



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

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and Annual Awards**
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**Please Remember
to Pay Your Dues.**



November~December 2016



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 2016

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•

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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:

- Jan 23 for Jan-Feb 2017 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 a digital format as a web PDF. Contact the editor.

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

Welcome New Members

Howard and Joan Edson
Pine Grove, CA 95665
1965 red w/black wings +4

**Please send your dues and registration
to Bob Koupal, NOT Gordon!**

Bob's address is in the Club Roster.

Cover Photo: Dave White of Arcata took this lovely shot of his 2003 35th Anniversary +8 in a Cathedral Glen of Redwoods while on FlogMog in late September. Donna White is in the car. Cheers.

Club website: www.NorcalMog.com



* MSCCNC Club Sponsored Event

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

DECEMBER

* 4 SUN • Holiday Party • HS Lordship, Berkeley Marina. Contact Elaine Fisher.

* 26 MON • Boxing Day Run. Contact Wendell Bain
See Flyer

JANUARY 2017

* 8 SUN • Oyster Run. Contact Donna Dell'Ario & Larry Ayers **See Flyer**

* 29 SAT • Planning Meeting. Contact Ellen Jo Baron **See Flyer**

Activities Report • December

Elaine Fisher

As the year comes to a close, it is important to look back over the year and see what wonderful activities all our members have organized for the Club. Without your dedicated work and all the member's attendance, the club would not be as successful.

We thank **Ellen Jo Baron** and **Jim Taylor** for hosting the Planning Meeting in January as well as the new event, the Swim and Drive Party in August; **Donna Dell'Ario & Larry Ayers** for the Oyster Run; **Bob Frisbey** for Fremont Peak in May; **Don Henry** for The Sticky Bun Run in March, the Return to Reno Run and the Berryessa BBQ in June, and Oktoberfest; **Doug & Joyce Hamilton**, and **Angie & Grant Larson** for the Morgan Driving to a Fault in April; **John & Barbara Burk** for Spring MOG in April; **Bob & Thorley Murray** for Follow Me Tour in May; **Audrey & David Haines**, **Gerry Wilburn**, and all the others who organized specific events for MOGWEST in July; **Annette Yee & Loren Steck** for Morgans in the Deer Poop in August;

Paul Marchant for the Scottish Games in September and the Back Em Up at Oktoberfest; **Tim Waller & Alice Gentry** for the Sacramento Auto Museum in September; **Dave Sneary** for FLOG MOG in September; **Michael Rubin & Gordon Craig** for the Turkey Trot in November; **Wendell Bain** for his traditional Boxing Day run; and, husband **Philip Fisher** for assisting me with the Monkey Around Contra Costa and Chinese Dinner in February, and the Holiday Party in December.

Also, kudos to our racers, **Larry Ayers**, **Greg Powell**, **Jeff Abramson** and **Tom Morgan**, and their pit crews, any other members whom I am unaware who represent the Morgan marque in various races.

We also thank Gordon Craig for his many wonderful articles and photos on these events, Tcherek Kamstra for her several contributed articles and developing the MSCCNC Web Site, and Donna Dell'Ario for designing and producing such a great Club Magazine, the MORGAZETTE.

You are all very much appreciated!

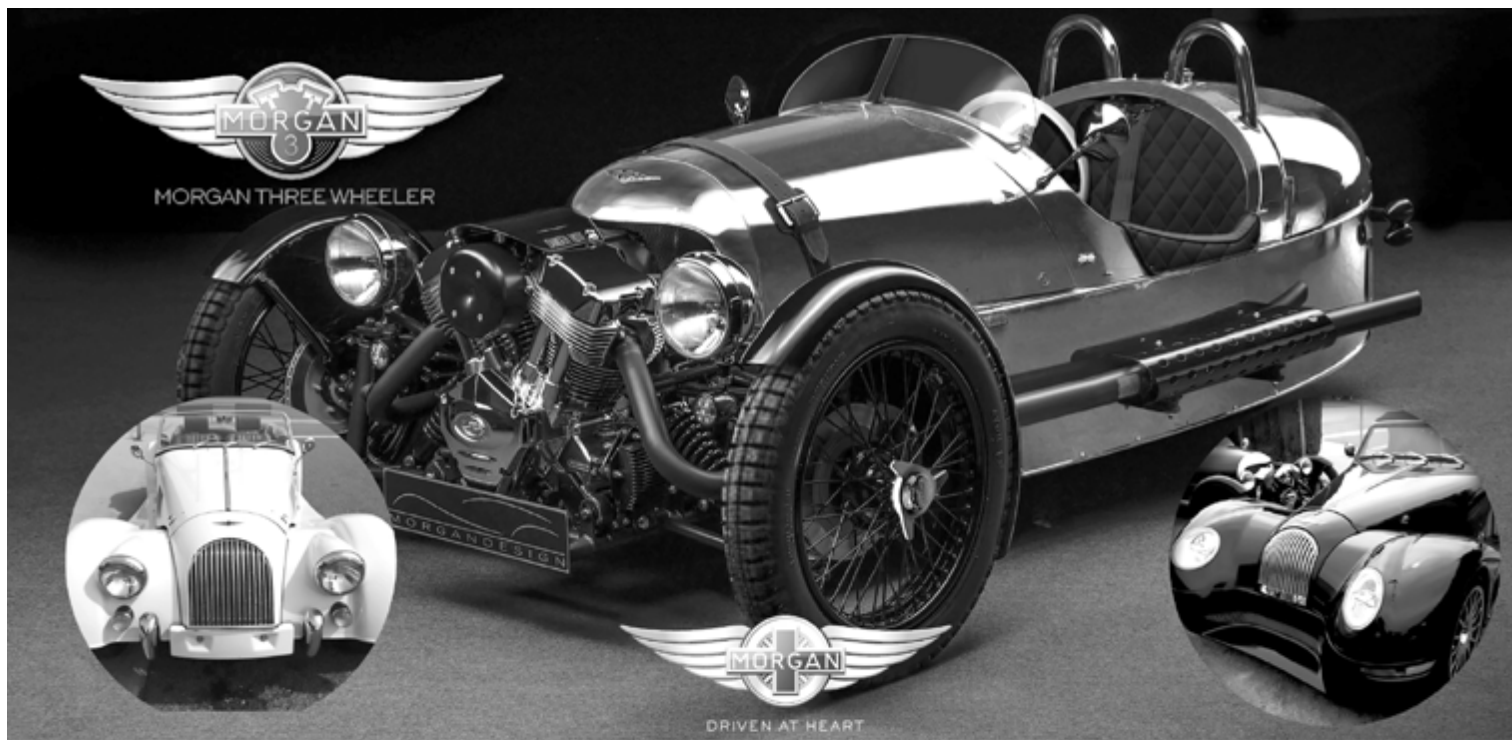
Please plan on coming to the Planning Meeting January 28th with your ideas and timing for 2017 events. There have been suggestions that the Holiday Party be changed so also come with ideas for that event.

Audrey Haines and Gerry Wilburn have resigned as Chairpersons for MOGWEST starting in 2018, so we need to determine what our future of MOGWEST will look like, and if it continues, how it will be organized and by whom.

Philip and I are tentatively planning on organizing Morgans Over America VII- Best of the West in May/ June 2019 for about 6 weeks starting/ending in LA, if our health holds out. While we already have 26 cars interested in the run with Americans (US and Canada), Kiwi's, French, British, and Australian's. If there are any MSCCNC members who are interested please let me know. The trip will be limited to 25 cars.

I am honored to be elected as President for 2017. I will do all I can to make 2017 a very successful year for the Club. Please call me if you have any constructive suggestions on how to grow the club and have more fun with our Morgans and our Morgan friends.

Angie Larson has agreed to serve as Activities Coordinator for 2017. Please assist her and step up to make the Events Program for 2017 another successful year for our Club.



NEW 2016 Morgan 3 WHEELER:
Tourist Trophy Special Edition #5
of 5 built for the World, Polished
Alloy body, quilted Navy Blue
leather stitched in yellow, more!

NEW 2016 Morgan 3 WHEELER:
Polished Alloy Land's End Trials
Edition, 1 of 5 for the World

NEW 2016 Morgan ROADSTER
'65: Montblanc White/Chocolate
leather, 340HP 3.7 liter V6/6 speed

NEW 2016 Morgan ROADSTER
'65: MountBlanc White, Yarwood
Cinnamon leather, 340HP/6 speed.

NEW Morgan 3 WHEELERS:
choose from 2016 Triple Black

2015 3 WHEELER Black,
Electric Blue leather

2012 3 WHEELER Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2005 Morgan AERO 8 LeMans
Blue Met/Dark Red Yarwood

2005 Morgan 3.0 ROADSTERS, choose
from: Two Tone Blue Metallic;
BRG Metallic/tan, 1,800 miles

2003 Morgan Plus 8, 35th
Anniversary (1/100) Panama Green
Met./Sand leather, 4.4k miles

1992 Morgan Plus 8, BRG/
Tan leather, 7k miles

1967 Morgan Plus 4, four
pass SuperSport perfect clone,
ground up restoration

1966 Morgan Plus 4 DHC, White/
Black, chrome wires, ground up
restoration // PRICE DECREASE

1962 Morgan Plus 4 FOUR SEATER,
Red/Black leather // AUTOMATIC TRANS

1959 Morgan Plus 4 FOUR
PASS, Ivory/Green leather,
older beautiful restoration

1959 Morgan Plus 4 DHC, BRG/
Black Wings, black int. very nice

1955 Morgan Plus 4 FOUR
PASS DHC, LHD, two tone blue,
beautiful older restor. 1 of 51

1953 Morgan Plus 4 FLATRAD WITH
CYCLE FENDERS // SON OF SKIMPY,
AKA, SKIMPY II, BRG/black fenders.

OTHER MARQUES:

Allard J2X, Mk III

2012 Perana GT, last one ever
of 6 for the US; LS3/AT

2008 Tesla ROADSTER, almost
new, every option, Red

1961 Triumph TR3A, Just rebuilt
with about 1,000 miles

1951 Willys "WOODIE" STATION
WAGON, modern V6/AT

Morgan

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Huh?

What happened to the last three years?

That's how long it's been since I was honored by being elected as president of the Morgan Sports Car Club of Northern California and was reminded of the fact that if you don't show up for a meeting, someone might volunteer you for something.

Actually before then I thought only Kathy Tollworthy or Larry Ayers were allowed to be president.

I really did know better than that since Morgan Staines served as president of this august group. And as Morgan, the guy, remarked, being president can be a pretty good job...because a lot of other people do most of the heavy lifting.

This is a volunteer organization. No one is forced to do anything, though some arm twisting happens, such as Maggi Craig's umpteen year time as Secretary despite pleading that she'd love to do something else. Thank you Maggi.

To go back to the start, it was Audrey Haines who first suggested me for president. (Note - Dave Haines had already served for two years earlier.) As some of you may know, this is Audrey and Dave's last year helping organize MogWest. Ditto for Gerry and Barbara Wilburn in the South. Much thanks for all their efforts. A lot of thanks.

I have to give special thanks to Elaine Fisher, who as activities chair for these many years has actually managed to herd cats...us...though doesn't appear as successful with her home pack. And thanks to Jim Taylor and Ellen Jo Baron for stepping in as activities co-chairs when Elaine took a break to organize Morgans over America.

Certainly special thanks to George Tollworthy for serving as treasurer forever and ever, and alerting us when our club insurance was ended by the former company. He found us a new policy...and surprise, surprise, for the first time officers are now included for liability. We're grateful no one ever scraped a knee and decided to sue. Or ran over someone, or themselves...at a club event.

Speaking of that, a wonderful group of people jumped in to help their fellow club member when the aforementioned accident happened at MogWest. After Don Henry was cared for, thanks to our own staff of RN's, offers made for transport to nearby medical facilities and pick up first aid needs, Paul Marchant took care of Don's car so Don could doggedly drive it north from Cambria.

So many members have stepped up to do so many things...Wendell Bain, Doug and Joyce Hamilton, Bob Koupal Inc., Larry Ayers and Donna Dell'Ario, Thorley and Bob Murray and the list goes on.

This is a perfect spot to once again thank Gordon Craig and Donna for Morgazette. Merci
Apologies if I've missed anyone.

We've managed to accomplish some key things in the last three years: We now have a club website – thank you to Tcherek Kamstra for putting the binaries together. We have a Facebook page...thanks to Elaine and Tcherek. And after 51 years, amazing, a revised set of bylaws...honchoed by Elaine in her spare time between 3 and 4 in the morning.

Of course there is always more to be done, which is part of the fun, just like owning a Morgan.

Happiest of Holidays, Merry Christmas, and all the best for 2017.

And best wishes to our new president, vice president and other officers.

Michael





Notes from Meetings

by Maggi Craig, Secretary

Board Of Directors Meeting 10/2/16

People attending were Michael Rubin (President), Elaine (Vice-President) and Philip Fisher, George (Treasurer) and Kathy Tollworthy, Maggi (Secretary) and Gordon Craig, Doug (Director) and Joyce Hamilton, Wendell Bain (Director), members Paul Marchant and Don Henry

The Treasurer stated that the club started the year with \$8,200.00 and currently has \$5,400.00 in the bank. Our profits from MogWest were \$1,230.00. Membership dues paid were \$2,600.46. We have pre-paid the Cambria Pines Lodge \$600.00 to reserve space for MogWest 2017. We have pre-paid H. S, Lordship Restaurant \$2,100.00 to reserve space for our Christmas/Holiday party. Insurance renewal costs for the club were \$891.00. Hagerty is the insurance broker for our two policies. Markel is the insurer for the club at a cost of \$552.00. We added a new policy this year for coverage of officers Travelers is the insurer for that policy at a cost of \$339.00. Year to date expenditure for the Morgazette is approximately \$2,000.00.

Paul Marchant suggested that we add the term Non-Profit to the cover of the Morgazette as that will give us a postage break. He also would like to see a yearly balance sheet of revenues and expenditures distributed to club members. George Tollworthy agreed to provide a yearly balance sheet at the planning meeting.

A discussion was held regarding what constitutes members and associate members. It was determined that husband and wife and/or partners in a household will both be considered regular members without paying separate dues.

The rest of the meeting was focused on reviewing and updating our by-laws which had not been addressed since the 1960's when they were drafted. Although we call ourselves The Morgan Sports Car Club of Northern California our legal name is The Plus Four Club of Northern California. The legal name will not be revised in the by-laws.

Elaine Fisher will make updates in the by-laws and copies will be distributed to the members via email. Members will have an opportunity to ask questions about and vote on the by-laws at the January planning meeting.

MSCCNC NOMINATION MEETING 10/22/16

A club officer nomination meeting was held at the Oktoberfest event hosted by Don Henry.

Members attending the meeting were Michael and Linda Rubin, Elaine Fisher, Gordon and Maggi Craig, Wendell Bain, Don Henry, Paul Marchant, Hilary Smith-Mahon and Peter Mahon. Non-member guest was Michael Anthony.

Nominations for officers were as follows:

President: Elaine Fisher
Don Henry

Vice President Maggi Craig

Treasurer George Tollworthy

Secretary Lexa Most

Board of Directors nominated were

Wendell Bain, Gordon Craig, Paul Marchant,
Michael Rubin, and Hilary Smith-Mahon.

All nominations were dully given and seconded by the members attending the meeting.

El Mirage - The Grand Tour Kick-Off

Notes and Photos from Dennis Glavis



Dennis brought this +4 SS



Derek Willburn with a M3W



*Tres MOG Amigos
Dennis, Derek, Stefan*

Late September Dennis sent me a very excited email and loads of photos of performance cars of all stripes lined up at the El Mirage SCTA (Southern California Timing Association) Track in the SoCal desert.

"For the new Clarkson, Hammond, May Show, the Grand Tour!" he proclaimed. Dennis brought his 1967 +4 SS Rallye Special with Stefan Mincu riding shotgun and accompanied by Derek Willburn in a Morgan 3W.

A huge starting line up of the Mogs, ratrods, classics, exotic sports cars, one-off customs and "Mad Max" Specials thundered across the dry lake bed as camera drones documented the spectacle. (On a local note, your humble editor recognized the chopped and channeled ratrod as a long time roller from Hayward, seen it many times at shows and on the road.) Afterward, a "Burning Van" ritual (events like this are common in the Western U.S.) drove the cheering crowd of dusty racers and spectators to ecstasy. No expense was spared in this all day event.

Inspired by the occasion, Stefan ran up to Clarkson, Hammond and May to pitch a story idea or two, "Uh oh, now we're banned forever!" lamented Dennis.

"The Grand Tour" is now airing online Amazon Video.

THE \$3 million opening scene for Jeremy Clarkson's new car show is the most expensive ever seen on the small screen.

*Southern California
Timing Association Track
in the SoCal desert*





Shot in the Californian desert, it features 150 cars, 2,000 "petrolheads", acrobats, stilt-walkers and six jet planes.

Clarkson, 56, and sidekicks Richard Hammond and James May sped across the Lucerne Valley in customized red, white and blue Ford Mustangs.

The trio were followed by \$25 million worth of cars, including a Bugatti Veyron and Rolls-Royce.

A source said: "Nothing remotely like it has been seen before."

The Grand Tour launches on Amazon Prime next month — 18 months after Clarkson was sacked from the BBC for punching a Top Gear producer.

The show will make him Britain's highest paid TV star with a reported \$12.5 million salary.

Says Dennis: "And they didn't pay us a dime!!!"



It takes all kinds...



Local ratrod.



Mad Max Mega Wheeler



The Burning Van ritual..



Free For All Start.



(R) Stefan with the hosts.

FlogMog “Don’t Fence Me In” Tour

Story by Gordon • Photos from Barclay Schaw, Bill Button, Dave White, Steve Horsley, Elaine Fisher, Susan Loesche, Gordon

FlogMog 21 -September 26-29, Garberville, CA

About mid-August, FlogMogs got an email from John Burks and Barbara Bradley that said something like “The road is closed into Yellowstone, might head East from here.” About a week and a half later, another email, “We’re in Nova Scotia, wonderful people, fabulous lobster!”

Well, that meant two things:

A) John & Barbara did head East, and B) No way would they be back in time for FlogMog, so it was just up to us to Get Lost, like they did:) And we did--to the Lost Coast, that was all there was to it.

Monday mid-morning -

Most of the East Bay contingent gathered at Sun Valley Mall, the usual kick-off. The plan was we would get out of Dodge on the Interstates 680 to I-80 to Hwy 12 to Hwy 121, then Hwy 29 north and

through Calistoga to Hwy 128 West above Calistoga and on to Hwy 101 North to Garberville, 211 miles. That worked fine for all except us, you guessed it, another flat tire as we were leaving the parking lot. Actually, it was a good thing as minutes later we would have been on a speeding freeway. We limped from the left turn lane with a thumping right rear, and called a AAA flatbed (and Mike Anthony) to get us home and transfer the bags to the tintop Sentra and we were on our way from Oakland. Turned out to be a broken valve stem, see Odds & Sods.

So with our change of equipment we drove straight up north on Hwy 101 and arrived in Garberville to find them and most of the usual suspects having a BBQ that late afternoon. The Sherwood Forest Inn was perfect for us, quiet cul-de-sac right off Main St. and we had it mostly to

ourselves, all 36 of us. Garberville is the “hub” town of this part of the Redwood Country, in town the movie theatre is having a Gene Wilder Festival the days we’re here, RIP.

Tuesday - The loop to Shelter Cove, the Lost Coast, Ferndale and back, 156 miles

From the beginning the day was just spectacular, warm, completely blue sky and gentle breezes coming our way as we drove west to Redway, then to Briceland and some 25 miles out to Shelter Cove. Along the way we had some temporary pullovers for loose connections, nothing endgame. And we hit some fog burning off on the ridges above the Cove. Some of us went to the Lighthouse and others went to a beach parking lot just a bit north. We had a grand vista north of a wide shoreline towards the Lost Coast, sparkling sands and pounding surf for miles in that direction. There



FlogMog Ready to roll on Monday ... at least until time for a coffee Break.





The Lighthouse at Shelter Cove.

were a couple of trekkers emerging from the mist a mile away as we took in the views and watched Paul Marchant go to shore's edge to spot a frolicking otter in the surf. By this time the trekkers were almost to the parking lot, took a rest and some photos of the parked Morgans. The usual questions and exclamations of "amazing cars" and that sort of thing, nice couple.

We backtracked out of Shelter Cove to the inland cut-off and went left and north to Ettersburg/Honeydew into the hilly back country of the coastal ridges. Not all of us took this route, it is ragged pavement going through to Petrolia and includes the road swinging out to the coast again and most of the 60 miles to Ferndale is twisty, hilly with gravel and washboard patches, a route of negotiating rough asphalt falling away, so slowly it goes sometimes. A main group

of us stayed loosely together, met some young surfer dudes at a pull out on the coast. They had just finished for the day, great waves in regular rows and calm waters, not usual out there. Heading inland to Capetown Bill Button pulled over with a fuel pump problem on the

"Itsa", his custom +8 build. We all stopped to help, and tracking down why the rear pump was not getting 12 v. to run took some time, fault tracing to a crimp connection at a relay up front on the bulkhead, the connection looked good but the wire inside had broken just enough to not work. Button would note later, "I am slowly replacing all the the hardware (store) crimp connectors with uninsulated (aircraft?) and using a much sturdier crimp connector designed for uninsulated connectors. Also heat shrink. After my breakdown on "Flog Mog". Jumper with 3 hardware connectors failed." Meantime, Don Henry came down the road and pulled over in front of the "Itsa", not hearing our warnings to go along further. He pulled right into a deep hole off the pavement and hung the rear wheels in the air. We collected rocks to fill in the void below the tires and push him until he got traction. Everyone got going again, and the beautiful sunny day was our friend all the way into Ferndale for a mid afternoon lunch.

In fact we were "running" so late, we skipped the Avenue of the Giants return and stayed on Hwy 101 for the last 60 miles to Garberville. Well, except for Elaine & **Phil, who drove** ►



Bill Button joined by others to problem-solve ~ Then Don finds another problem.



their Aero 1 through a Giant Redwood. That night we all had dinner at Cecil's New Orleans Cafe, the Jambalaya and BBQ shrimp are terrific, and it is packed and lively

on Branscomb Road just above Westport, backtrack north to Leggett, north again to Garberville. 200 miles.

Unlike the bounce and jounce of



Bob checks a loose connection.

on a Tuesday night, great fare, great service.

Wednesday

- Going South, a loop to the Leggett cut-off to the Coast all the way to Ft Bragg/Noyo, back inland to Willits, and north to Laytonville, out to the Coast

yesterday, the turn off at Leggett to the Coast was long rider driving on a roadbed of banked uphill "ladders" then sweeping downhill curves, ticking off the miles. Lots of spectacular miles, loping through the Redwood Cathedral Glens towards the Coast, laced in fog as we climbed out of the valleys only to swoop down again. One of these glens Dave White photographed for our cover shot, thanks Dave. We broke through to the Coast just above Rockport and motored mostly level and straight for 45 miles into Ft. Bragg.

Some of us lunched at the Tap



Drivers' Meeting

Room, others went on to other favorites. Alas, "Cap'n Flints" has closed, the Cap'n retired just the week before. On the road back inland to Willits and Laytonville, looped west again on Branscomb road. Here we got in the rough again, with road signs like "Not Advised" and foggy, misty patches the higher we climbed the coast ridges. The road came out north of Westport and the long riding resumed on back to Leggett and Garberville. At the Sherwood Forest we gathered for a last evening get together that went into the night. Donna White brought us all "Fireman's Cookies", huge peanut butter dough discs 8 inches across, and as we munched them, along with cheese and drank brews and wine, Maggi sang her latest hit, "Flog the Mog."

Thanks to Dave Sneary and Bob Panero for the planning and navigation. We Flogged Our Mogs on great roads and sights.

And Goodnight, John & Barbara, Wherever You Are:)

Flog The Mog

***Have you ever driven back roads in your Morgan swift and free
Over mountains and through deserts seeing bear and coyote***

***Pouring rain, hot sun or snow,
or the wild winds that can blow,***

Well, it's time to Flog the Mog and down the road we go.

***All the Morganeers are gathered waiting for Dave Sneary's plan,
'Cause he's routed all the by-ways be they gravel, be they sand.***

***Hope he's planned several pit stops
because none of us have mops,***

And it's time to Flog the Mog and down the road we go.

***There's a little inn awaiting when we've driven the last bend,
Where we'll gather and have dinner, telling tales, just being friends,***

***Where the wine and whiskey play
as we all call it a day,***

'Till it's time to Flog the Mog and down the road we go.

***We know Dave seeks out adventure over land and over sea.
He can Commodore Saint Francis with his first mate wife, Cherè.***

***He can lead us Morganeers
into memories through the years,***

When it's time to Flog the Mog and down the road we go.

***Down the road we go, down the road we go, Down the road we go
flogging Mogs.***

***He can lead us Morganeers
into memories through the years,***

When it's time to Flog the Mog and down the road we go.

Thanks to Maggi Craig.



Flinks Restaurant in a foggy Fort Bragg.

The Story of OG

by George Tollworthy • photos by Gordon

A while back, well OK it was 57 years, I needed a set of wheels. Long story short I acquired a '32 Aero Morgan as chronicled in these pages a year ago.

Twenty Four years later, Mogwest at Morro Bay I got first refusal on a '34 Supersports registration OG 3281 owned and restored by Ray Olsen of Eureka, CA. Ray had spent 10 years putting this thing together from a wheelbarrow full of parts. Ray was a motorcycle dealer in Eureka and took OG in part exchange for a motor bike. He had never seen a Morgan so he took lots of Trike pictures on his many trips to England. Ray had served with the 95th Bomb Group Us Army Air Force in Norfolk during WWII. The British government in gratitude provided Ray with an English war bride named Ivy known as Johnnie. She was a sergeant in the British Army, God help the Nazis. So Ray had a love of all things British especially vehicles.

Also he was a gifted restorer, so after a long ten years the wheelbarrow was bereft of parts and OG was reborn. Ray raced OG at Laguna Seca and generally got good use of her for ten years before he asked me if I still wanted first refusal. Of course I did, a deal was made and I loaded her on a flatbed and set off for home. This would be 1991. The flatbed broke down half way between Eureka and my home in Pleasanton. Whatcha gonna do? OK, offload the Trike, put Kathy in a motel and drive the old girl 200 miles.

The fabled CHP pulled me over in Oakland, wanted to know if this "thing" was legal. "Of course," I told him, "it's got a plate." "Well you seemed to be weaving" he says. Oh yeah no shit, this "thing" is getting old and I'm not a kid anymore. But I didn't tell him that. "Three bags full sir," he let me proceed on my marathon. Funny thing, after 200 miles with no trouble (well the lights did keep going off) I pulled into Byron Court – just as the trusty JAP developed a misfire we limped into my garage, warm and dry. The old girl was telling me, "OK that's far enough we're home." And we were. We have shared many more adventures over the last 25 years including a roll over at Sears Point. Stories for another day. I was tempted to title this piece "The story of O," but decided that book had already been written and not by me. Google it. Or perhaps don't.

Best, Marquis De Sade

PS, Kathy calls her "The Mistress."





Turkey Trot

Story by Gordon (co-TT Maestro) • Photos from Elaine, Susan Loesch, Linda Rubin and Gordon

11/13/2016, Sunday morning 9 am

A very foggy and long drive brought a dozen NorCal Mogs to the Home Depot parking lot just off Soscol Ave. in Napa for the start of this year's Turkey Trot.

Drivers from the Plus 100 Miles to Get There Club included Chico (Gary & Francine Marquis, Aero), Groveland (Phil & Elaine Fisher, Aero), and then the Greater Bay Area --Belmont (Fred Thompson & friend, +4), Los Altos (Jim Taylor & Ellen Jo Baron, +4) East Bay (Paul Marchant, +4SS; Ed Arnold (+8); Dave & Cherie Sneary (+8); Maggi & Gordon, +4--joined up with "locals" Donna Dell'Ario & Larry Ayers (+8). Mel and Lorraine Cohen (+8), also Tintop arrivees Don Henry (Mercedes), Wendell Bain (Dodge PU). A couple of other Mogs would join us enroute later. Co-TT Maestros Michael & Linda Rubin of Napa brought a bakers box of fresh doughnuts, and Linda brought some Turkey regalia hats for us to really Gobble-Gobble our Stuff. (Yes, we looked ridiculous, but this is de rigour camo for Turkey Spotting)

The Driver Directions meeting was called, we Maestros made them as confusing as we possibly could and the warming morning Sun broke through, the fog lifted, we were on our way! As we departed, your loyal scribe had a near miss head-on with an oncoming driver who managed to turn into our left turn lane onto Soscol Ave, but a quick jog to the right got us out of trouble and true to Morgan tradition we separated quickly out of parade file and blended in with Napa city traffic as we "00" our odometers at the head of the Silverado Trail from Trancas Ave. We got that motoring move, the road becoming less and less traveled as the miles counted up past all the mega Vineyards and Wineries that have sprung up in the last ten years.

At mile 19 we made a left turn jog on Deer Park Road over to Hwy 29 north into Calistoga, straight on through to the north end of town and a left on Petrified Forest Road (Hwy 128). Six and a half miles later, a right turn onto Porter Creek found us in full sunny mode and except for a grey Dodge PU following us closely (Wendell) not a car in sight. We took a sharp right onto Franz Valley at the "Safari West" Animal Park and ahead lay ever tightening and narrowing uphill turns past the former Joe Montana \$\$\$\$ digs on the steep hill. FV is a joy to drive, lots of dips and jogs and quick turns up to the summit and then various short straights on the downhill through forest canopies and open stretches, by mile 42 we were at a "T" turning left through a short holler to another left on a "T" to Knights Valley Road towards Healdsburg.

By mile 50 we were zipping through the long curving lanes of Alexander Valley, and at 51 gave a wave to Alexander Valley School where Linda Rubin taught 3rd and 4th graders



*Gobble & Gobble!
Our
leaders,
Gordon
&
Michael.*



Aeros ahead.



Good grub and grog gobbled and guzzled by the group





At the Pedroncelli Winery



*Ignominious end for one red car,
and Gordon was glad it wasn't his!*



**Ending note: Gordon & Michael, Thank
you both for a fantastic drive yesterday.
The combination of warm weather
and great roads was perfect. We had a
wonderful day. Dave & Cherie**

for 14 years, Hooray Linda! Mile 58 brought us to a left turn on Healdsburg Ave. and lunch at the town square, mile 61. It was sunny and warm and most of us lucked out on street parking nearby the Healdsburg Bar & Grill. The staff welcomed us with reserved long tables on the outdoor patio, cooling drinks and beers and a big menu of delicious offerings. Because we were separated into smaller groups of 2 or 3 or even solo on the run, there was much conversation comparing our driving experiences: Conclusion, Absolute Bliss by Popular Acclaim! We were joined by Doug and Joyce Hamilton (tintop) from Atherton and Paul Cowley and Sal Moreno in Paul's +4 from Petaluma. We did miss Don Henry as he dropped out early on with an alternator problem in his Mercedes tiptop.

We were not finished yet as we left the town square and headed north to West Dry Creek road, mile 64. Oops, I led some of the group out and promptly missed the left turn, but a quick U through a parking lot got me ahead as folks pulled over and waited, thanks everyone. For the next 8 miles we drove on by the long standing Country Store and a moment of reflection as we passed the turn off for the home Steve Roake entertained us all in his years in the Morgan Club putting on Oktoberfests in the late '90s and early 2000's. Steve did so many, many things for the club, wonderful man.

At mile 72, we turned right on Canyon Road, and a mile later we were at Pedroncelli Winery. Paul and Sal were the only ones behind us. Where did everyone go? We waited, and waited, and waited until along came Wendell and others started drifting in.....Larry & Donna's +8 had sputtered to the roadside with a conked fuel pump, most everyone pulled over to help. Larry tried installing a spare but it did not have the capacity to run the Rover V8. Cell coverage was spotty, so Wendell took Donna to town to call for the AAA transporter.

With L & D sorted, we had a tasting on the rear patio set up for us, amiably hosted by Mitch Blakely, great-grandson of the founding owner and now Managing Director. He featured a selection of reds and white blends called "Friends Wines", quite reasonable and highly recommended. Check out <http://pedroncelli.com/>.

The early moments of Standard Time twilight signaled it was Head for the Barn, and so we departed with a Driving Day so satisfying, so nearly perfect, and such great camaraderie. Alas, no Turkeys were spotted, we heard they all have laid siege to Davis. As we drove south on 101 to just past Petaluma, we were amid a Sunday early evening parking lot from there to the 580 merge, to the RSR bridge to the East Bay Maze, but it didn't matter, the Rising Biggest Full Moon of the Millennium arose, you had to figure all of us going home wherever we were had the glow, what a sight! To everyone, Thanks for riding with us, Michael & Gordon.



2016 Holiday Dinner & Awards

Story by gordon • Photos from Elaine and Gordon

This year we took over HS Lordships at the Berkeley Marina for our annual Holiday get together. As views of the Bay Bridge and San Francisco twinkled in night lights, we 70 + Mogs assembled, signed in on the ceremonial log book and mingled. Colin Hamilton serenaded us with soft jazz tunes on his Hammond axe. Members brought lots of toys to kick off our annual River Oak Toy drive, fostered by Alice Gentry and Tim Waller of Sacramento.

After drinks and dinner, Elaine brought us to "order" and reviewed the year 2016 runs and events that filled our calendar with fun and great roads. Then, she called upon our President of the past 3 years Michael Rubin to stand and be heartily applauded for all he hath wrought. The room resounded. Our famous, infamous Morgan Master of Ceremonies Morgan Staines came aboard to introduce new members present and to recall Old Friends now departed, like Don McGuire, and SoCal members Keith McMahan and just recently John Benson.

Bob Koupal, our Club Registrar, announced our new Club Officers:

Elaine Fisher - President

Maggi Craig - Vice President

George Tollworthy - Treasurer (who beat Alan Greenspan soundly)

Secretary - Lexa Most

Board of Directors - Wendell Bain, Gordon Craig, and Paul Marchant

Bob made the audacious claim that long before a woman candidate ran for President this past national election, our Morgan Club has elected woman Presidents many times and for long tenures dating back to Marion Smith in the '60s and he is absolutely correct. The Morgan Club is an island of sanity in these disruptor times.

Next came our youngest member and harpist, Olivia Koupal, played us Christmas Carols on her harp. Every club should have a harpist, but none will ever compare to Olivia, many thanks Olivia, keep on plucking.

The awards began with the Morgazette Photographer and Scribe awards. Susan Loesche was presented with a framed montage of her photography

Signing in on the olde log book



Morgan Staines, Master of Ceremonies



Donna presented Susan Loesche with Photographer's award

Gordon presented George Tollworthy with Scribe's award

Larry Ayers presented Don Henry with the Hard Luck award



Then Don got a gift of wheel chocks.



Elaine gave Paul Marchant the Moggie on the Spot award.



Kathy Tollworthy gave the Soggy Bottom to Greg's parents, Lynn & Karen Powell



Lexa Most got the Leaky Cup.



Elaine presented Dave Sneary with the Matt Dillon Award.



[L] Elaine gave departing Prez, Michael Rubin, a thank you gift.



Bob Koupal announced 2017 Officers & BoD



[R] Olivia Koupal performed Holiday melodies on her Celtic Harp.

[L] Gordon thanked Donna



for the Morgazette by Donna Dell'Ario. George Tollworthy was given the Scribe Award with a framed Morgazette Centerfold Page of his account d'doggerel of Peaches, his beloved and resurrected Plus Four. Gordon persuaded George to read aloud his utterance to the acclaim of all who had ears--he brought the house down, can't wait for his treasurers report coming in January at the Planning Meeting.

Larry Ayers presented the Tough Luck Award to Don Henry, whose Plus Four rolled over his foot and knocked him cold at Mogwest in a jit of fealous rage. Don was also given a preventative wheel chock to forestall such outbursts going forward (and backward). Paul Marchant was next up for the Moggie on the Spot Award, he tamed said Moggie Beastie and made it roadworthy enough for Don to drive home.

Kathy Tollworthy stormed the stage and presented The Soggy Bottom Award to Greg Powell in lieu of his Dad and Mum no-shows. Lynn and Karen drove their Morgan in California's one and only rainstorm (seems like) this past April on their way to the start of SpringMog.

This year the perpetual Leakey Cup went to Lexa Most for her enthusiasm and willingness to take on Club Secretary duties, thank you Lexa, may your long hand triumph over the long windedness yet to be recorded.

And finally, the perpetual Matt Dillon Award (or slab, as it has been aptly nicknamed) was presented by Elaine to a deserving Dave Sneary, who has planned and led many FlogMogs and other club events in over 3 decades of membership. Well done, Dave!

As if his standing ovation weren't enough, Michael Rubin came to the podium mike and presented Elaine with the Prez gavel and wall plaque, our very own transition-inauguration. The gavel is fashioned from a blown piston and can tenderize a tough steak quite handily. In turn, Elaine presented Michael with a "watering" kit for his future journeys, Morgans make for thirsty driving.

With that, the evening degenerated into all at once, all the time socializing as members jumped out of their seats and mingled for the next few hours, no end in sight. Colin got back on his keyboards and into the night the lights twinkled on the Bay. Great night everyone, thanks for coming.

And a Very Big Thank You to Elaine for planning and bringing the Holiday Party to us....it was a lot of work and negotiation, and creatively and genuinely pulled off, Well Done Elaine!

A Note on Safety First and Common Sense from the Editor

In the pages ahead are two tech articles dealing with Ye Olde Lucas lighting electrics and how to upgrade them with relays, and removing the Federalized +8 airbag steering wheel so as to replace it with a non-airbag custom steering wheel.

These articles are authored by Spider Bulyk and John McNulty, from the 3/4 Morgan Owners Group (MOG 3/4) of New England and the Western New York Morgan Owners Group (WYNMOG) respectively.

Be aware these articles are advisory only, they are informational. Both of these projects can be readily accomplished with careful planning, preparation and the correct tools. They assume certain safety measures have been observed, such as disconnecting the battery for electrical work, and thorough understanding of the mechanical operation of an airbag. Please observe Best Practices before undertaking these kinds of projects, including NOT undertaking them at all if you know they are beyond your resources and skill level.

This statement from the online Morganatica says it best, and we at the Morgazette completely agree:

"Anyone using the information contained herein to work on either their own car or anyone else's does so entirely at their own risk. If you lack the equipment, competence and experience necessary to safely perform any of the tasks documented, then you should not undertake them. If you decide to try something that you have read on here, then you do so entirely at your own risk. Morganatica and its contributors cannot be held responsible for any loss or damage howsoever caused. By reading any page you indicate that you acknowledge and agree to the entire contents of these terms and conditions. If you do not agree, then read no further.

It is assumed that all appropriate safety equipment is available, and that all appropriate safety measures are followed at all times, even when these are not explicitly stated. If you are unsure of what the necessary equipment and measures are, then you should not attempt to perform the task."

A Dim View of the Situation • Spider J. C. Bulyk

"...between the highway lines and the runway lights ..." James McMurtry

You may not credit this, but long ago, long before I morphed helplessly into the crustaceous grundo that I've become, my eyes were as sharp as lasers. In those days of yesteryear, why I could pick out a polar bear eating a vanilla Sno-Cone in a blizzard! When the sun went down, I could pick out a coal-truck at the bottom of a mine shaft! Today... not so much. Today I'm finding the truth of things a little harder to discern, even when right in front of me.

My earlier cars – Healeys, Astons, Volvos – all had high-end headlights by Cibie, Carrello, and Hella. Not satisfied, I added driving lights (strong enough to require a permit from the CIA): Lucas Flamethrowers, Cibie Oscars, etc. We're talking light, and LOTS OF IT. I could melt the paint off someone's back license plate at a half-mile! Megga zillions of lumens at 6000 degrees Kelvin! "I can see clearly now, the (pain) is gone..."

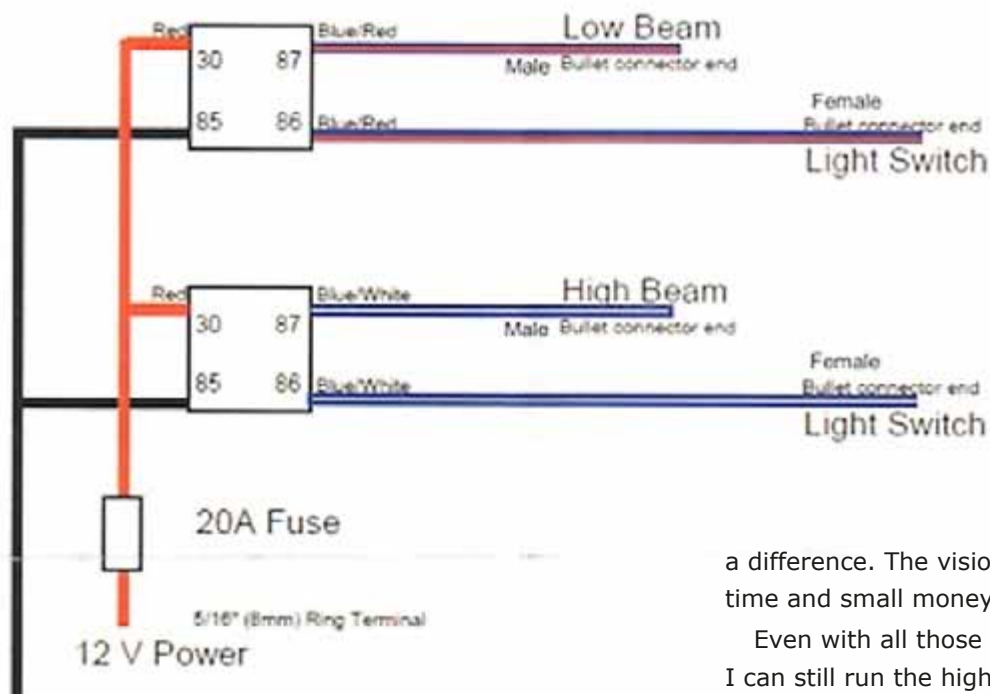
Then came the technological retrograde when we bought The Hope, our '57 Plus 4. I couldn't be dissuaded from those very 1930's Lucas Tri-Bar headlamps, put 'em in a long time ago, and ain't took 'em out yet. Meanwhile everyone else's headlights got much better and my night vision only got worse.

I kept looking for a high-output bulb that fit the round Lucas 3-point sockets but none were to be had. The Tri-Bar lights on The Hope looked great in the daytime (turned off) but at night produced what was seemingly a mere glimmer. "Overdriving the headlights" became a reality – that is, at the speeds I was driving at night, an object in the road would only become visible when close enough that I couldn't stop (drum brakes) before hitting it. Well, that sure took the fun out of spirited night runs!

One day, Steve Utterbach found me a set of high-wattage halogen bulbs at a Brit-bike store, designed explicitly for the old, round, Lucas sockets: I ordered two sets and installed one. Out on the road at night, a whole new world opened up. I could see things like never before. (Although, some things I may have been better off not seeing.)

Then...I kicked up the high beams: WOW! Life was really good again. I had regained lost youth! I could SEE! See...like for a mile down a country road.

It was then that misery hit. I noticed that every time I hit the high beams, all the gauges on the dashboard dimmed, the wipers slowed, and the heater fan (so what? You ask?) slowed. I put my hand on the headlight knob (big round



plastic thing, middle of your dashboard!) and it was hot enough to grill cheap hot dogs. Okay, so I kick the high beams back down and run home before I burn up the whole car. This is where the situation stood for a few years.

Picking up a catalog for hot rod parts in a barbershop (I go once a year, need it or not), I came across a headlight relay kit: everything, all in one place, and not too expensive, so I ordered it. The kit came with two standard automotive 5-pin relays – one for high beam and one for low beam – the mounting/wiring bracket, and some wire pieces intended for other cars. I chose to cut the wires and install the relays just downstream of the high-beam kick switch on the firewall. The total installation – using the enclosed wiring schematic – took about 90 minutes, and that’s only because I’m really fussy about soldering and shrink wrapping all the connections. You could do it in 15 minutes if you prefer Bazooka Joe bubble gum and plastic tape (my preferred method. ed).

If you look at the attached schematic diagram – okay... some of you will need to go get a cocktail at this point – you can see that all the power for the lights now comes directly from the battery, completely bypasses the dashboard, and goes right to the headlights. This is not how the electrical guys at the Morgan Motor Company Genius Bar intended it, but it sure works better!

Out on the road on a dark (and stormy) night with low beams, I can see better than I could with the original high beams! Kick up the high beams and I can damn well see the Dark Side of the Moon! Wow...what

a difference. The vision enhancement itself is worth the time and small money. But wait...there’s more!

Even with all those Lumens and all that Candle-Power, I can still run the high beams, the wipers, and the heater fan without dimming the dashboard lights or stalling the car. The headlight switch remains cool to the touch and there is no scent of electrical smoke from behind the dashboard – largely because all those silly little electrons are running from the battery directly to the headlights (like lemmings) and leaving the dashboard to slumber in peace. (I still miss that sweet smell of an electrical fire about to ignite.)

It doesn’t matter what kind of headlights you run, or if you run driving lights. Relays are definitely the way to go. Many modern Morgans are already relay wired but just about any older Moggie would benefit from this cheap and easy upgrade.

Ted Lucas tells the story of how his electric fan wiring shorted out his lighting harness. After installing HID headlights, he went through two dashboard switches – thinking they couldn’t handle the electrical load – until he figured it out. Since rewiring with the relays, he seems to have defeated the old Joseph Lucas (unrelated Lucas) law of “Gentlemen do not venture out after dark”

With a relay system, kick up them high beams and the road ahead lights up like the stage at Radio City Music Hall. You can even see black bears in dark tutus doing the Can-Can a mile away – well, okay, so I can...maybe you won’t...it really depends.

You can get what you need from Morgan Spares along with some technical advice (or elsewhere if you so chose). So I thought I’d relay this info to you for putting more wattage into your night driving.

Ya gotta admit, it’s a joule of an idea, with brilliant consequences! TA –DAH!!!

Replacing a Morgan Airbag Steering Wheel

Text and Photos by John McNulty

For the past five years I have struggled with the ugly federalized air bagged wheel in the 2003 +8. With advice from a couple people and U Tube I decided to “down grade “ it to a wooden wheel. The the insurance company did not care. I understand this also works on the Roadster. Besides aesthetics, there are several reasons to change over. It is smaller than the original and makes a little more leg room and is closer to the dash. It is easier to see the speedo and tack. It is eight pounds lighter and gives more feeling to steering. The wood wheel looks like it belongs.



The factory wheel is from a 1994 - 95 or so Jaguar XJS. I choose a Moto Lita (B71 wide back boss kit) but there are probably cheaper ones. It is Mahogany, but I wish that I had picked Walnut to match the dash. There are two choices of bosses, I chose the black, stainless was to bright for me. There is also a leather covered piece available that replaces the one that is behind the boss. A black plastic horn button, with a Mog logo, comes with the boss and can be used. My wife, an artist, picked the stainless so that is what we used, though I like the black.

Procedure: The air bag is mechanical, no electrical connections. It works similar to a land mine. Remove the left wind wing if attached.

1. Make the special tool to back off the brass screw. Flatten the opening of a 5 mm socket as to make it “D” shaped . The socket may need grinding down in diameter to fit.



2. Lift the small door on lower back of wheel. Secure it with a tie.



3. Using the D shaped socket, carefully back out the brass screw counter clockwise. This will deactivate the bag.



4. Slide back the protector that covers one of the bolts that holds the bag in place. Loosen the bolt. The bolt cannot be removed. Remove the other two nuts. Do not let the bag fall. Carefully remove the bag assembly and put it in a safe place.



5. Using a socket, loosen the nut that holds the wheel. Do not remove it yet. Sit in seat and gently pull back on the wheel. It should come loose. Remove nut and wheel.

The content herein is informational only, should be read very carefully, this procedure is done at the readers own risk, understanding what is to be undertaken, wear protective clothing and eyewear and use appropriate tools, and the reader must decide he or she can do this successfully.

bring on the curves

for everything Morgan

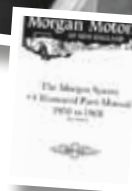
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After all these years you'd think I would know department -

During our recent flat tire episode at the start of FlogMog (broken valve stem) I had to remove the right rear wheel and put on the 50+ year old bias ply spare so I could maneuver the car onto a AAA flatbed. I started pounding and pounding with my hacked up, soft lead hammer and the spinner just would not come loose. These are just so tight, I thought, well, what I thought and said was a bit more colorful, but after some time of fruitless effort to loosen the wheel, I called Mike Anthony, who had the prompt answer to my plaintive query. "To Undo a spinner you always pound the ear towards the front of the car, both sides." In my defense, my recent stint with "The Red Lion Special" at the Rolex ReUnion pre-war races at Laguna Seca, I pounded the other way, but those were 1920s Ford racing wheels. But later 50s through to the Millennium Brit and Euro cars, it definitely is: To Undo, pound the ear forward, both sides, regardless of the direction of the thread. Got It? I do now, Thanks, Mike!

A note from Bob Dayton, October 14

Hi Gordon,

I wanted to forward my picture of our '68 Morgan +4 DHC with my good friend, Dr. Mike and his T-6 Texan. We were at the California Civil Air Patrol. Airshow.

The Airshow was at Mather Airfield and featured the Blue Angels before they went to the Bay Area for Fleet Week. The T-6 Texan is from the South African Air force. Dr. Mike was in the air force flying this plane. He and his family relocated in the US and he ran across the ad that the plane was crated and for sale in Denver. He had to have it since it was the one he flew. Had it restored and is now kept at Executive Airfield in Sacramento. I had an opportunity to fly with him and since then he has volunteered flyovers at Elk Groves Veterans Day parade each year Just a super guy. He told me to bring the Morgan out to the air show and we would do a photo op. Best, Bob



An Instagram from Peter Fonda via Dennis -

• fondstagram Out for a drive in my Morgan 3 Wheeler with a few friends. I love driving this motorcycle any day. My grandson loves it, too, when I go and visit him. We drive around having a blast. You would, too. Check one out at your local Morgan dealership. They also offer all the new Morgans and Allards. Great personal transport to get in and out of town. A 2 hour drive to Two Bunch Palms near Palm Springs from the Palisades.



Peter Fonda

Another WWII Airplane from Bill Button -

In 1954 I flew in this airplane (or one like it - there were only 3) from Hickam Field (nearby in the water) to San Francisco Bay. It took 11 hours. This was very deluxe travel in the day. It was a U.S. Navy plane and had a regular schedule from the Bay to Oahu and back. It was us for VP's. Now how did I get on it?????? I was an enlisted Sailor.

Button
Seattle, USA



Member Classifieds



FOR SALE • 1955 Morgan +4 four seater Drop Head Coupe. Rare: number 21 of 51 produced. Original Standard Vanguard, LHD, heater. Ming Blue/Pale Blue, with lt. blue-grey leather, new dark blue top. Seat Belts on all 4 seats. Excellent, Dependable, Titled and licensed in CA.

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Larry Ayers, redmorganracing@earthlink.net or 707-554-1787 for more photos, info, or offers.

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The 2017 Morgan Car Calendar



Our annual collection of stunning Morgan car photos from around the world. This year's edition includes several Morgan 3-Wheeler images. Available in our Regalia Shop.

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Center Caps for early Plus 8 Morgan Cast Aluminum Wheels



Now available in very limited quantities. These new wheel center caps are exact reproductions of the original Plus 8 wheel center caps used on the 5.5 x 15 inch cast wheel. The cap features powder coating on the disc surface (except for the bare aluminum raised bright ring) and utilizes improved spring steel mounting on the back. Pricing is \$75 each or \$280 for a set of 4, plus shipping. Don't miss out on this opportunity as these center caps may never be available again.

Contact John Batterton at john.batterton@gmail.com to place an order.

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Got questions or need more info? Call:

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

audrey.haines@ncbb.net

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

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80th Anniversary of the Morgan 4/4 Commemorative Badge



A collaborative effort of two artists, Tcherak Kamstra and Neil David Martin, the 80th Anniversary of the Morgan 4/4 Badge is Morgan factory authorized. Pictured are an early model Morgan beside the 80th Anniversary special edition Morgan as shown at the Geneva Auto Show. Order yours on our web site.

The Ireland Island Badge

Our latest creation features a Morgam, an MGA and a Jaguar within the country of Ireland. Available in Silver, Bronze and a special Gilt edition. Very limited numbers of this badge are available. Shown here is an artist rendering of the Gilt version. Order on line.



All badges shown here and many, many more can be purchased on line at MorganCarBadges.com. We also offer assistance with the creation of new badges for clubs, events and individuals. Design services are also available. Ask us how we can aid you in launching your car badge. All marques are welcome! Visit our website for more details.

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