts/k-hits-garage> (3/23, Year 5, Week 18).

Our next maneuver is an assault on the State Capitol itself! Look for the flyer in this issue (and by email) for your marching orders.

See you on the road!



Flash Mog

Twenty-five Morgan drivers are now on the FLASH MOG email list. If you are interested in being notified of primarily spontaneous 1-3 day back country road drives in your Morgan (or other spontaneous events as some have inquired), sign up with Elaine Fisher at togetelaine@gmail.com. She will NOT organize the FLASH MOG.

Then ANY OF YOU on the email list organize a FLASH MOG. It's easy to do.

The weather is predicted to be beautiful for the next 5 days.

- 1) Decide a place you have always wanted to go that includes back road driving. Determine where to start. Check the map for your route.
- 2) Determine how many days you have to do it and when/where you will start.
- 3) Search internet for a couple of motels at your destination. Call and see if they have rooms available.
- 4) Forward the email list you have for the FLASH MOGGERS with information.
- 5) Flash Moggers will email you back – Yes or No. They will make their own motel reservations or "take a chance" on finding somewhere to stay.
- 6) Meet at the designated place, or not, with your own map of the proposed route.
- 7) Drive the beautiful drive.
- 8) Meet at the motel for drinks and finding a dinner place.
- 9) Have FUN.

Chinese New Year Dinner Better Early than Too Late

Story & Photos by Ellen Jo Baron

A group of 25 non-Morgan drivers gathered at Koi Palace in Daly City on the evening of February 2 for a Chinese dinner, and a smaller group of intrepid folks went on to Molloy's Bar for a banjo fest afterward. Ellen Jo had provided two Chinese centerpieces with good luck charms (which waiters made off with during the meal, never to resurface), and each guest received a small snake and a lucky coin. It is the Year of the Snake, after all. Since nobody drove a Morgan, the prize for "longest drive in a Morgan" went unclaimed, to be resurrected again next year. But plenty of folks had fun with the little snakes (see photos).



The majority of the group were seated at two round tables, each with totally different dinners. Steve Kellerman had been there before, and persuaded his table (George and Kathy Tollworthy, Doug Hamilton, Gordon and Maggie Craig, Grant and Angie Larson, Susan Kellerman, and Thorley and Bob Murray) into the multi-course, multi-extravagant banquet meal. Long after the second table (consisting of Ellen Jo Baron and Jim Taylor, Donna Dell'Ario and Larry Ayers, Stewart Slipiec and Doris McKnight, Tom Morgan, Joyce Hamilton, Don and Sherry Henry, and Lynn and Jerry Gurley) had finished and

paid, the banquet at Table #1 continued, with many exotic foods like crab and shark-fin soup. After all the seats had been filled and a few more folks had been squashed in, Harv Berger and Anou Day finally got there. We were so sad not to be able to have them join us, but they found a nice quiet table over by the fish tank and probably had a more relaxed time than any of the rest of us. Everyone was happy to see them. This is the last Morgan Club event where we will see Stewart and Doris, for a while. The next day they were scheduled to fly away to Windsor, Canada. We wish them well with this next stage in their lives and hope they soon find Morgan friends in their new location.

All three tables were very satisfied with their meals and voted to return again next year. Next year maybe we can time it to actually coincide with Chinese New Year, when the Koi Palace promises to have some special attractions or events. But we had better book early, as the enormous place was completely mobbed by 6:30 pm.

On the promise of seeing Fred Thompson, a Morgan



Morgans and snakes and wine – a good combo!



Sneaky Moustaches: Stewart, Doris, Donna, Larry



Jim and Joyce



George, Bob and Thorley



Above: Tom and Stewart



Right: Angie, Grant, Susan, Kathy

owner and club member who plays banjo in the San Francisco Banjo Band, a small subset of the dinner guests re-convened at Molloy's Tavern. Turns out Molloy's used to be the site of the Morgan Club meetings many moons ago. To my eyes, it has not changed a bit. Lynn and Jerry Gurley, Angie and Grant Larson, Susan and Steve Kellerman, Thorley and Bob Murray, and Ellen Jo and Jim were in the audience to see the banjos strumming, and to sing along. Unfortunately, Fred was not even there! Oh well, Banjo Bob Smith led the group in rousing choruses of Sioux City Sue, San Francisco Bay Blues, and other chestnuts. A good time was had by all.

Your correspondent,
Ellen Jo



Steve, Maggi, Gordon, Doug.



Where's Ellen Jo? She took all the photos, of course.



At the Pub



**Is your Mog feeling a
little "unadorned"?
Need some bling in the
Old Girl's step??**

Good News!

MSSCNC has some "FogMog"
Car Badges available for \$25.00 each!

And for you, proud owner/driver,
lapel pins for \$6.00 each!

Send a check made out to **MSSCNC**
c/o Kathy Tollworthy
3471 Byron Court,
Pleasanton, CA 94588



Errata
Gordon Craig, Editor

Last issue, I attributed first publication of Cuba/Hawaii Morgan story by Douglas Hallawell to "MorganWorld".

In Fact, this story was first published in "MCF", the journal of the Morgan Club de France, and translated and released to us by the author. Thank you, Douglas.

By the way, "MCF" is quite the "glossy" full color, substantial periodical, published four times a year by MCF, very impressive format and full of interesting articles. Brush up on your French.

And a Further Note -

Douglas also figures in this issue, as he did research for Frank Wnek's **TOK versus TRS** article appearance in our pages. This article first appeared in the "Morganeer", Mog 3/4 Group, in 2009. Many thanks to Frank for allowing us to publish it here.

This is a story about a famous race, highly touted, that never happened. 50 years later, it was to be restaged for the 2009 Morgan Centenary but that never happened either. Intrigued? Read on, dear reader. editor.



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TOK versus TRS

The Le Mans Match-up That Never Happened • by Frank Wnek



This Summer there will be a special celebration at the 'Le Mans Classic', an event held every other year just after the big 24 Heures du Mans race. It will mark the 50th anniversary of the Morgan Plus 4 Super Sports' class win at Le Mans in 1962 with, as drivers, the legendary and recently deceased Chris Lawrence and his team mate Richard Shepherd-Barron. Some of our globetrotting club members will be there, of course – David Crandall, Ron Garner, Burt Hunter (with his Plus 4 Super Sports, I believe) and perhaps others. Most of us are aware of the story, now legend in Morgan lore, of the amazing Morgan class victory at Le Mans. But there is an interesting lesser known story within a story about how the Chris Lawrence Morgan almost never got to participate in the Le Mans race at all. And it involves another of the iconic but bygone British marques – Standard-Triumph.

First of all, for those of us who drive our cars recreationally – occasionally perhaps at fairly high speeds on the highway or competitively (at low speed) in our club auto-

Jaguar, Porsche, Lotus, etc) trying to do the same, one entire day and on through the night, rain or shine (and often there is rain) for TWENTY FOUR HOURS! If you just think about this for a few moments you can begin to appreciate just what an accomplishment it was. And if you have done some extensive repairs or restoration work on your car and are familiar with its, shall we say, fragile nature, the feat seems even more monumental.

So back in time now to Chris Lawrence in his little specialty shop in the UK, LawrenceTune, where in late 1960 he hatched the idea of competing in the 1961 edition of the Le Mans race. By the end of 1960 he had arranged with Peter Morgan for the factory to start production (in Feb 1961) of the Super Sports model and the factory was to supply the Triumph TR3 engines to Chris for the full LawrenceTune treatment. Furthermore, on December 30th 1960, Autosport published a detailed report by John Bolster on the car that had become the prototype for the high-bodied Super Sports, Chris' 1956 Plus 4 (regis-

crosses; try to imagine racing your cherished Morgan flat out, as fast as it would go, on a race-track with some fifty other cars (the likes of Ferrari, Maserati, Aston Martin,

tered TOK 258) with which he had been racing very successfully since acquiring it in 1958. In 1961 this car changed hands and Chris bought another high-bodied Plus 4, this time supplied by the factory with an aluminum body and fitted once again with a TR3 LawrenceTune engine matched to Weber 45 carburetors, tubular exhaust headers and an oil cooler. Chris' goal was to tweak as much horsepower as possible from the Triumph unit and develop a lightweight racing car that could favorably compete in what many regard as THE premier auto endurance race in the world. Talk about setting your sights high!

At the Morgan works, Peter and the boys were of course aware of Chris' project, although not yet directly or officially involved. And there were others who had gotten word of the fledgling Le Mans contender and were NOT very pleased. It seems that the boys over at Standard-Triumph were also developing a car to race at Le Mans in 1961. Their strategy was a bit more grandiose. After entering Le Mans with several modified TR3s in 1959, they were developing a 'ground up' racing car, dubbed the TRS, which interestingly would have a fully re-engineered engine. And they were not very keen on the idea of having to compete once again with a Triumph powered Morgan, which in the past had proved their nemesis in SO many venues on racing circuits in the UK and on the continent. For the mother of all sports car races, Le Mans, they preferred NOT to have to once again contend with a Morgan upstart.

Standard-Triumph had entered the Le Mans race in 1954 and 1955

Continued next page

TOK vs TRS, cont'd

with their then production TR2 model. But the cars, although finishing the race, were not competitive. Their entries in the 1959 Le Mans were modified TR3s (which they designated the TR3S), with a slightly longer wheelbase AND the dual overhead cam engine they had developed specifically as a racing engine. The engine had 2 very prominent half-round covers at the forward ends of the twin cams, and was quickly dubbed 'Sabrina'. But even with a fiberglass body, the car was heavy and tended to over-heat. By the end of the endurance race, all 3 cars had abandoned. For the 1960 Le Mans edition Triumph unveiled a new fiberglass-bodied car built around the improved Sabrina engine (now developing 155bhp) and specifically designed for racing - which they called the TRS. Three of the four cars brought to the race finished - in second, third and fourth place in their class with an average speed of 89.56 mph. Unfortunately, due to performance issues (distorted valve seats), none of the cars qualified on distance covered. The team returned to the factory, tore the engines down and vowed to return the following year.

Back at LawrenceTune, Chris' new Morgan was tested and, he believed, ready to take on Le Mans in the Summer of 1961. He presented the car, fitted with a slightly rough aluminum hardtop, and his plan to Peter Morgan, who looked it over and pronounced it 'a bit tatty', but all the while impressed with the idea and its potential. In the meantime, Chris had formally applied with Automobile Club de l'Ouest (ACO), the authorities running the 24 Heures du Mans, to have the car accepted as an entry. And Triumph had also done so

with their team of 3 TRS racing cars with factory support. But hedging their bet, Triumph had also dispatched an 'agent provocateur' to petition the ACO authority with the argument that Chris' Morgan entry was really a modified but still antiquated, coach-built sports car, upgraded to front disc brakes, which fell woefully short of the 'race car' construction and specifications which should be required of an entry into this prestigious world class event. Their argument won the authorities over, and Chris was informed that his TOK 258 would NOT be allowed to compete in the 1961 Le Mans race.

Having disqualified Chris Lawrence's Morgan entry, in the 1961 edition of Le Mans, 3 TRS cars of the Standard-Triumph team all finished the race - in ninth, eleventh and fifteenth position with the fastest car averaging 98.91 mph. Standard-Triumph was also awarded the manufacturer's team prize. But sadly, later that year Standard-Triumph's financial difficulties finally caught up with the company which was acquired by British Leyland. One of the first cost-saving decisions made by the new management was to 'retire' the racing team, despite the fact that the team, already working towards improvements for the 1962 Le Mans, had just fitted twin Webers on the Sabrina engine, now developing an impressive 200bhp.



Obviously, being 'disqualified' for the 1961 Le Mans race raised the hackles not only of Chris and his team but Peter and the Morgan works as well. Chris hatched the idea of modifying the high-bodied Morgan Plus 4, putting the 2 liter LawrenceTune TR3 engine in a sleeker aluminum low-bodied car with less drag and adding an expansion tank for the radiator (mounted atop the firewall). The registration number TOK 258 was transferred to this car which was to become the prototype for the low-bodied Super Sports versions built as from December 1963. The aluminum hardtop was also changed to a more rounded aerodynamic shape and painted white. Morgan decided they would give Chris and his car factory sponsorship, paint the car BRG and do what they could to get his car accepted for entry in Le Mans the following year. Meanwhile, the works were already producing the high-bodied +4 Super Sports cars. To overcome the false impression of the car given to the ACO authorities by their Triumph rivals, Peter shrewdly dispatched his French ally, Jacques Savoye, owner of the French Morgan dealership in Paris, to plead their case. Jacques had competed several years in the Le Mans race in his Singer and knew some of the players. Whether or not there were any cases of champagne involved is not known, but Jacques' persuasive argument that the Morgan was truly a competitive entry carried the day, and the Chris Lawrence Morgan was accepted for the 1962 edition of the 24 Heures du Mans.

And the rest, as they say, is history. The Morgan, entry number 29, not only finished the grueling race, but took first place in the 1601-2000cc GT class, covering 2261 miles at

an average speed of 94 mph. Yes, the average speed was under the 98 mph the TRS had run the previous year. However, not only average speed but distance covered qualified the Morgan for finishing placement. Some would contend that an even greater feat was the Morgan finishing in 13th place overall, considering the competition from the entire field. Peter Morgan dubbed it 'one of the greatest moments in the company's history.' (or 24 hours, rather than moments, to be precise.)

But our story does not end here, dear readers. There is an interesting addendum, provided by our Parisian friend (and Plus 4 Super Sports owner) Douglas Hallawell. It seems that Douglas was walking through the corral of past Le Mans participant sports cars at the Le Mans Classic 2008 edition when what should he come upon but – a beautifully restored Triumph TRS, one of the 3 cars that had run in the 1961 race. In addition to the restoration, the car's Sabrina engine also sported Weber carburetors instead of the original SUs. Douglas was, of course, very interested in the car, and as he was looking it over closely

began chatting with the owner, who actually owns two of the original TRS cars – a German, Mike Otto. At the end of their conversation Douglas nonchalantly mentioned that HE owned, not TOK 258, but one of the later factory limited production Morgan Plus 4 Super Sports. And what do you think was Mike's response? You guessed it – 'Gee, if it's the yellow car parked with all the Morgans, would you consider selling it?' Douglas' answer (as would be the response of ANY of our members fortunate enough to own one of these iconic, race pedigreed

Morgans) was, of course – 'SORRY, it's NOT for sale!'

And so, going back once again to our story in 1961/62, what would have been an amazing duel between Triumph and Morgan at the prestigious 24 Heures du Mans never occurred. BUT WAIT! That doesn't mean that it can NEVER occur. Perhaps Douglas could challenge his German TRS-owning acquaintance to a few laps of the Le Mans course this summer as part of the Le Mans Classic. What better way to memorialize Chris Lawrence's victory 50 years on!



Editor's note: This story seems to have taken on a life of its own. After sending the draft to Douglas, not only did he provide some additional excellent technical information and corrections, but he also informed me that he has already contacted Mike Otto with a view to having him drive one of his TRS cars together with Douglas' Super Sports during a parade lap or two of the circuit (with none other than our International Liaison Officer David Crandall riding along). Although he has been admonished NOT to make a race out of it, anything could happen in the heat of the moment, especially on the long straightaway back stretches of the storied Le Mans track.

Sources: (of either quoted material or information herein)

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- Anecdotal story, editing, additional facts and photos - Douglas Hallawell
- Photos (TOK 258 and Chris Lawrence) and additional facts - Hermen Pol

See his website <http://morganhistoryinfo.sharepoint.com> for detailed information on Morgan history, racing, registration and ownership listing and more.

Also his Facebook page <https://www.facebook.com/groups/morganhistoryinfo/>



Spring has sprung! Time to tune-up and dust off the fair-weather Morgan Three-wheelers and run around the blooming countryside!



*Larry Ayers • 1948 F-Super, "Grasshopper" • Purchased in 1972, Sold in 1988, Repurchased in 2003
Morgazette • March~April 2013 • Centerfold*

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2011 Aero Supersports



2012 Blue Meanie



1928 MORGAN Wheeler

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New 2013 MORGAN 3 Wheeler Ordered and now Inbound "The Black Pearl" Sport Black exterior Muirhead Scarlet Red leather interior in quilted pattern Bright Pack Dash Leather in Black UK flags Photo Build Book RAF Inspired Livery Maroon Mohair Tonneau

2012 MORGAN THREETHHEELER The Blue Meanie, 2000cc/115hp V-Twin engine.

2011 MORGAN AERO SUPERSPORTS Our very last one! Bentley Silver Lake Pearl Metallic/ Muirhead Portland Grey. Silver wheels.

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

2005 MORGAN ROADSTER Pozzi Navy Blue/ Red leather piped in blue, Blue mohair top

1967 MORGAN PLUS 4 FOUR SEATER Supersport

1965 MORGAN PLUS 4 FOUR SEATER Bare metal repainted in BMW Laguna Blue, new chrome, all new stainless steel fasteners.

1964 MORGAN PLUS 4 ROADSTER BRG/Tan, Full body off restoration

1963 MORGAN PLUS 4 FOUR SEATER Ivory/Dark Red

1962 MORGAN 4/4 "SKIMPY SAN" cycle fendered Flatrad

1962 MORGAN PLUS 4 SuperSport Roadster Soft Yellow body/Black

1959 MORGAN LIGHTWEIGHT 1 of 14 Baby Doll spec cars, one owner from new!

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

1928 MORGAN TRIKE JAP Aero

other marques

NEW 2011 ZOLFE ROAD ROCKET

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AC 378

GT 730HP/ 6Speed manual or 430HP/AT



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

1978 TVR TAIMAR

1972 HARLEY DAVIDSON XLH SPORTSTER

TVR 3000 S CONVERTIBLE PROTOTYPE 1978 model; purple/tan leather, black top, 58 miles.



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The San Francisco Academy of Art University

Story by Gordon •



Museum Tour Organizers: Michael Rubin, Paul Borgwardt, Gordon Craig

On a crisp early 1st Sunday in March, 50 Mogs gathered at 950 Van Ness Ave for a very special tour of some of the rarest and most beautiful Art and Design Works on Wheels ever assembled. This is a collection of well over a hundred automobiles and motorcycles curated by Wayne Barnes, and our Museum Host, Paul Borgwardt. It is primarily available to the students of the Academy for design study, photography, research and sketch work and open to the public only by appointment and arrangements.

The Board of Directors policy is to buy completely restored examples of the vehicles and not only exhibit but use them on a rotating basis for public functions and events, like the S.F. Giants World Series parade, the Chinese New Year parade and the "should have been" '49ers Super Bowl Victory parade, sniff. Also, a steady calendar of visiting concours throughout the year around the country is maintained. Many of the vehicles are driven to the local and regional events.

Among the Beauties we saw (pictured) were a Bugatti Type 57S Atalante (one of five known to exist), a Supercharged Auburn boattail speedster, a Kaiser Darrin, a "Swift Swallow" SS100 (that one is for Doug Hamilton, who should have been there:) and a pre-War Alpha Superleggera



Supercharged Auburn boattail speedster,



Lunch at the

Automobile Museum Tour

Photos by Elaine and Gordon

GT Coupe, only one in existence, and restored from photographs.

A curious little blue roadster, the CisItalia, was custom made for Eva Peron shortly after the end of WWII, and the only one of its kind. It was meant to complete with the Siata but the owner/builder went bankrupt after only 4 examples were completed.

Everyone attending had the run of the place for hours, three and one half levels of wonderful and interesting vehicles, all in superb condition. We took our time, and drank it all in, there was so much to see, wish I was an art student again:)

Many thanks to Paul Borgwardt for hosting us and arranging the tour on his day off, and to Michael Rubin for setting up lunch arrangements at Max's Opera Cafe earlier in the day, and especially for solving a knotty parking problem we were facing.

Dear Elaine, Michael & Gordon,
My brother Ben and I would like to thank you for a very special day at the Academy of Art. Your efforts were appreciated.

Personal regards,
Bob La Mar



Pre-War Alpha Superleggera GT Coupe



A curious little blue roadster, the CisItalia.



Max's Opera Plaza Cafe



AKaiser Darrin and Corvettes

MSCNC Annual General Meeting

By Elaine Fisher



For the past 12 years, either Phil or Elaine and Phil, have attended the Winter Meeting of the Morgan Sports Car Club, UK at the Abbey Hotel in Malvern, England. The weekend consists of an optional factory tour, Annual General Meeting (AGM), formal dinner dance, and a Spares and other Morgan related Faire.

You may ask, "Why do they

attend this event in the dead of winter in UK?"

The weekend event is an reason to visit friends we have made through Morgans Over America (MOA), to see others we have met through attending prior events as they are a friendly group of people, to hear of the latest factory information usually from Charles Morgan, to take in some tourist attractions, to drive our UK stored Morgan, and the airfare and Abbey Hotel and London hotels are less expensive this time of the year.

This year we spent the first weekend in London, sans Morgan, where we visited the wonderful **London Transport Museum in Covent Garden,**

and walked the South Bank of the Thames River. The sky was blue and the temperature crisp, perfect for being outside wrapped in our down coats. We intended on visiting Kensington Palace that has re-opened, but





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jet lag prevented that visit on this occasion.

After the weekend, we picked up our Morgan at Richard Thorne's dealership in Reading, and headed to Winchester where we visited with MOAer's and walked through Winchester. Last year we had a private tour of the Cathedral.

We headed north to Stratford

Upon Avon where we visited MOAers and **installed the new luggage rack for our 1999 4/4 4 seater Morgan**. The old one was a bad design that kept breaking.

Heading further north to Bridgnorth, we met with MOAer's who will be going on Morgans Over New Zealand (MONZA) and visited Iron Bridge – a World Heritage site. We also saw their restored **1952 Morgan +4 Drophead Coupe** that had just completed a rebuild after being crashed shortly after their



purchase last year in France.

As the event weekend was approaching we headed to Ledbury, where we visited with more MOAers and attended the AGM weekend, where all our reasons for attending were wonderfully satisfied. Charles Morgan reported he is no longer the Managing Director, and has taken on a worldwide promoting role for Morgans. Steve Morris, who started as an apprentice at the factory at age 16, and was most recently Operations Director, is the new Morgan Factory Managing Director.

Depending on the AGM event dates for 2014, we may not be attending, as we will be in New Zealand on MONZA. If you are interested in attending this AGM event, we will be glad to provide the needed information.

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Remembering George Waltman (1925-2013)

By Louis Galanos



George Waltman (third from left) is congratulated by an admiring public after his solo drive in the 1968 24-Hours of Daytona. (Photo courtesy of ISC Images & Archives/DIS)

On Monday, January 7th, 2013, Daytona racing legend George S. Waltman of Honesdale, Pennsylvania passed away at the age of 87.

Most endurance racing fans were unaware of exactly who George S. Waltman was unless you heard mention of him on the Speed Television broadcast of the recently concluded Rolex 24 At Daytona.

George was a very special man in many ways. Not only did he serve with the Army Air Corp as a B-29 pilot in the Pacific Theater during World War II but following the war he worked as a pilot for British Air. Later he became an engineer for Jaguar-British Leyland and in that capacity dabbled in auto racing in the Bahamas, Sebring, Daytona, Bridgehampton, Lime Rock and Watkins Glen.

His greatest claim to fame and what has endeared him to anyone who has ever watched a sports car endurance race or ever dreamed of driving in one is that George

S. Waltman is the only person of his time to drive and complete the 24 Hours of Daytona without benefit of a co-driver.

The year was 1968 and not only did George drive solo in the Daytona 24 but he also did it without benefit of a pit crew. And, as they say on TV, "But, that's not all!" George drove, did not trailer, his Aztec Racing Morgan Plus 4 to Daytona from his home in Great Neck, New York, a distance of over 1,000 miles.

During the 24 hour race George complied with FIA driver rules requiring a rest break of one hour after every four hours on the track by servicing the car, taking a nap or getting a bite to eat. When leaving the pit area to "take care of business" he would place an "Out to Lunch" sign on the car.

With no pit crew he had to fuel the car himself, change tires and do other maintenance or repairs. No doubt he took advantage of all the freebies being offered to racers from the automotive vendors at the track in exchange for placing their decal on his car. It was also reported that some of the other racing teams may have assisted the intrepid driver where they could.

George's Morgan Plus 4 was one of the last race cars running when the checkered flag fell and he is listed as finishing 30th overall, 335 laps behind the winning Porsche Works Team 907. Even more amazing was that he was only five laps behind actor James Garner's AIR team Corvette that had four drivers including the likes of Ed Leslie and Scooter Patrick.



Tony De Lorenzo and Jerry Thompson finished 27th in the #30 Corvette. They are passing George Waltman in his Morgan Plus 4 on the NASCAR high-banks. De Lorenzo and Thompson each had the benefit of a relief driver plus a pit crew while Waltman did it all himself and still managed to finish 30th overall. (Photo courtesy of ISC Images & Archives/DIS)

This was not George's first attempt at a solo drive in an endurance race. In 1963 he completed the 12 Hours of Sebring without a co-driver finishing 37th overall out of 42 finishers driving a Triumph TR4. No doubt this gave him the confidence to tackle the Daytona 24 alone.

Regardless of what era of racing you might be thinking of, to enter and finish a 24 hour endurance race alone is nothing short of amazing and George S. Waltman will forever remain a legend from the "Golden Age of Endurance Racing" and for all of us a Daytona 24 legend.

One last amazing tale about George. After the 1968 Daytona 24 was over he posed for some photos, got himself cleaned up, changed the oil in the car, checked the tires and drove the car back home to New York. Rest In Peace George S. Waltman, my hero.

Morgan 3 Wheeler

Photo by Cordero Studios

Car of the Year 2013: Morgan 3 Wheeler

MARCH 01, 2013 • <http://robbreport.com/paid-issue/car-year-2013-morgan-3-wheeler>

Miles of Smiles

The 3 Wheeler elicited more emotion from our judges than did all the other Car of the Year automobiles combined, though most of that emotion was expressed as unprintable invective. Evidently the vehicle put the judges in touch with primordial feelings suppressed by more civilized—more anesthetizing—conveyances.

Press the 3 Wheeler's starter button, and the engine's two huge, 1-liter pistons clatter to life, making a fine, torque-rich racket. The car accelerates briskly, the 5-speed Mazda gearbox shifts easily, and to say that the 1,080-pound vehicle's steering is light would be the understatement of the Car of the Year competition. Handling the Morgan is an acquired skill; drivers soon realize that avoiding potholes is a near impossibility.

One of the judges asked how on Earth we could have included such a contraption among the Car of the Year candidates. The answer is simple. Like the Bugatti, the Morgan offers an extreme motoring experience. It allows driver and passenger to enjoy the sights, sounds,

and smells of the motorway, unencumbered by so much as a proper windshield. Snugly

ensconced in the aluminum tub—like human sardines in a giant tin—two friends can create memories faster than the Morgan can fly.

The 3 Wheeler is neither a daily driver nor the perfect sports car honed to within an inch of its carbon-fiber life. Instead, it is an invitation to laughter and fun, and an opportunity to be seen in an awe-inspiring automobile. But unlike other vehicles that draw attention to their drivers, the 3 Wheeler is not likely to excite the central digit of fellow motorists. A Morgan, it seems, makes everybody smile.

SPECIFICATIONS

Configuration Front-engine, rear-wheel-drive roadster
Engine 2-liter V-twin Transmission 5-speed manual
Power 115 hp at 6,000 rpm Torque 100 ft lbs at 3,250 rpm
Curb weight 1,080 pounds Zero to 60 mph 5 seconds
Top speed 115 mph Base price \$50,000 Morgan Motor Co., www.morgan-motor.co.uk

Robert Ross



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Morgan Two (Bicycle)



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Quick Overview

The Morgan Two - an innovative bicycle which combines modern technology with the best parts of historical bike design

Only 35 remaining!

Please Note That Shipments Will Commence After 22/04/2013.

Bicycles will be supplied boxed and available for delivery or collection from the Morgan Motor Company factory in Malvern, Worcestershire.

Self assembly will be required.

Tools required:

- 15mm Spanner
- 6mm Allen Key

Sizes available are **Small** (53cm - 5'2" to 5'6"), **Medium** (57cm - 5'6" to 5'10") and **Large** (61cm - 5'10" to 6'6").

Approximate weight is 15kg.

Each bicycle is made to order and will be despatched or ready for collection within 14 days of order.

**PART NUMBER: MMM40000 (Small),
MMM40010 (Medium), MMM40020 (Large).**

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Inspired by the accomplishments of the British Olympic team
Charles Morgan and Nick Trotman, of Malvern Cycles CIC, agreed that it would be an exciting project to create an innovative bicycle which combined modern technology and the best parts of historical bike design and on this day the "Morgan Two" Special Edition was born.

Morgan has a long standing reputation for taking traditional designs and reinvigorating them with new technologies and design passion, manufacturing unique driving experiences which appeal to the drivers senses. Malvern Cycles CIC, based in the long established purpose built premises Ivy Cycle Works, design bespoke bicycles with the same ethos. The bicycle must not only ride beautifully but look, feel and sound right.

Nick Trotman says "we are very excited to have this opportunity to work with Morgan and we are looking forward to working together at the Geneva Motor show when the bike is officially launched alongside the new models of cars"

The special edition revolves around cromoly 4130 double butted steel frame manufactured by Foffa of London, which makes it sturdy on the roads and at the same time light as steel can get. Track geometry allows for a more compact and upright posture ideal for fast cycling around town. The use of traditional Brooks saddles and grips provide a luxurious touch and a warm interface with the bike and modern pedals from DMR provide no nonsense grip and increase the riders confidence. Sturmey Archer's innovative duo-matic 2-speed hub with back pedal brake is another unique feature. The hub allows the clean and simple lines of a single speed bike to be achieved with the flexibility of two gear ratios, simply pedal backwards a little to shift between the gears and you have a bike that is not just for the super fit but a usable town bike which is simple and fun. To further enhance the sensual experience of the special edition the hub has a unique sound in the same way that a three wheelers twin has a heartbeat all of its own the hub ticks in the higher gear in a warm sound that follows your progress along the road.

Finally to complete the picture braking is provided at the rear by the hubs back pedal brake, allowing for safe controlled braking without cluttering the look of this beautiful bicycle, while at the front a Shimano Tiagra calliper and TRP sealed bearing lever provides strong decisive stopping power.

The Special Edition bicycle, the first from Morgan Motor Company and Malvern Cycles is limited to a run of 50. Each bicycle offers a unique sense of excitement for an affordable £997 + VAT

SPECIFICATION

- Steel cromoly 4130 track geometry frame
- Brooks B17 Honey saddle, challenge tool roll
- Riser handlebars and Brooks slim leather grips
- TRP sealed bearing lever and Shimano Tiagra front caliper
- Sturmey Archer FCT48 crankset with DMR V8 pedals
- Front Wheel Sturmey Archer HBT30 track hub with 42mm deep section rim
- Rear Wheel Sturmey Archer S2C 2spd Duomatic hub inc coaster brake hub with 42mm deep section rim
- Black and Orange Schwalbe Ultremo ZX tyres
- Limited edition badge / Morgan graphics

Member Classifieds

FOR SALE

1934 Morgan V-twin three wheeler project.

Components:



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

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

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



FOR SALE -

1967 + 4, 4 seater.

24K original miles, complete rebuild of all systems due to sitting for 30 years. Complete brakes, clutch, all cooling system components water pump, hoses etc, all elec. components, front suspension, correct leather interior, original BRG paint, very nice engine compartment.

This is a really neat little car that is ready to be driven without any problems.

Please seriously interested only.

Asking 40K.

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Telephone only **Chris 310-547-0298**

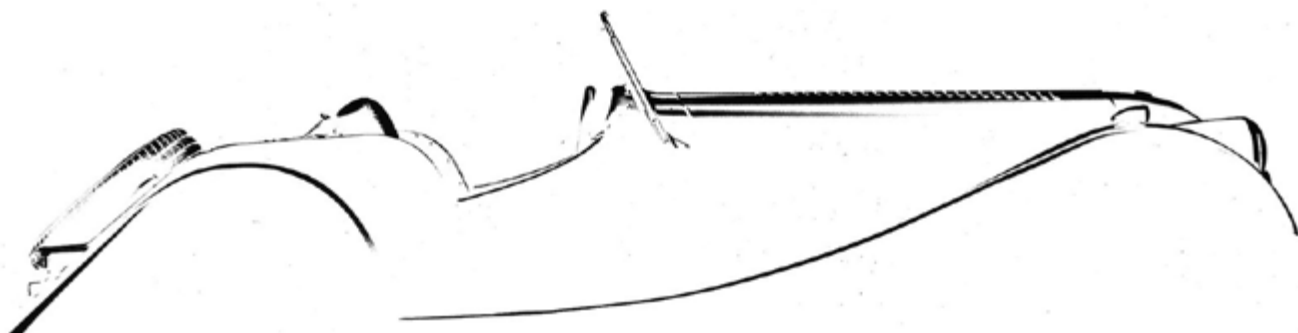


Up for sale is a 12" auxiliary electric radiator fan

taken off of a Plus 4. The fan includes radiator sending unit and all necessary wiring for installation (longer wires may be necessary depending on auto maker etc.). Fan was working perfectly when removed and has between 2000 and 3000 miles of use. There are 8 S type plastic blades and the color is black. This unit pushes air and

is mounted on the front outside of the radiator. Mounting hardware is not included. If you are having overheating problems this may be your answer. Asking \$48 plus shipping costs. No shipping cost if picked up. Cost new is approximately \$128. If interested please send an email to Susan at

sel@abbeystreasures.com



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