

October • November 2010

INSIDE:

FlogMog 15
3 Reports on the High Rollers Tour

Oktoberfest

Test Driving the Liberty Ace

Ironstone Concours

Waller's Day Off



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 2010

President • Kathy Tollworthy
(925) 462-6378
Trikenut@comcast.net

Vice President • Bob Schmidt
(510) 792-4157

Treasurer • George Tollworthy
(925) 462-6378
Trikenut@comcast.net

Secretary • Elaine Fisher
(925) 930-6037
togetelaine@astound.net

Activity Chairpersons • Phil & Elaine Fisher
(925) 930-6037, mailto:phil@astound.net or
togetelaine@astound.net

Board of Directors

Phil Fisher • Linda Cannon • Bob Murray

New Membership • Audrey Haines
(916) 652-5679, audrey.haines@ncbb.net

Membership Renewals & Advertising •
Kathy Tollworthy, (925) 462-6378
Trikenut@comcast.net

Member Contact Information Changes •
Bob Koupal, (510) 567-9855
957 Lee Ave. San Leandro, CA. 94577
bob_koupal@yahoo.com

Historian • Larry Ayers
(707) 554-1787
redmorganracing@earthlink.net

Morgazette

Editor • Gordon Craig
(510) 638-4904
lismoregordon@sbcglobal.net

Design & Production • Donna Dell'Ario
dd-mgzt-gc@earthlink.net

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:

- **Jan 17** for Dec-Jan issue.

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

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

Welcome

NEW MEMBERS

Frank Homet
4701 Old San Jose Road
Soquel, CA 95070
831/331-0399
frankinstein@yahoo.com
1959 reddish +4

Dennis and Pauline Hoskings
1212 Oakland Road, #170
San Jose, CA 95112
hoskings@sbcglobal.net
1959 red DHC +4

"First car I ever bought at 16 years old."

Fred and Ann Thompson
1632 Fairway Drive
Belmont, CA 94002
650/593-1992 work 650/558-2103
fredkthompson@comcast.net
'63 red +4 four seater

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

Cover Photo: Ernesto Sirolli, John Burks and Paul Marchant on
FlogMog 15. Photo By Martha Sirolli



* 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)

NOVEMBER

!! Notice Date !!

*6TH SATURDAY • Gobble Wobble Tour.

Co-coordinators: Bill & Teresa Wilson, Gordon & Maggi Craig.

DECEMBER

*11TH SATURDAY • Holiday Banquet.

Oakland Yacht Club. Coordinator: Kathy Tollworthy.

*26TH SUNDAY • Combined Event:

Boxing Day coordinated by Wendell Bain +

Baron Roche/Jan Barton Memorial

Run coordinated by Jerry Gurley.

Save the day – details TBD.

JANUARY 2011

TBD • Yearly Planning Meeting

MogWest 2011

Dates are set for the annual gathering for next year. **July 8, 9 and 10** are booked at Cambria Pines Lodge for MogWest 2011.

More info to follow in the coming months.

Event coordinators are:

Audrey Haines (916/652-5679) and
Gerry Willburn (714/828-3127).

Give them a call for more information or if you have any questions.

MORGAN EXPERIENCE

by Scott Lankton of eMog

Styling squared,

plus speed -

minus laws,

times handling

divided by

exhaust song,

equals the square root

of motoring romance.

From the Workshop of Nigel Shiftright

(forwarded by Spyder J. Bulyk, Mog of Massachusetts)



Lost & Found • Member Classifieds

Lost & Found

From Loren Steck

We seem to have inherited a **black tonneau** from the cocktail party hosted by Charles Morgan on the Saturday evening of classic car week. (Monterey Historics Weekend, Aug. 12-16, ed.) When we went to our car after the party, someone had tossed the tonneau on our backseat, no doubt mistaking our car for the pile of junk it appears to be. But whoever threw it away may have changed his/her mind by now and want it back. It just about fits my TR-3, which means it came from a 2-pass roadster rather than a 4-pass. If you know anyone who has lost their tonneau, please let that person know we have it.

Loren Steck
27205 Meadows Road
Carmel, CA 93923
Tel: (831) 626-3620
Fax: (831) 626-3621
lorensteck@aol.com

MOGDOGS

Morgan Rescue & Restoration

Series 1, 4-4, and +4 parts available

1611 Marine World Parkway
Vallejo, CA 94589

831.917.6999

Contact: Michael Anthony

Message: lismoregordon@sbcglobal.net



**We'll make
your
pride and joy
the very best
that it
can be.**

831.429.1800

Greg Solow's

ENGINE ROOM

Morgan Specialists

Complete Service, Maintenance & Restoration



Large Morgan Parts Inventory Always In Stock

Full Restoration Services

Vintage Race Preparation • Regular Maintenance

All work to the **HIGHEST** standards

125 Front Street • Santa Cruz, California 95060 • 9:00-6:30 Monday-Friday

Message from Our President



Here we are going into the Fall & Winter. All survived MOA-MogWest-Monterey Historics Summer combined... and to those intrepid members who did Flog Mog early October, it was a great event.

Oktoberfest, Thanks to Marj Scooros and Bart Weaver: Great run, lunch, and dinner and a "Talent Show". So to those who did not show up, you missed some very talented Mogs. Who knew? We had the "Irish Pipes"; Accordion polka music in the Theme of Oktoberfest; A great rendition of tearing a phone book in half; a Morgan ditty sing a long, and more... And the Brats and beer made it all the better.

There was a Board meeting and the members came up with a slate for who will run for President, Vice-President, Secretary -- seems like Treasurer George Tollworthy is there for his lifetime -- and, the Board of Directors. When you receive your ballot, if you feel that you would like to write in a candidate, please do so.

Coming up in November, another event on the Calendar is the "Gobble Wobble Tour" hosted by Bill & Teresa Wilson with Gordon & Maggi Craig. Flyer was sent out in the last mailing. So come join us and see how much fun you can have!

Coming in December is our Annual Christmas Dinner again at the Oakland Yacht Club — flyers in this issue. We also have a new Charity. It is the Riveroak Home in Sacramento. Alice Gentry works there and requested we gather toys for kids ages from a year to fifteen years, unwrapped.

As we go into the last quarter of year 2010, I thank you all for your support and participation in events during the past year.

We send sincere sympathies to the Family of Janet Hill in England as she passed last month. Janice was married to Morgan author Ken Hill and led many a Morgan run of her own. To MogNW and the Craig Runions Family in their loss, our deep condolences. Craig was President of Mog North West several times, Club treasurer, Editor of their "Mogwire", and also worked with me in organizing members of North West to participate in the Rogue River Jet Boat Run a few years back, one of the nicest, caring guys you would ever want to meet. They will both be very much missed.

Kathy Tollworthy,

President

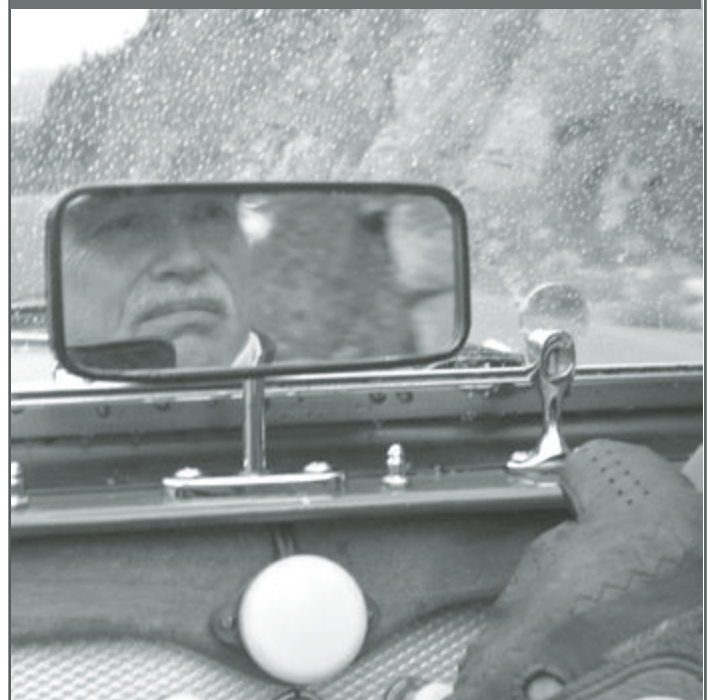
(from the Morgan Wire, September)

The Passing of Janet Hill

Lymington, UK September 22, 2010

Passed away peacefully at Belmore Lodge Residential Home on 21st September aged 78. Loving wife of the famous Morgan author Ken Hill, a mother and a grandmother. She will be sadly missed by all her family and friends. Janet will long be remembered for her knowledge and enthusiasm for the Morgan Sports Car and also her wicked sense of humor. Janet hailed from a Morgan family, her father and three uncles all ran three-wheelers: indeed, Janet was taken to her christening in a family-bodied, JAP-engined, Morgan Three-wheeler. Janet and Ken were given their famous 1939 4/4 LeMans and restored it to Concours standards, now on loan to the Museum at Beaulieu. Her model collection is accepted as one of the largest in the world. She will be long remembered. We extend our deepest sympathy to the Hill Family on their loss.

RIP • Craig Runions



FlogMog 15, the High Rollers Tour ...

Stories by John Grosseto, Tour Master • Bill Button & Tom Henderson • Gordon Craig

Report by Tour Master, John Grosseto

Thursday The last day of September, the 'gathering of the faithful' began at the 49'er Motel in Weaverville. We had participants coming from every direction, two from the north, a number of others that started on Wednesday who came up Hwy 101 and the rest relegated to the I-5 grind for those coming from the south. It is always fun to come early and watch as cars arrive one or two at a time, also fun to catch up with old friends you may not have seen for a year. Thursday night all of us chose to stay 'home' and have pizza delivered as everyone seemed pleased to hang around the pool or outside their rooms telling stories of their past adventures.

The route for FlogMog 15 was run in full by Jan and me last June. It turned out the driving time each day averaged 5½ hours, which after lunch and rest stops was a 7 hour day. This allowed for a reasonable 9AM start which got everyone back to the motel at 4PM or so, plenty of time to kick back and enjoy a few drinks before dinner.

Friday morning was the most technical driving of the weekend as the route weaved up and over the coastal

range with a lot of tight turns and switchbacks to challenge the drivers. The roads on the remainder of the run on Friday and all Saturday were more open and higher speed. There was very little traffic and only one short construction delay which gave plenty of time to stop at some of the scenic sites noted in the Route Book. Mother Nature cooperated and provided three wonderful days of clear and sunny weather and cooler than just the days before, which had been uncomfortably hot.

The Friday run was to the coast and back to Weaverville, which gave everyone the opportunity to travel light, it also gave a few people the opportunity to stay behind and take a break. Most of the Wednesday Hwy 101 group decided to take the reverse route to the coast on Hwy 299, the others followed the route book and went on Hwy 3 and 36, the plan was to meet up at Lost Coast Brewery for lunch. As luck

would have it the two groups arrived at the restaurant within minutes of each other enjoying a good meal and choice of brew. Friday night the group went for dinner at the La Grange Café, which was able to accommodate our group and served a very nice dinner. **The first annual FlogMog 'Ugly Aloha Shirt' contest was held, Maggi Craig won** and was presented a trophy for her effort. Next year we hope to have more ugly shirt entrants as everyone envied Maggie's trophy and promised to do better...or worse!



Saturday was the run to Susanville then onto Feather Falls Casino and Hotel for the last night



Sightings & Reports from 3 Field Observers

Photos by Lynn Powell • Martha Sirolli • Gordon Craig

of our 'High Roller' Tour. As we travelled east on Hwy 44 leaving Reading, the road ran straight and true and climbed to over 5,000 feet elevation, running at high altitude for over 70 miles, then dropping down to Susanville for our lunch stop. From there west on Hwy 36 we slowly descended passing Lake Almanor with the final leg on Hwy 70 along the beautiful Feather River to Oroville.

We arranged a special room which seated 24 FlogMoggers and served a wonderful buffet dinner. It was a chance for all to share the stories of their adventure and say good bye until the next FlogMog. The perpetual FlogMog trophy was awarded to Bill Button from Seattle who also garnered the 'Long Distance' trophy for his heroic singlehanded trip from Seattle in "Itsa Bitsa" aka XCLR8, a one-off Morgan Special constructed of bits from all points of the compass, contributed by the world wide Morgan community.

Next year Flogmog 16 will return to a closer venue, the "Grand Sierra" Tour, that promises to provide beautiful scenery, challenging roads, mountain cabin accommodations and surprising restaurant options. Get your Mogs in tune for this one.

*Notes from Bill Button & Tom Henderson,
MogNW "Long Riders"*

Bill • The Northern California Morgan Club has an annual run called "FLOG MOG". A couple of years ago this bunch joined us at "The Devil's Punchbowl." I had been working with Northern Californian, Gordon Craig, to make this happen. It did not take me more than a millisecond to come to the conclusion that this is a group I wanted to join. Nothing about pristine, beautiful, original Morgans, they just wanted to drive their Morgans and drive them hard on all sorts of roads in all sorts of conditions.

The invitation was served to me by John Grosseto, this year's leader and organizer. It was he that chose the roads we would drive. He called it "High Roller Tour." It certainly was.

As I was leaving for California the +4 faltered. Fuel Starvation. No time to work on this, I transferred all my stuff into my +8 "Itsa Bitsa" and off I went. Maybe the best for me. The Bitsa is very comfortable and I would be driving some long hours.

I drove to Cave Junction, OR. I was to meet Larry Vail (MOGNW member from Crescent City) in the morning. We were to drive to Happy Camp and then on to Weaverville where we would meet the Flog Mog

Participants. The roads were paved and good and what a joy to drive them. It took about 5 hours.

Tom • I was possibly the last one to join FlogMog 15. The event hotel in Weaverville was the Forty Niner Gold Country Inn. Because I was late in joining the run I could not get a room there so I stayed at the Weaverville Hotel in the old town. There were about 18 cars at FlogMog 15, including a Mazda Miata, a '60s Corvette, an Opel GT, and a 3 Series BMW convertible. The drive down Highway 3 from Yreka to Weaverville is beautiful and a fun road to boot. A little out of Yreka you start going up hill and the road gets quite twisty. Then you reach the summit and start down the other side and it gets REALLY twisty. Having sold my Morgan a few weeks prior to the event, I was in my '07 Honda S2000 (yes, MSCCNC folks are just as easy going about that sort of thing as most other Morgan folks). I got into Weaverville early in the afternoon.

Bill • At the 49er Motel in Weaverville the Flog Mogger's were just arriving. All but Gordon and Maggi Craig. They had disappeared. Later we found out that Gordon lost his water pump and arrived on a Flat Bed. There was an interesting collection of Morgans and other cars. Much to my surprise Tom Henderson showed up with his Honda S2000. There were two Morgans with S2000 engines, one with a





Toyota Engine and one with a Toyota transmission. No Mog Snobs in this bunch for sure.

In the morning after breakfast there was little action until John the Leader yelled at me, "c'mon lets go." It turns out the Flog Moggers are very informal. Sort of "If it feels good do it". No time schedule or queuing up with nose counting etc. Off we went, John followed by Tom, then a 4Str, a DHC and myself. We would take the Southern Route. I must say it took all my ability plus the power of the Bitsa to keep up. Marg Naughton in her beautiful Black DHC (she has owned from the early '60's) is a superb driver. I first met Marg in 1999 on the Big Sur Hiway 1 where she passed me and not to be seen again until Cambria. No way could I match her driving ability. I think there are more curves per mile on this road than any other

in the world.

What fun and what a challenge. This was certainly not a "I want to see the scenery" sort of thing. Although we stayed within the speed limit we were in the upper range of it. A very good lunch in Eureka at a Brew Pub where we met the others. They had taken the Northern Route as most of them had come to Weaverville on the Southern Route. Back to Weaverville on the Northern Route. Much more relaxing but nevertheless a challenge.

Tom • Friday morning

I returned to the Forty Niner for the start of the run. John Grossetto had driven his Mazda Miata, and he and Roger McElroy left the Forty Niner, the first car out. John has raced for years and these days races his Miata. You may have heard Miatas referred to as Girlie Cars. I can assure you that in the hands of a driver as skilled as John that is no Girlie Car. I took off after them and we soon got into some delightfully curvy roads. John believes in driving the speed limit, or as close to it as possible, no matter what the road is doing. This was the first time I had had the opportunity to really push my S2000 and I could not keep up with him.

He stopped at one point to let some other cars join us. When we set off again I was much more confident about what my car would and would not do and had a blast stick-

ing with John and Roger. We drove highway 3 to 36 to 101 and then up to Eureka where we stopped for lunch at the Lost Coast Pub. Soon, the others in our drive showed up. No matter what you think about the handling of your Mog, there is nothing like the modern suspension in cars like the Miata and S2000.

After lunch we headed back to Weaverville back up 101 and across on 299. This stretch was not as technically challenging as the morning's part of the run, but was still a fun drive. We got back into Weaverville in the afternoon and most of us agreed to meet for dinner at 7:00 PM at the LaGrange Café. John Grossetto had planned an 'Ugliest Hawaiian Shirt' contest. There were only four contestants, but the nod went to Maggi Craig.

Bill • Gordon Craig worked all day Friday, but was not able to complete a fix. The shaft had sheared on the water pump. John Burks stayed with him for Moral Support. Gordon was to Flat Bed home. Rather Sad. I was hoping to visit a bit with Gordon.

The next morning, again no real movement to get going. John Burks said "c'mon Button lets go." John is one of the original Flog Moggers. He has several Morgans including a +8 with a Corvette engine. The Morgan he was using was one he built. Bill Fink had a +4 alloy body in storage. John bought it, installed a S2000 engine, kept it very light. It can scoot. The road from Weaverville to Redding, is a very long down hill roller coaster with great banked curves. Following John in the morning with little traffic was a delight. John and I had lunch in Susanville. But I would lose him as I needed fuel and he did not see me stop. No problem I had a very enjoyable run to Oroville at a bit more relaxed pace. That night, lovely accommoda-

tions at the "Feather Falls Casino". A banquet that night where John Grosseto presented two trophies to me. One for driving the furthest and the other the Flog Mog Perpetual Trophy. Quite an honor. The next morning I left at 7:00AM and arrived home in Seattle at 7:00PM, straight through. My +8 Bitsa was comfortable, fast, and reliable. What else can an Old Man ask for?

Tom to wrap it up • Saturday morning I checked out of my hotel amidst a huge display of quilts hung along Main Street. I got to the Forty Niner to find the usual assemblage of folks standing around wondering when we were going to get started. Finally John Grosseto headed out and I followed, as did several others. I was, by now, very comfortable with my car and had great fun hanging on John's bumper through some of the morning and afternoon twisty bits. I spoke to Jan Saturday evening and she told me that she kept look-

ing over her shoulder and thinking, "He's still there!" We stopped in Susanville for lunch, but only John and Jan Grosseto, Marg Naughton, Grant and Angie Larson, and I ate together. We kept seeing Morgans going by outside the restaurant, one way or the other. After lunch we got back on the road headed toward Oroville, our overnight stop. Along the way we stopped where Ernesto and Marta Sirolli had a minor problem. Several others had stopped as well. Their car got restarted and they opted for a different route to Oroville. John and Jan took off again on the original route, with their faithful blue companion stuck in their rear view mirror.

We got to the Feather Falls Casino Hotel around 4:00 PM and got checked in. The rooms are very nice, but take the phrase 'heated', as applied to the pool, with a grain of salt. Still, it was very refreshing to go for a brief dip and swim a few laps to loosen up muscles

that needed it. We gathered in the evening in one of the banquet rooms in the casino for a nice group dinner. I was in no rush to rise Sunday morning, and once I got on the road I decided that I had been away from home long enough and wanted to get back. I stopped for breakfast at a Starbucks in Chico and for fuel in Red Bluff, and again in Roseburg, OR. Some 650 miles later I arrived home about 7:45.

FlogMog 15 was a fun event. The consensus was that it had been a great success and folks had really enjoyed it. I certainly did. I made some new friends and renewed acquaintances with a few others. I got to know my car better than I ever had before, and I had five days of wonderful top down motoring. And I averaged 28.7 MPG for the entire trip.

For somebody who loves to drive, it doesn't get much better than that.

Notes on the Long Haul Home by Gordon Craig

FlogMog 15 for Maggi and moi was a high -and low- adventure of searing heat, beautiful in the middle of nowhere roads, the comraderie of our fellow Mogs and travelers, a terrific visit to a high end Custom Hot Rod Shop, a long afternoon parked in the shade across from the quintessential country store watching the comings and goings of country commerce in the Trinity Alps, and the agony of a game ending mechanical problem that looked like it could be fixed but alas, could not.

And that was just our first day! We embarked on FlogMog 15 a day early, on Wednesday, September 29, with a group comprised mostly of East Bay Mogs who did not want to drive the mad rush of Interstate 5 in the Central Valley heat. Instead, we had

the bright idea to drive up Hwy. 101 to Eureka (Rio Dell), go the road "less traveled." Hah! Though not as flat out monotonous, it was certainly just as hot, really a fry pan. Our hardy group of 6 Mogs and 1 Opel GT left the East Bay and through a circuitous route of back roads on purpose (like Mt. Herman Road to Hwy. 12), made our way up through Napa (Hwy. 29), to the Silverado Trail to Calistoga (Hwy. 128) to Hopland and Hwy. 101.



So far, so good. But then, we hit the Blast Furnace of the mid-day. By the time we reached Willits, it was easily 112 deg.F! We were all panting, and some of us were approaching threshold heat exhaustion. I am talking about Us biped Mogs, not the

Continued on page 18

Oktoberfest &

Story by Marj Scooros • Photos



Genuine "mis-directions" issued!"

The day's weather was wonderful. Too bad the directions were not. Bart and I agreed that the computer dropped the 2 missing directions. That's our story and we're sticking to it. There was a contingent that was smart enough to dig out maps and actually drove the entire route. There was a small group who knew the route and drove it correctly. Then there was the third and largest group who made a few U-turns and had to take a shortcut to get to the lunch break in the allotted time. Oddly enough most everyone arrived about the same time. The smallest group was delayed due to 2 flat tires — on the same car. I love Morganeers. They can find the humor in everything.



Everyone made it to Marj & Bart's House, despite flats and turnarounds

The flat tire folks missed lunch at El Toro Brewing in Morgan Hill but went straight to the final meeting place. The rest of us had a wonderful lunch and followed correct directions to Marj & Bart's place. The drive up Quimby Road was a new one for most Morgans. Navigators only should have gazed on the fabulous view of the valley.

After the business meeting, we gathered for the Talent Show. What a show it was. Jerry Gurley tore a phonebook in half. New member Richard Katz played his Uilleann Pipes — pronounced "ellen" and meaning elbow. These are Irish pipes played by both elbows while fingering. Certainly not easily coordinated. Larry Ayers recited a recitation. Mel Cohen played a couple of polkas on



New Member Richard Katz with the "Ellen"...beautiful, haunting songs



Mel and Maggi belt out "Liechtensteiner Polka".

Talent Show

by Gordon Craig & Marj Scooros



The Gang's All Here!

his accordion. Maggi Craig was singing away and was persuaded to take the mic to sing one of the numbers in German no less. Then Mel showed us what he really plays — his Mellow Bellows which are very mellow indeed. Another new member Fred Thompson and his lovely wife Ann sang a Morgan song of his writing accompanied by a ukelele. We all joined in the chorus that he had taught us. Maggi also performed standup comedy to our delight. Lynne Gurley played the UCLA fight song on the piano. Last but certainly not least, George Tollworthy entertained us with a few ditties from his English Pub Songs repertoire. He decided there was not enough room for his dead cockroach routine so we were spared.



The direction the Thompsons want to go.

We had a secret ballot. Richard Katz won first prize, Fred Thompson and Ann won second and Mel Cohen won 3rd prize.

Not part of the talent show but included because someone wanted to hear Maple Leaf Rag on the player piano, Marj gave her best body-sync to the number.

Dinner was brats, braised red cabbage and hot German potato salad with German chocolate cake for dessert. Jerry Gurley's birthday was the next day so we all sang Happy Birthday.

It was a fairly early departure for everyone so no one was terribly late getting home.



The Thompsons (new members) lead us in an original song about Morgans on the Road.



The Player plays the Player, or Marj Rapido!

MorganWest awarded
"Morgan Overseas
Dealer of the Year" for
the 2nd year in a row,
3rd out of the last 4
years, by the MMC!

Morgan

WEST



DRIVEN AT HEART

(310) 998-3311

Authorized Morgan Motor Car Dealer

WWW.MORGANWEST.NET

2010 Aero Supersports

As few as 150
will ever be built
to meet US import
compliance.
Certainly one of
the most beautiful,
sensuous new
cars ever designed
and offered by
any manufacturer
at any time.
Breathtaking to
behold, breathtaking
to drive. Own
one! Now taking
orders/deposits!



2012 MORGAN EvaGT // Order yours now!

2010 MORGAN AERO SUPERSPORT
Featured Car at Pebble
Beach Concours
d'Elegance, available now!

2006 MORGAN ROADSTER
Connaught British Racing
Green, tan interior, 3k miles

2005 MORGAN ROADSTER
Grigio Ingrid 3.2k miles

2005 MORGAN ROADSTER BRG

2005 MORGAN ROADSTER Bentley
Silver Lake Metallic Silver
Blue Pearl 857 miles

2005 MORGAN AERO 8 Rolls
Royce Garnet 2.9k miles

2003 MORGAN PLUS 8
35th Anniv. Edn. Merlot
metallic 8k miles

2003 MORGAN PLUS 8 35th
Anniv. Edn. BRG Metallic/
two tone 2.4k miles

2003 MORGAN PLUS 8
35th Anniv. Edn. Merlot
metallic 8.8k miles

2003 MORGAN PLUS 8
35th Anniv. Edn. Rosso
Corsa, 6.6k miles

1972 MORGAN PLUS 8, British
Racing Green/Black

1972 MORGAN PLUS 8 SERIES 1
Burgandy/Black

1967 MORGAN PLUS FOUR,
Four Seater 21k miles
BRG/tan leather

1965 MORGAN PLUS 4 Four
seater, Silver/Medium
Blue // Sale Pending

1965 MORGAN PLUS 4 DHC
BRG, Chocolate

...and introducing the 2012 MORGAN EvaGT



The all new four seater Coupe takes its inspiration from the
British sports saloons of the early 1950's. The first public view
of the Morgan EvaGT was at the 60th Pebble Beach Concours
d'Elegance, Carmel, California. Now taking orders and deposits.

1964 MORGAN +4+ 2009
Pebble Beach Concours
d'Elegance. SS spec

1963 MORGAN PLUS 4
SuperSport #5352 Rare
SS. Motor is fresh

1956 MORGAN PLUS 4
Roadster BRG

1955 MORGAN PLUS 4 Roadster
Twin Spare sn#3390

1953 MORGAN PLUS 4
Four Seater FlatRad
Yellow/black wings

other marques

2011 ZOLFE GTC/4

2003 JAGUAR S Type R

1959 MERCEDES BENZ 220S

WWW.ALLARDWEST.COM

2009 Allard J2X MkII

Ferrari Pozzi Blue/Scottish Poppy Red Leather, 370 HP/400
ft lbs of torque Chrysler 5.7 Hemi V8 and Tremec 5 speed
gearbox; 0-60 in 4.3 seconds incredible ride. This one is
gone but, order your's today!

DENNIS GLAVIS, MANAGING DIRECTOR
3003 PICO BOULEVARD, SANTA MONICA, CA 90405
DENNIS@MORGANWEST.NET



Liberty Ace

Story & Photos by Jon Callas

I don't remember quite how it came up in conversation. Tamzen and I were in Seattle to visit some friends, and we were talking about Morgans, and it had come up because there was a new trike that was being made under license from what appeared to be Morgan Motors, the Liberty Ace. I hadn't heard of it. I searched for it on the web, and looked at the pictures. "Well, that looks like a Trike," I said.

I looked at the address and it was in Seattle. For grins, I looked it up on a map, and had it give directions from our hotel. Would you look at that — it was less than three miles away. I asked Tamzen, "Do you want to see if we can go take a look at it?"

"We have all of tomorrow free," she said. "Why not?" I called the number and left a message. Pete Larsen, who makes the Liberty Ace, called back the next morning, and we arranged to go over there. As we arrived, he was on the phone. He got off and told us that someone called him to "warn" him that some people from eMog were coming over. Yeah, that would be us.

We looked first at Ace One, his first trike. His business is making custom retro sidecars for Harleys and hadn't set out to create a replica Morgan, but wanted to do something like the



great cycle cars of the thirties. I nodded and said, "Uh huh," because this was obviously a Morgan trike. It looked like a Morgan and the flying A hood ornament is an obvious homage to the flying M of that era Morgans.

Ace One has a look that's beautiful to me. I'm someone whose first Morgan was a Plus Four and then got a new Plus Eight. I love the old-and-new look of the Ace, which reminds me of a new Plus Eight in the mix of modern and classic. It has brass snaps and modern fuel lines. The Harley engine is in front and gives an updated look of Matchless or JAPs of old trikes, but with modern power. The Ace has options of 113 or 130 bhp, which is another reason to say that the Ace is to an old trike as a Plus Eight is to a Plus Four. It's fast and powerful. Larsen's magic and engineering skill is taming the Harley motor to that configuration. One thing that he did not change is the size. Four-wheelers have gotten longer and wider over the years, but the Ace is the same size as a trike of old. The cockpit is 38" across, two inches less room for two people than a pair of airline seats. Larsen also showed us Ace Eight and Ace 10, in various stages of production.

We were also privileged

Continued next page



Established 1976

Melvyn Rutter Overseas Limited

The Pit Stop

Superior Accommodation
For Ladies & Gentleman,
With A Motoring Flavour

Now open to receive guests.
Go on-line to check it out.
www.the-pitstop.net
When visiting England come
and stay. We also have a new
4/4 Sport available for hire.



INSTRUMENT RESTORATION

Cream or black face
- yours fully rebuilt
to show standards -
all models



10th EDITION CATALOGUE

68 pages packed full of great stuff and information
UK £4, Europe £5 (airmail)
Overseas elsewhere £6 (airmail)



MAIN DEALER
SALES • SERVICE • PARTS
Dealer Of The Year Award Winner

BROOKLANDS 4 SPOKE WHEELS

Black rim -
15.5 inch or
17 inch.
Cream with
15.5 inch
rim, also in
stock.
Centre boss
kits too.



Send order by email
or buy online
www.mogparts.net



**The best organised MOG STORE
in the world - Fast Parts Service!**

MORGAN WORLD MAGAZINE

Published Now for 10 Years - time flies!
Subscribe on-line: www.themorganworld.com
or telephone/fax a subscription



Back order
copies and Binders
in BRG available

Subscription (air post) £28

Website: www.the-morganworld.com

Email: mogs@the-morganworld.com

- Accessories •
- Badges •
- Bearings •
- Body •
- Books •
- Brakes •
- Bumpers •
- Chassis •
- Cables •
- Carburetors •
- Clutches •
- Chrome •
- Dashboards •
- Electrical •
- Engine •
- Mirrors •
- Radiator •
- Rubbers •
- Stainless •
- Steering •
- Sidescreens •
- Suspension •
- Switches •
- Tonneau •
- Transmission •
- Trim •
- Weather eqpt. •
- Wheels •
- Wipers •
- Wiring •
- Wooden parts •

WORLDWIDE WEB <http://www.melvyn-rutter.co.uk> **E-mail:** MR@melvyn-rutter.net



The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA ENGLAND
Tel: 00 44 1279 725725 Fax: 00 44 1279 726901 Fax: 00 44 1279 600498 (direct parts dept)

Morgan Motors & Morgan Spares Ltd.



Your Direct Connection To The Morgan Motor Co.

70 County Route 7A Copake, NY 12516 • E-mail morganspares@taconic.net • www.morgan-spares.com
Parts (888) 345-6647 • Tech (518) 329-3877 • Fax (518) 329-3892

- Factory Authorized New Morgan Dealer
- Factory Authorized Parts Distributor
- Buy, Sell, Trade A Morgan
- Appraisals - Call Us Before You Buy
- Service - Repairs - Upgrades
- Concourse Winning Full Restorations
- The Best Technical Service Anywhere:
Peace Of Mind Knowing That You Will Get
The Best Assistance And The Right Part

- Complete Mechanical Rebuilding Service:
- Exchange and non Exchange
- Largest Inventory 1950-2006 in the USA
- Large Inventory of Good Used Parts
- The Most Comprehensive Web Site
www.morgan-spares.com
- The Original Illustrated
Parts Book-Now On-Line
Or Call Us For A Free Copy

And As Always-The Best Prices!



Liberty Ace, continued

enough to be piloted around in Ace One. The modern motor and modern brakes means it leaps forward and stops fast. It's therefore fun. A lot of fun. We bought our first Plus Four after driving it around and noting that we'd been grinning so much our smile muscles hurt. We thought that any car that makes you smile so much that you ache is a car worth having. The Liberty Ace is thus all Morgan. It will make your grin muscles hurt.

There are a number of other practical considerations. There is some limited storage space in the Ace's boot, and I can't compare it with a thirties-trike, but it's an issue if you wanted to go touring with it. The handling and power of the Ace is such that it could handle additions. Larsen's primary business is making sidecars for Harleys, so there are plenty of options to someone who

is very interested. As mentioned above, the cockpit is the size of a thirties trike. Consider this a real updating of a Morgan trike and act appropriately.

Larsen is making the Ace under license from Morgan Motors. Since our visiting him, Morgan Motors has announced that they will be making their own trikes, and the scuttlebutt is that they are essentially the same design as the Ace. There will no doubt be drift between the two cyclecars, as Morgan will want to adapt them as they see fit. Larsen sells his in the neighborhood of under \$50,000. We don't know yet what Morgan's will cost, but my bet is that they'll be somewhat cheaper as they will be manufactured rather than completely bespoke. More things will become clear as time goes on. The rumor mill is far more effective on the Internet, so I'll avoid speculation.

Ironstone Concours d'Elegance

Story & Photos by Donna Dell'Ario

Murphys California, September 25, 2010

Our friends and MSCNC members, Roy and Davina Lane, invited us to spend the weekend at their home in Columbia and participate in the Concours. We had done this 2 years ago and had a great time. So Larry and I packed up and towed "Moss Mog" (1934 MX4 Super Sports) to the Gold Country and found our class situated next to the Lagoon at the Ironstone Winery just outside Murphys, CA.

In the beautifully terraced amphitheater behind the winery, the Lanes were showing a 1930 Ford Model A Roadster. John Grosseto was there showing a large 1960s car. There weren't any other Morgans, but there was a nice showing of British cousins: MGs, Healys, Jags, etc. Moss Mog's neighbor was an odd little micro-car that reminded me of Dr. Doolittle's "Push-me-Pull-you." The owner described how most of the body panels were interchangeable, and the seats folded flat to enable camping — but a major drawback to production was caused by nausea and CO₂ poisoning! It seems the exhaust was sucked into the windows.

Our Three-Wheeler showed off nicely and got a lot of smiling attention, **winning Best of Class.**

Although toasty warm all weekend, there was a breeze wafting across the lagoon and trees all around, so it was quite pleasant. Michael Anthony and Rod Miller visited our shade and conversed for awhile.

Roy and Davina were great hosts, doing a dinner party for about 40 of their local car-friends on Friday. So adding their hospitality to the welcoming and gracious Concours staff, we had a great time — wish you'd been there!

Maybe next time...

[Right]

Moss Mog is tucked in between a 1957 Zundap Janus 250 and a 1956 Nash Metropolitan Coup in the "Mini and Micro Cars" Class



What I Did

Story and Photos



check. All was good so out he went. As he went by for the 3rd lap, the car was trailing a large cloud of oil smoke. Not good, thought I as we

Greetings.... First weekend of October, whilst a bunch of a bunch of NorCal, Oregon, and Washingtonian Moggers were wandering about the north state, chasing Bill B, I had planned to attend the Niello Concours at Serrano. Friend Steve called to remind me it was the CSRG's annual Charity Challenge race featuring F5000 cars and he was bringing the ex-Andretti Lola T332.

This a well documented and properly restored single seater. It was restored by Jim Chapman –crew chief on the car in 74-75– and John Saunders-Hyde –the chief mechanic then. It was painted by Dennis Ercek, the Vels Parnelli painter and the engine, freshened by Ryan Falconer, was the engine Mario won Road America with in 75. Pretty good credentials. Because of its history and condition, it was really drawing a lot of attention. We set about the pre-race ritual to get it ready which, besides checking fluids, etc, includes removing all the spark plugs, running it up on the starter to circulate the Brad Penn 20-50 wt green stuff, plugs back in, electric pump to pressurize the fuel injection, move the cam on the Lucas injection to rich, spin the motor, switch on the ignition, and make it go vroom. Lordy what a glorious sound. 5 liter 544 bhp small block chevy running on 116 octane “gasoline”. I love that kind of talk. As it warmed up, we did the usual look for leaks, check the oil level in the dry sump tank, listen, vroom vroom.

All was good and we put her clothes back on and prepared to send Bruce out. He went out at the back of the grid, did a lap and came in for a leak

headed back to Nascar garage 39 to await the arrival of our incontinent race car. Turn 11 to turn 2 was oiled down and the Lola and driver finally arrived on a truck and was unloaded. We proceeded to wipe down her undersides (hey, don't Vulcans have green blood?) looking at all the fittings and hoses (3 stage dry sump). Bruce reported it never lost oil pressure and didn't make any bad noises before he shut it off. We had hope. It was quite something to see all the crews come to see what had happened and offers of help and parts were overwhelming. This car is highly regarded and everyone wanted it to run. I removed the plugs (again) and we put 3 qts in the tank and spun it over. “Bingo” was heard from under the car. Oil filter seal! No oil filter wrench at hand but it is amazing what you can do with a spare dry sump drive belt and a screwdriver. Off it came to reveal the failed seal. Hard to figure what happened as the seal wasn't displaced and the oil pressure wasn't out of line. So grab the spare filter, fill it, install and check it out. What, no spare filter? We'll find one—which we did except it was the standard size small block unit and would become the lowest part of the car—not good. Nobody seemed to have the right one so Steve set off for the Sonoma Napa store, part number in hand. In the mean time, Bruce had found one, we checked to make sure it was right, filled it with green stuff, put the plugs back in and proceeded to start her up and check for leaks—again. All was good—again—so I buttoned up the body work while Bruce changed back to

his work clothes. Back out for the second session and all went well until another oil flag—this time not us. Bruce brought her back in about the time Steve returned with more oil filters. Bruce emerged from the car with the biggest silliest grin from beyond ear to ear. He loved it. Not often you get to drive that kind of a piece of history.

The Lola looked fabulous, sounded awesome, and ran like a train. Bruce brought it back in after half a dozen or so laps and was seriously delighted with it. Once we got him off the ceiling, we questioned him about how it was and was anything in need. He mentioned the brake balance was a bit forward and the front brakes were chattering. Also, he thought they might have boiled as the pedal went to the floor when he backed the car into our garage space. We were joined by Zack (former McLaren F1 mechanic) and Tom(similar experience as a fabricator) to adjust the balance. Balance is adjusted on proper race cars with a balance bar and 2 master cylinders. It's a simple mechanical linkage and very adjustable. We will need to “guesstimate” the balance as we don't have access to the track for testing. About this time, Eric Haga, competing in the same Lola T190 he ran in 70-71 and repurchased 2 years ago, told us he had the right tool for setting the balance. He produced a very slick bit of kit in a gray plastic box. It is for cars with front and rear disc brakes. To use it, you remove a brake pad from a front and a rear caliper, insert the transducer between the pistons and the rotor, whomp on the brake pedal and it will show you the total lbs of force applied. Eric told us we wanted



On My Day Off

by Tim Waller

about 55% front on these cars. We set about to do the test which was a bit more involved than you think. We pulled a wheel from front and back and then I started to chuckle a bit. Finally Steve realized what amused me. The car uses inboard rear brakes and they are quite accessible with the wheel on but as I pointed out, this way I can walk right up to the caliper and not have to lean over the 18 inch wide rear tire. The pads are retained by plates bolted and safety wired to the top and bottom of the caliper. The rear came right out but the front required unbolting the caliper from the upright. We got the tool in place and proceeded to measure. 900 lbs rear and 2000 lbs front- a bit off. After much fiddling, we got it somewhat acceptable, better but still a ways off. Possibly different sized master cylinders were in order but that was beyond what we could do this weekend. It was decided to bleed the brakes even though the pedal had come back up and was hard.

Now the scary part. We still had the right side wheels off so I jacked up the left front (can't access the calipers with the wheels



on) and pulled the wheel. Oh my, said I as I held up a brake pad that had been laying inside the wheel. This is not good. Everyone agreed. The retaining plate on the left front caliper was missing. No idea when it came off but as long as the car was going forward, brake action pushed the pads against the remaining plate but when Bruce reversed to bring it into the garage, the rotor rotated the pad out the bottom. This could lead to potentially tragic results. Michael Brayton, former F5000 and

CanAm driver was very upset as he had lost a friend to such a problem. The retaining plates and drilled screws aren't exactly something you carry in spares. Michael felt that if we found a plate, we probably wouldn't find the proper drilled screws and I think he was going to stand in front of the car to keep it off the track if repairs weren't done correctly. Bruce disappeared and returned 15 minutes later with a grotty old caliper complete with plates and drilled screws. Yippee. As we celebrated finding the right parts, I suggested we re-check the brake balance as the one caliper was somewhat dysfunctional when we had done it the first time. Sure enough, rear pressure 2000lbs, front 1600 lbs. Kind of backward. Re-adjusting the balance bar got us to 54% front, a happy number. We buttoned it up, decided it didn't need bleeding, and went home. Wait till I tell you about Sunday.

As I was commuting to the race-track, Sunday morning came real early. Alice came by with her Subaru loaded with folding tables and chairs as my niece had planned to provide a lunch for us at the track. MMM she called it. Melissa's Magnificent Melange. My niece, besides being a Cal Tech PhD, an air pollution researcher (but still loves Morgans), a fledgling Morgan driver, and a Jazz drummer, is a foodie and preparer of really good eats. Lunch promised to be a cut above the usual race track fare and that morning on arrival we set up tables and she began to prepare salsa and lay out other goodies. Even though greatly distracted by the smell coming from her table, we managed to do the usual fluid and pressure checks on the Lola, rolled it outside and warmed it up. Bruce showed up for the first session and we sent him off, feeling confident all would be right with the car. At about lap 6, the oil flag came out. Oh crud-first thought-then oh good, it's not us. Bruce brought the car in and pronounced it really really



good. The oil flag came out in turn 6 and he said he chose not to find out where the track was oiled so he brought it in. Front brakes still chattered- possibly a warped rotor-but balance was much better. Motor pulled strong and he had no trouble passing. Temps and pressures were all good.

Bruce looked in awe at the lunch fixings. I asked him if that wasn't a typical race day lunch. He said he would have to wait till after the race or we would need to readjust the lap belts-not an easy proposition as they need to be unbolted from the tub to do so. Several of the people who had helped us the day before came by and we fed them as well. Zack must have come back 6 times. Eric was quite taken with the desserts. Several other friends came by to bask in our glory-and eat. Fresh salsa, several cheeses, french bread, various types of olives, sliced sausages, flank steak, fried chicken and more.

Oh yes, back to the race car. Bruce chose to grid at the back of the field. Steve's plan all along had been to run some laps to shake the car down and let it be seen as he is thinking of selling it. After sending the car off, we went to a better vantage point and I asked him how many laps Bruce would run. "I don't know. It's up to him" was the response. Bruce ran the entire 10 laps, starting second from last and finishing 7th and closing on 6th. He came back to the garage and you've never seen a happier driver. He thanked us for the opportunity to drive such a piece of history. A lot of racers came by to take a closer look and thank us for bringing it out. And Bruce finally got to have lunch.

Tim(D.Y.M.)

Flog Mog 15 • Gordon's Story, *continued*

four wheeled ones. We put in at a large Air Conditioned McDonalds, and hung out (limply) drinking water and lemonades for an hour or so. The cars were doing quite well, actually, old and new engines alike. "Lismore", for ex., never got into the Hot box and that was due to my installing a new radiator built of modern copper matrix and new tanks. Despite the heat, I was happy as a hot clam, finally, my Old Morgan was not boiling over in the most demanding of conditions, whooppee!

And, once our own temps stabilized the rest of the drive that day went well, and gradually cooler as we merged to the coastline approaching Rio Dell. We pulled into our motel and met with the Schaws from Gold Beach, and John Burks, who comes from nearly any point of the compass you care to name. John has been consolidating his Morgans down to two at this point, both powered by modern drivetrains, and he seems in perpetual motion with the cars. For this tour he chose to drive his latest build: a red alloy 4/4 with a Honda S2000 and six speed in it. His other Mog is the white +8 which in its latest incarnation has a Corvette crate engine and six speed, bespoke by Bill Fink. With modern reliability and performance, he is set to go anywhere at a moments notice, and he does.

The morning after breakfast, we went across the street to **Kreations Auto Body & Custom**. Our host, Kevin Bradley, has emerged in the ranks of Hot Rod and Custom builders like Bill Moal, and his cars appear in Rod and Custom Shows all over the country. He works metal in a wide range of models, from the "usual" Mustangs and Corvettes, to a 1961 Citroen and his considerable engineering knowledge and aesthetic skills are evident. Check his website www.kreationsautobody.com is worth a look, Thanks for the visit, Kevin.

From Rio Dell, we set out on Highway 36, towards

Weaverville, by way of the southern Trinity Alps and Hayfork. And we were motoring right along, the day was warm, but not hot, our troop of Mogs and the Opel singing through the curves and twists, climbing the hills and snaking through the valleys. About 50 miles in and bringing up the rear, I began to hear an increasingly loud clatter, definitely tied to engine rpms. Finally, I had to pull over and pop the bonnet to find out what was happening. It happened to be on a blind curve and the cars in front did not notice us dropping off the pace. Also, we had no cell phone coverage, we were on our own. I left the engine idling, and the first thing I noticed was the water pump pulley and fan moving in and out and wobbling.... Uh Oh, serious. I had seen a sign not too far back that said "Dinsmore 12 miles" so I decided to drive, very slowly, towards what turned out to be a country store and an automated gas station and laundromat. We made it, clattering and all. But no overheating, boiling over, the water pump had not blown, the pulley had come unseated, wandering here and there, burning out the keyway on the shaft. Oh Great. The Store had a payphone, literally the first I had seen in years. So I called Triple AAA ERS and they dispatched a transporter, but it would take some time. The driver was already on a call to Eureka, would take care of that, and then take



us to Weaverville. "Some time" turned into 4 hours plus, **so we parked in the shade and pulled out the folding chairs and watched the country folk, old and young, come and go.** Had some nice chats with the locals, too, who wanted to know about the car. Morgans are always an icebreaker.

The drive to Weaverville took us through the transforming Trinity Alps and surrounding meadow farmlands. I say "transforming" because as our driver pointed out, there was a lot of licensed pot



farming going on for the medical marijuana industry, all very legal and regulated per a Proposition on the State ballot passed by the voters a couple of years back, including me. :) But, the driver pointed out also, there is still a LOT of illegal pot farms back in the hills and hollers and that is mostly controlled by Mexican drug cartels who have moved in and bought largish plots, leveled the trees, made a mess and use pesticides and fertilizers to get high yield crops. This is harvest season, and they patrol their plots with guns and pick-ups, and actively discourage anyone they encounter. The local sheriffs and highway patrol, augmented by Federal officers are hard pressed to keep a lid on their activities, and things are tense between law enforcement, these outlaws and the legal growers, who of course don't want to be associated with them. And nobody is sure what will happen if the current proposition to legalize all marijuana consumption and growing is passed....it could eventually result in pastoral husbandry and revitalize the dead economy of this region but probably not before there are skirmishes and hard feeling and turf battles and people getting hurt. And the same or worse could happen if the proposition is not passed, so there is a lot of uncertainty in these parts these days. The things you learn on a Flog Mog, huh?

We made it into Weaverville in the late afternoon, to the relief of our mates, who had been concerned about us and had not heard from us. I had called Jan Grosseto to let her know we were ok and had a tow from the payphone as she and John were coming to Weaverville, but her cellphone kept breaking up. She told me later she got enough to know we had broken down and would get a tow. The next day, while the rest of the group took off for the drive to the coast and back, John Burks stayed behind and worked with me removing the fan, mounting rings, pulley and finally the pump itself with the cowl and radiator in place. On closer inspection, the pump shaft was toast, the holding nut and threads were sheared off and the rest of it, the keyway, was chewed up. Fortunately, Bob Frisbey produced a spare water pump from stowage on his beautiful blue +4 Flatrad, but I couldn't use it because the pulley was completely messed up as well. John and I took the pulley and water pump to the local welder hoping he could weld it on, but here again, the shaft is made of hard steel and the pulley is made of cast iron, not a good mix at all to make a weld. He figured it

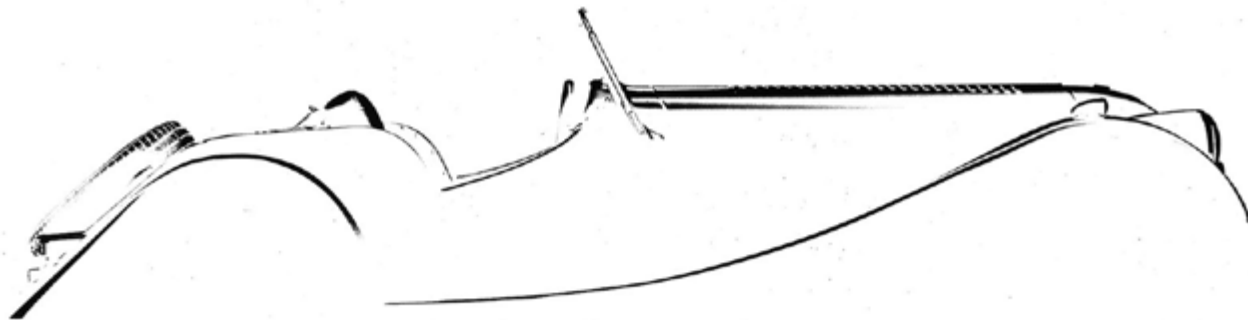
would break within 20 miles of use, even if he could get it true enough to spin without wobbling much. No go there. When everyone got back, we discussed an option or two, like reinstalling the pump, sealing it, keeping the pulley, fanbelt and fan off and driving with induction flow through the engine and radiator and on the battery, but I didn't want to risk such a taxing drive over mountains etc. with such basic cooling and the alternator might get damaged, too, not operating in a charge/discharge cycle with the battery. It was a shame, really, as we wanted to spend more time with everyone and especially Button from the NW, but **I got to drive Button's "Itsa Bitsa"**



XCLR8, a near legendary +8 made of mostly Morgan bits that have come from all over the world and is something of an Internet Celebrity Car. And later that evening at dinner, Maggi won the Ugly Hawaiian Shirt contest hands down!

So, with reluctance and resignation, **I arranged for a long haul on the remaining tows on my Triple AAA** card back to Oakland the next day, Saturday. That took two hauls, one to Winters on I-505, and then another stint to home. It was a long day, but I still had a nearly full tank of gas, best mileage I've ever had!





I S I S I M P O R T S

MORGAN SPECIALISTS SINCE 1968

SAN FRANCISCO, CALIFORNIA

TEL: (415) 433-1344 FAX: (707) 876-1944 WWW.MORGANCARS-USA.COM



Morgan

MORGAN AGENTS

Aero 8

SINCE 1968

SAN FRANCISCO, CALIFORNIA

NEW & USED MORGANS

(415) 433-1344

WWW.MORGANCARS-USA.COM

WWW.MORGANCARS.US

SALES • SERVICE • SPARES • SUPPORT

ISIS IMPORTS LTD.

Looking for a good home for your used Morgan? We consider all models for consignment. We have over 35 years experience with Morgans and their owners, and we receive requests for used vehicles on a regular basis. All models invited for consideration. Isis cars and propane Plus 8s especially welcome!

Call or send an e-mail to tch@morgancars-usa.com

sMOG This
<http://smogthis.net>

The largest existing collection of on line Morgan photos & images
Over 2000 photos and graphics with new content added regularly.
If you have a Morgan, chances are she can be found on sMOG.

Have you visited sMOG This?