



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

May~June 2016

Inside:

- Lots of Club Runs and Racing Reports
- Our New Morgan Club Website!
- The Morgans Are Coming! The Morgans Are Coming!
- . . . and more!





The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

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The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:

- 1) event; 2) date of the event;
- 3) names of all persons appearing in photos;
- 4) name of publication (in the case of a reprint);
- 5) names of authors and photographers.

The **DEADLINES** for receiving ads, photos and articles:

- July 22 for July-August • September 28 for Sept-Oct
- Dec 5 for Nov-Dec

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

James Ryan and Elizabeth Khachigian
San Francisco, CA 94127
1967 green 4/4

Tcherek Annicet Kamstra
Bodega, CA 94922

Laura Cox and Michel* Conrad
Belmont, CA 94002
1982 green 4/4

NEW!

Club website: www.NorcalMog.com

Many thanks to Tcherek Kamstra for developing the site and acting as the web master! More details in Prez Sez (page 5) and Editor's notes (page 25).

Cover Photo: Elaine photographed Phil Fisher as he stands beside their 2005 Aero 8.



* 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)

JUNE

- 3-5 FRI-SUN • Sonoma Historic Motorsports Festival.
- * 10-12 FRI-SUN • Return to Reno. Contact Don Henry.
- 12 SUN • Alameda Point Concours de Elegance.
- * 25 SAT • Berryessa BBQ. Contact Don Henry.

JULY

- * 15-17 FRI-SUN • MOG WEST-Cambria. Contact Audrey Haines. **See flyer + Registration Form.**

AUGUST

- 15-21 MON-SUN • Monterey Car Week.
- * 19 FRI • Morgans in the Meadow, Carmel Valley. Contact Loren Steck **See flyer**
- 19-21 FRI-SUN • Rolex Monterey Motorsports Reunion races at Mazda Raceway Laguna Seca.
- 21 SUN • Pebble Beach Concours de Elegance.
- * 27 SAT • Driving Event & Swim Party. Contact Ellen Jo Baron **See flyer**

SEPTEMBER

- 3-4 SAT-SUN • Scottish Games Pleasanton. Contact Paul Marchant
- * 10 SAT • Sacramento Auto Museum. Contact Tim Waller
- * 18 SUN • Back 'em Up. Contact Paul Marchant. Notice Date Change!
- * 24 SAT • Ironstone Concours de Elegance- Murphys. Contact Elaine Fisher. **See flyer**
- * 26-29 MON-FRI • FLOG MOG. Contact Dave Sneary

OCTOBER

- * 15 SAT • Oktoberfest, Talent Show & Dancing-Point Reyes. Contact Don Henry Nominations.

NOVEMBER

- * 12 or 13 SAT-SUN • Turkey Trot & Winery Tour. Contact Gordon Craig-Michael Rubin

DECEMBER

- * 4 SUN • Holiday Party • HS Lordship, Berkeley Marina. Contact Elaine Fisher
- * 26 MON • Boxing Day Run. Contact Wendell Bain

JANUARY 2017

- * 8 SUN • Oyster Run. Contact Donna Dell'Ario & Larry Ayers
- * 21 SAT • Planning Meeting. Contact Ellen Jo Baron

ACTIVITIES REPORT

By Elaine Fisher

By the time you receive this Morgazette, the "Return to Reno (Carson City) " event will have been completed. Thank you Don Henry for organizing this weekend and we look forward to a report in the next Morgazette.

Members have been planning a busy summer of activities, so in between your vacations, please support the members and come out and have fun with your Morgan.

Coming up on Saturday June 25 is another Don Henry event, a BBQ at his Berryessa home. While we will be in France on a trip to attend the LeMans Classic Races, we trust there will be a good turnout for Don's event.

If you haven't reserved your room at Cambria Pines Lodge, nor sent in your MOGWEST 2016 Registration form, please do that now. David Haines is also awaiting your Regalia order, which MUST be received by June 24th. We are promised another wonderful weekend, so if you haven't attended before we encourage you to attend this year. I have heard MOG 2017 may be a bit different next year. The Northern California Club unofficially meets on Friday July 15 at 10 AM at the Crossroads (intersection of Hwy 1 and Rio Road) to travel down Hwy 1 together, stopping at Nepenthe's for lunch. Philip and I will join in the event on Saturday, so please don't wait for us on Friday.

CHRIS BROADWELL, 1925 - 2015

from Gordon

We received belated sad news about Chris Broadwell, long time member and +4 owner, who was active in the club with his wife Betty for most of the 1990s, 2000s and up until 2012. He died late last year, Betty had passed some years before. He was a noted zoologist, a life long student of Pacific aquatic life in Hawaii and later in the Monterey Bay where he and Betty lived in Santa Cruz.

His stunning cream four seater with turquoise green upholstery was a concours favorite at annual MogWests, and he and Betty were often on the road with their dogs in the rear seat on local club runs and events like the annual Stecks "Morgans on the Flood Plain" during Monterey Race Week. They were well met among clubmembers, as Michael Rubin recalled in this one story of so many,

"We were part of a Morgan caravan of 3 or 4 cars heading back from Cambria to Carmel. Chris took the lead because he was "senior", due the honor of leading the pack and I was mildly surprised to see that he drove with as much verve as he did everything else in his life. We came up behind a newer VW Jetta that was on a slower pace than we were. Chris gently came up behind it for a visual nudge (no contact) then dropped back and repeated the process a few times before the Jetta pulled over and let us all by.

As we sailed through I wondered if he realized he'd just been passed by an 80-plus year old man in a 50 year old car..."

Chris lived a full life with a passion, mastery and intellect for many pursuits and disciplines, the natural world, his vintage Morgan, poetry, marine biology, student education field trips, to name but a few. The following profile published in the Santa Cruz Sentinel in 2005 is a window into a life well lived and shared with us, so fortunate for the knowing of, Chris Broadwell, R.I.P.



By Justine DaCosta, March 5, 2012

Santa Cruz Sentinel

If you're looking for Chris Broadwell, you might see him zip by you in his 1957 Morgan, accompanied by this miniature long-haired dachshund, Tidbit. Hitting the road is nothing new to the 86-year-old, who finally settled in Santa Cruz in the early 1980s after a life of travel that took him around the world.

Born in San Francisco, he and his family soon relocated to a town near Bakersfield, where his father was a salesman at a JC Penney store. Times got tough, and his father lost his job and soon became an infrequent visitor in the lives of Broadwell and his three younger siblings.

"Very early on there was no man around," he said. His mother, a college graduate, went back to work as an elementary school teacher, and she and her brood lived for some time at Donner Summit, where Broadwell learned to ski. "I don't know how she did it," he said of his mother. "I had no male mentors at all, but I had an amazing mother."

The family lived throughout California, moving briefly to Bonny Doon when Broadwell was in seventh or eighth grade. He has always had a desire to learn, and read the encyclopedia when he was 9. "I got frustrated I couldn't understand everything," he said. After graduating from Hayward Union High School, Broadwell joined the Naval Air Corps during World War II. He later married and had a son, and he and his wife traveled the world; his work included serving as director of Peace Corps training.

They lived in Trinidad and Tobago, and when his son was just 3, the family camped through Russia and traveled through Turkey. The family moved for about two and half years to Iran, where Broadwell worked to extend the basic level of education. "It was wonderful," he said. "They're handsome people, and they're smart." The family grew larger with the birth of Broadwell's twins.

His marriage didn't last, and he found himself living in Washington, D.C., in a position he never thought he'd be. "I was a single father of 10-year-old twins," he said. He couldn't find a job in his area of expertise, so he worked in home repair. He lived in the area until the twins were seniors in high school. "I'd never been any place for eight years," he said of his lengthy stay in the nation's capital. From there, he relocated to Santa Cruz, where he's been ever since. He met the love of his life, Betty, more than 20 years ago. She died this past June 9, [2011] on her birthday.



The Prez Sez...

By Michael Rubin, President

Summer time and the Mogging is breezy, especially in the Northern California Morgan cruising region, and busy, too.

We've recently had runs in and around Marin, Bob Frisbey's now annual Fremont Peak (and San Andreas fault) tour, the Mine and Wine turned into a brunch and pizza (food is always a centerpiece of our army) and more on its way. See the rest of the issue for reports on these as well as Spring Mog.

June brings us the 'RETURN TO RENO,' sort of close though the road leads to Carson City, plus the Sonoma Historics.

And July, it's welcome to Cambria for MogWest. You have made your reservations for Carson City and Cambria, and sent in your registrations, right?

On another front, our Facebook page is fully running -- tune in for pix and commentary of Spring Mog. As long as you're a member, you can post pictures and comments on the page, during or after any event. Or you can post something Morgan related to your find of interest.

And -- *Ta Da* -- the Morgan Sports Car Club of Northern California official website is up and up and running. Go to www.NorcalMog.com and take a look.

It's got photos of our cars, plus all the contact information for the club and prospective members, including a membership form. A Google search for Northern California Morgan Club popped our club site on top!

A loud round of applause for Tcherek Kamstra for orchestrating the site and serving as the webmaster.

It's "early days" on the site so more is to come. Some decisions need to be made on whether individual organizers for club events want links to their email with the calendar listing for each tour or party, but the information is there, plus a slowly building bunch of Morgan-related videos and articles from other media. Early entries have Jerry Seinfeld and Steven Colbert chatting in a Morgan for a segment of "Comedians in Cars" plus an article from a Morgan aficionado (and latter day Hunter S. Thompson-type) on renting a Mog for the preset-day Mille Miglia in Italy from the daily blog The Drive.

Please play around on both the Facebook page and the website. If you have or suggestions send them to Tcherek and me.

And please note: While the political world gnashes it's teeth over emails (amidst independent reports the Feds are using 50 year old computer equipment that costs billions to maintain, and the Pentagon has our nukes on floppy disks -- FLOPPY DISKS!) our site is professionally hosted on secure servers with up-to-date firewalls and virus protection, should the MG clubbers try to hack in.

On another note:

In a bit of the kind of the "boring" club business most folks don't think or concern themselves about, we almost ran out of insurance covering all of us during club-related events. You know, someone walks up to look at your car, trips and sues the club for not warning them about the curb they stepped off.

Our prior insurer of many years suddenly reclassified us as a "Social Club" rather than an active car club, doubling our premium and leaving us no coverage for lawsuits. The notice arrived a week before the old policy expired.

Thanks to quick work from Treasurer George Tollworthy, Vice Prez and Activities Chair Elaine Fisher and always-active Jim Taylor; they checked with their own insurers, compared notes and wound up with Hagerty. Same amount as before, protection for club officers (the ones who tend to be named in lawsuits, cough, cough) and umbrella coverage for events. (If you're looking for new insurance, George has a good contact at Hagerty, good folks to work with and great supporters of classic and vintage car activities.)

Mahalo, merci, gracias and molto grazie to George, Elaine and Jim.

Finally, Happy Morganing!

Michael Rubin



NEW **2016 Morgan 3 WHEELER:**
Tourist Trophy Editions w/
polished alloy bodies/Blue
leather/special AR exhausts

NEW **2016 Morgan ROADSTER**
'65: MountBlanc
White, Yarwood
Cinnamon leather

NEW **2016 Morgan**
ROADSTER '65:
MountBlanc White,
Sable Tan leather,
340HP/6 speed.

NEW **2016 Morgan**
ROADSTER '65:
Himalayan Silver/
Black Wings, 2 tone
leather, 340HP/6speed.

NEW **Morgan 3 WHEELERS:**
choose from **2016** Triple Black
or **2015** Matte Silver/quilted red
leather **2014** BROOKLANDS
EDITION, 300 miles,
1 of 50 ever built

2012 3 WHEELER Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2012 3 WHEELER
Sport Green,
black leather, as new

2009 Morgan AEROMAX, 1 of
11 in the US, SilverBlue Met/
Blue leather, 2,700 miles

2005 Morgan AERO 8 LeMans
Blue Met/Dark Red Yarwood

2005 Morgan 3.0 ROADSTERS,
choose from: Two Tone Blue
Metallic; Merlot Metallic/
Dark tan, 3,700 miles; BRG
Metallic/tan, 1,800 miles; BRG
Metallic/Tan, 6,700 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



DRIVEN AT HEART

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

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Morgan Driving to a Fault

Story and photos by Gordon



The April 9 Run – formerly known as “Mines & Wines” – had many of the features of M&W of years past. **It started at the home of Doug and Joyce Hamilton** in Atherton for mid-morning coffee, quiche and breakfast goodies and ended for a potluck lasagna dinner and songfest with Tom and Bev Morgan at the home of Angie and Grant Larson in Belmont. The day started in moderate driving rain which abated as the hours passed.

But the in-between part was unlike a M&W, no mines, no wineries, instead a mid-peninsula run of near 100 miles over Skyline ridge and into winding redwood lined roads to the coastal hills and beaches of San Mateo County. Our geologist/tour maestro Doug had made sure we knew we were driving in the rift valleys that define the boundaries of the San Andreas, San Gregorio and San Gregorio Faults, oh so reassuring the terra firma under our tires, like Portola Road. And we crossed the San Andreas again at Crystal Springs Reservoir, biggest and deepest of them all.

We stopped for coffee in Pescadero, particularly at Duarte's for slices of ollalaberry pie, yum. We

had a good turnout of 30+ Mogs, but only about a half dozen Morgans, the rest of the fleet in tintops. Tom and Bev were in harmony with their long time collaborator Pat Nugent and joined in chorus by the rest of us tuneless acapellas. Sang a lot of Merle and Johnny Cash and Everley Brothers.

Great Day Out, thanks to the Hamiltons and Larsons for putting it all together.



Chasing after the Larsons.

Kas Kastner Cup at CSRG Love Memorial Races

Story by Gordon • With notes from Scott and Cyndi Paceley of Vintage Motorsport Newsletter

The All-Triumph Kas Kastner Trophy Cup Race was held within the larger CSRG Love Memorial Race Weekend at **Sonoma Raceway April 1-3**. It was the featured race on Sunday the 3rd and has been held annually at regional racetracks across the U.S.A. and Canada for the past 15 years. It is open to all Triumph engine powered competitors including Morgan +4s, "Baby Dolls", and Super Sports. It was founded by Joe Alexander, vintage TR racer, president of the "Friends of Triumph" and producer of many TR performance racing parts.

As you may know, Kas Kastner (who lives here in South San Francisco) became internationally famous for his high performance Triumph racing engines and drivetrains beginning in the 1960s. His head and camshaft designs influenced generations of Sports Racers using the TR engine in many racecar variations to this day. Of course, he is revered in Triumph racing circles and his motto, "Never Beaten by Equipment" has cache in many a racing paddock.

For Morgans, the lead up to Sunday was unfortunately marred during Saturday qualification heats when Greg Solow's "Baby Doll V" went down with spun crank bearings as he entered the pits after just finishing qualifying. There was just no way to recover from such a terminal loss, so fellow "Baby Doll" +4 racer Jeff Abramson carried the Morgan banner to qualify 3rd on the starting grid for the Cup Race. It was a large 36 car field for the Sunday race.

Jeff diced mostly with Mordy Dunst (another "name" in TR racing) in his #25 TR 4, trading 4th and 5th throughout the 15 lap contest. Jeff was averaging 2:03 to 2:04 seconds per lap, and eventually finished 4th behind Dunst. Nos. 1 & 2 were led by #47 TR 250 Peter Brock Special driven by Tony Garmey and #24 TR Herald driven by Jerry Barker Sr. These leaders were way out in front, the Brock Special finished easily a half lap ahead of the "Herald from Hell", chosen the Overall Winner by Kas himself.



Jeff Abramson with "Baby Doll" in the thick of it, lapping two TR 4s.
(photo by Brad Eells)



The "Herald from Hell"
Kastner Cup winner
Jerry Barker with
Kas Kastner
(photo by Brad Eells)



"Baby Doll IV" in prep for Kastner Cup
(photo by gordon)



Three Preeminent Morgan Racers, Bill Fink, Greg Solow and Jeff Abramson
discuss strategy before the Kastner Cup
(photo by gordon)

British Extravaganza at Buttonwillow 2016

Story and Photos by Larry Ayers



[above] Larry's racer, Red; Sam Logan's 1960 +4; John Miller's racer, 1951+4 flatrad, and other PreWar or Historic racers in their pits.

[right] Larry caught Dale Barry napping, but his tech work was done for the day anyway.

[below] Lunchtime in the PreWar/Historic pits found Karen (not pictured) spreading out the food, while Donna and Dian De Shay were making roll-ups and sandwiches — Pit KP.



On April 22, as we arrived at Buttonwillow, a dust storm nearly engulfed us but tech for the prewar cars was successful with Pete Thelander and John Kerr assisting me. Our traditional Friday evening dinner for prewar and Morgan folks was held at the Willow Ranch Restaurant in Buttonwillow across the street from our Motel 6 accommodations, and around 15 of us enjoyed a delightful meal and good conversation.

The 2.640 mile track was the distance for the **VARA sponsored 22nd Annual British Extravaganza** with 120 entries comprising 7 groups. Besides my 1930 Morgan, Red, the only other Morgan present for race events was the 1951 +4 that John Miller drove in the prewar/historic group. Dale and Karen Barry didn't enter this year due to other commitments and because Dale is still recovering from his race-related neck injury. They attended for Friday night and Saturday only. On Sunday, Sam Logan, from Visalia visited in his 1960 +4, enjoyed having lunch with us, became honorary pit crew, stayed for the races, and helped strike our camp before leaving for home.

The final flag race for historic and prewar vehicles featured seven starters, and Joe Harding in his 1939 Lagonda finished in first with a time of 2:36:724. Miller's +4 ran a 2:39:346, while Red had a time of 3:20:974, about a minute slower than the fastest car.

There were no track incidents in our group, although John Miller's generator failed on Saturday so his battery was charged overnight enabling him to race on Sunday. John Kerr's Miller-Schofield blew a head gasket on Saturday, so he didn't participate on Sunday. Other than that, we experienced a cool sunny weekend and had a fun time running our treasured beasts around the Buttonwillow configuration.

Note that this event is very low keyed with a Concours on Saturday followed by a BBQ and karaoke and great fellowship, especially in the historic/prewar camp. Donna and Karen Barry, with help from other ladies, always hosts the traditional weekend lunches in our hospitality sitting. Come out and join us next time.

The Sonoma Historic Motorsports Festival is the first weekend in June. We hope to see you there in your Morgan. [See report on pages 20-21]



The Murrays' Mid-Week Tour - May 4

(aka "Follow Me") Story by Gordon • Photos by Gordon and Larry Ayers

Well, we did it again... we gathered at Bob and Thorley's Larkspur home 10 am-ish for some coffee and snacks, and like Bob said "I had such good response from last year and the year before, I just decided

we would do it again." You think deja vu is spontaneous? No, not when 3 times in a row can suffice from such acclaim.

So off we went, and although Bob had some driver directions for us, "Follow Me" was very nearly "Follow Us" as the roads so familiarly traveled fell right into place.

We ambled on a misty cloudy morning up and over the Marin hills to Panoramic Summit and the very sharp right turn to Highway 1 West. From there a couple of miles to Ye Olde Morgan Club Haunt, The Pelican Inn. Time to charge your glasses and raise your glass to the Queen.

Then we were off to the Muir Beach Overlook, by this time the drizzles were lifting and the Sun was peeking through the overcast.

Just past the Bolinas Lagoon a left turn (with the traditional missing sign to the town) took us to the right turn on Horseshoe Hill Rd. and back to Hwy. 1.

One last left turn and 9 miles later we were in Olema for the final stop, lunch at the Farmhouse. A whopping 33 miles was covered by 8 Morgans and a couple of tintops.

Some of the Morgans, like Hilary and Peter Smith-Mahon's +4 had been here many times in the 60s and 70s when Marion Smith brought Hilary out this way, just a link to days gone by in the quiet mid-week when it could happen again. You definitely can't do deja vu on the weekend here, no way, too much traffic.

Many thanks to Bob and Thorley Murray.





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Morgans at Dixon All-Brit Show

Report and photos from Tim Waller



1st Place in the Morgan Class went to Bob Dalton, Blue 1968 +4 DHC.



ALL BRITISH MOTORING SHOW AND SWAP MEET

A half dozen Morgans made a class for our marque showing at the Dixon All-British Motoring Show & Swap Meet, May 15. Over 270 Brit cars of all stripes came to the show, a record.

Also attending were Paul Marchant, 1965 Silver & Black +4SS; Jim Nickerson, 1961 Black & Burgundy 4/4 (past winner), Richard and Melanie Smith, BRG 1963 +4



2nd Place went to Rod Miller, 1968 Burgundy & Black +4 DHC



3rd went to Ed Pearce, Yellow 1964 +4 SS.



“Our Island in the Sky”

Fremont Peak Run, May 12-13 • Story and photos by Gordon

Bob Frisbey put on another superb Fremont Peak Run this year. About 30 of us all gathered 10 am Morgan Time in Corralitos May 12, Thursday.

At the Deli across from the park we loaded up on picnic sandwiches and drinks, and Bob gave us our mis-directions across the Monterey/ Salinas Valley as the morning fog nipped at our noses and kept the harvesters in the field busy picking lettuce, tomatoes, beets and other produce for market day. We were in John Steinbeck country, chronicled in novels and stories like “Of Mice and Men” and “East of Eden”.

Off to the East towered Fremont Peak, of which he noted:

“This solitary stone peak overlooks the whole of my childhood and youth, the great Salinas Valley south nearly a hundred miles.”

We made our way inland across Hwy 101 onto Hwy 156. Two short miles later just before San Juan Bautista, we turned right on San Juan Canyon Road and began the 11 mile climb to the highest elevation (3,170 ft.) in the Gavilan range of Central Coast mountains. The view commands vistas in all directions, west to Monterey Bay, south to the Salinas Valley, east to the Sierra foothills, and north to Mt. Diablo and Mt. Tamalpais in the Bay Area. But this day, although we had climbed out of the low clouds, we could not see much of anything, last year was panoramic, this year was “our island in the sky.”

We picnicked at the tables in the warming sun, then made our way off the mountain. Well, most of us did, I needed a push start and it turned out my two year old



battery decided to die. So, we did go to the next stop, **the DeRose Winery**, reportedly the “oldest winery in California” founded by Franciscan Monks for the production of sacramental wine in the 1700s. After that we went on to Hollister to a FLAPS to get a battery.

Some of the rest of the crew went on south to the Pinnacles on Hwy 25 and others stayed on at San Juan Capistrano. We all checked in to the newly restored Hacienda De Leal that afternoon just the other side of Hwy 156 at SJC. Beautifully redone with fresh plaster, landscaping, Mission furnishings and tile walls and wood floors throughout, air conditioned year round, worth a stay, especially weekdays.

That night we all had **dinner at Jardines De San Juan**, a pleasant walk into town.

The next morning there were some optional drives to Hollister to Corbin Custom Motorcycle Seats, and the off road, RV park we visited last year, but we headed on back to the Bay Area to beat the afternoon commute through San Jose, sometimes you just have to plan things that way.

Many thanks to Bob Frisbey for planning this run, a nice day out and stayover.

There is nothing like Big Skies, hundreds of miles of two lane blacktop wide open in the warming sun, looming clouds on the horizon and an open top Morgan to take on the coming splendor of eastern Oregon high desert in the promise of May flowers just around the bend. It wasn't quite like that the first couple of days, but one thing we all knew as we rendezvoused in Fall River Mills (California) on Hwy 299 East of Redding that Saturday evening--Bring the Weather Gear!

Leaving the hustle and bustle of the Bay Area 250 something miles behind, we gathered for dinner and overnight at the Fall River Hotel, variously from other points on the compass, too. Msrs. Button and Horsley came from Seattle, Lynn and Karen Powell from Amador County, Dave and Donna White from Arcata, Bob Frisbey from the Santa Cruz area to name a few. We would be an even dozen Morgans, including the maiden long voyage of the new TR engine in "lismore" belonging to Maggi and moi.

Coming south from Ashland, John and Barbara Burks came by way of Lassen National Park to Fall River. **They were pulled over by the Park Police**, Barbara said, "he only stopped us because he wanted to know what kind of car we had! We were just going a little over the speed limit (45). We did not get a ticket."



Sunday, Fall River to Diamond - 347 miles (or more? Yes!)



Karen & Lynn bundling up

It rained that night, tapering off as we arose Sunday morning for the longest leg of the Tour. The temps were brisk as we set out towards Lakeview, Oregon, 127 miles away. We were going in long strides between fuel stops, so we had to be sure to fill up for the next loop into Nevada, there wouldn't be gas for another 140. Towards mid-day it didn't get that much warmer--we were in Modoc County going into Oregon at 4000 ft and the wind was blowing a gale. A young local rancher we met in Lakeview said "blowing snow was expected tonight. I wouldn't go anywhere in those rigs you're driving," Bob Frisbey said, "Well, we're crazy, we're going on to Diamond for tonight." He just laughed with us as we parted. And it did get colder, and the wind blew harder, and since we were behind the main group, we missed the turnoff into Nevada and the lunch stop planned at Fields Station for burgers and milkshakes all those miles away. So we took the road fronting the east side of Lake Abert and beyond all the way into Burns, the very longer way around as it meant backtracking south again to Diamond, our guest ranch destination.



Meantime, those who did take the cut off to **Fields Station** "... many miles from nowhere, appears to consist of a combination store, gas station, and restaurant, a Post Office, school, campground, a few houses. Most supplies come from Burns, 112 miles north. The burgers were good, the milk shakes thick (in) many flavors, (all) delicious, the servers were friendly, the volume of food overwhelming," wrote Elaine.

Coming into Burns is the irony of the dash plate message for SpringMog, we were arriving in a town festooned with American flags, everywhere, on every single streetlight, storefront and pole, at the gas stations, a town fed up and tired of the kerfluffle of the weeks before, the takeover and siege of the Malheur BLM Interpretive Center. The flags said it all, "We're with you, America, we're part of this great country." One of the ranchers I talked with later in Diamond said, "they were just cranks, troublemakers." Enough said, and sad as one life lost stupidly running a FBI blockcade. As we departed Bundy heading south to **Diamond**,



the open plains gave way to more and more volcanic craters.

We got there just as the wind was abating and the sun was setting. Awaiting us was a hot and piping **meat loaf dinner with plenty of sides, and a great berry tart and ice cream desert, all homemade.** It was the best, it had been a long and cold ride.



From the other (correct) way, Barbara wrote: "Notice the overhead jet-vapor trails. They usually point North or South, very few East or West. In Nevada we enter the Sheldon Game Reserve (Pronghorn) ...Opal mining area, no phone reception. You are driving into areas that millions of years ago were lake bottoms. Knott Creek and muddy looking pond is filled with Bufflehead Ducks and Mallards. Fields Station (lunch) has the "World's Best Hamburgers" and by count has sold 66,000 milkshakes. As you leave, you are going around the Stein Mountains to our next stop French Glen, amazing range with drop offs of over a mile straight down in the valley you are driving. (Now back into Oregon) French Glen named for



Planning the route from Diamond

Peter French (supposedly murdered) and State Rep. Hugh A. Glenn of Orville, Glenn county, CA. Both were ranchers during the cattle and sheep wars of the late 19th century."

Monday, Diamond to Baker City - 256 miles (or less)

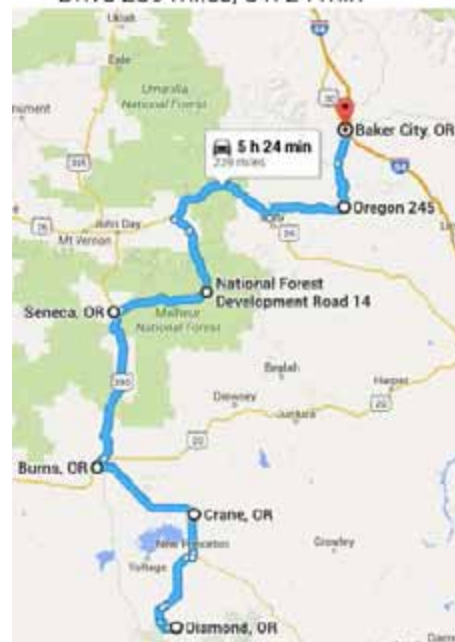
It was freezing and below as we left Diamond that morning, Maggi and I had stayed at a charming ranch cottage (former bunk house) and we ambled back the dirt road past the Angus herds and met up with the rest of the group. Our rancher hosts asked us a favor to stop by the one-room school house on the way out and have a show and tell with the kids. We gladly did. In the chilly wind, the kids and their teacher, about 16 in all, came out of the classroom as we lined up in the parking lot, some of the parents were there in pick-ups and tractors, too. It was a car show, and the kids were delighted to see so many different Morgans, from Aeros to +8s to +4s and modified Trads. I asked, "Do you know what a Massey Ferguson tractor is?" I may as well have said, "Do you know your right hand from your left?" These are kids who drive tractors for gods sake. Then I said, "Well, my Morgan has the same engine as that tractor had in the old days, a four cylinder, long stroke, big on torque." They all nodded, they already knew that! Of course they would:)



So we left waving and laughing and honking and onto ever descending canyon hairpins from the high desert to the lower plains

rife with heavy cross winds to Vale, 120 miles to the north and east, and time for lunch at the Vale Cafe just as you enter town. Sitting down at the table brought back memories--35 years ago I had stopped here for lunch with buddies for a fishing trip to the Snake River country in Idaho. The place still looked the same, or so your memory tells you. On the cafe TV we heard the weather report and confirmed that the mountain pass road we were to take to Unity was not advisable--high winds and blowing snow. We gathered to work out an alternate snowless route, Interstate 84 from Ontario (nearby) straight into Baker City the only way. Button and Horsley weren't part of this discussion, now where were they anyway?

Diamond, OR to Baker City, OR 97814 Drive 239 miles, 5 h 24 min



Same day, Button and Horsley and the "Snowdrift Trail"

According to the vaguest of reports much later, they branched off to a mountain road north of Burns at Seneca (4500 ft.) to navigate a network of forest roads that would take them north along the ridgeline of the Strawberry

Spring MOG, cont'd

Range (5000 ft.+) towards our original route town of Unity. With GPS and maps, they were trail blazing their own, and for a couple of hours they were making good time, though there was piling snow in the shadows. Somewhere in that string with Horsley leading, higher and higher, he plowed into a snow drift as in high centered, stopped him cold. Button came up behind. They got out, assessed, and Button backtracked until he found a section of wire fence down, cut a goodly length and brought it back. He tied one end to the front of the Bitsa and other to the rear of the '05 Roadster, and towed Horsley back out to traction. They turned about and snaked to another road or three or four, had to backtrack one section 20 miles but eventually made their way to Baker City, a long day of backroads driving in deep ruts and at times nasty weather.



Same day, the rest of us on I-84

It wasn't that much better on the Interstate towards Baker City. No snow to contend with, but the winds were tricky in the canyons and the

Semis would catch them and drift across the lanes. Then, climbing up the long stretches to the next valley the headwinds definitely had an effect, so valley after valley you would play tag with the same group of trucks, ahead on the downhill and behind on the climb, over and over. Depending where you were, you got to know your trucker friends pretty well that last 120 miles into Baker City. We blew into town under full sail, and totally punked.



Old Oregon Trail Map

Some of us still had enough gas in the tank, body and mind to go to the **Oregon Trail Interpretive Center** Museum a little ways out of town. Baker City (or the town later to be known as Baker City) was one of the ending strands of the Trail, which started in Independence, MO. Beginning in the late 1830s into the 40s, John Jacob Astor sent scouts eastward from his Pacific coast sealing station (later known as Astoria) following Indian Trails up and over the Rocky Mountains to secure a trade route for his pelts and furs. As the scouts worked their way back to the then Missouri frontier, farmers and settlers seeking new land and freedom from religious

persecution would come back with them led by missionaries, and in increasing numbers would make the arduous step by step journey to the Willamette Valley and branching to the north of California, the great basin of Utah, the plains of Montana and mountains of Idaho. "Manifest Destiny" and the Great Louisiana Purchase explored by Lewis & Clark thirty years before, the undertaking was hard, disease ridden, plagued by Indian raids, misfortune of all kinds, starvation of livestock and travelers alike, still and all an estimated 400,000 between 1843 to 1865 made the journey to shape the West we know and travel today.



Museum Conestoga - Bob And Barb Stinson with Phil Fisher



Geiser Dinner Baker City

That night we had dinner downtown in the 19th century Geiser Grand Hotel, long table in a colonnaded dining hall, great fare.

Tuesday, Baker City to Madras - 240 miles



Mogs at Austin House

Morning drivers meeting we were warned, "Leave town no faster than 55 mph, hold it for 20 miles." That was HARD to do, almost like driving in the Blue Mountains of Australia (inside joke:), same kind of two lane roads that beckon kicking it up with every turn, quicker and quicker, and just when you really want to open it up, a little voice says watch out for the unmarked patrol car parked and waiting, just like OZ. So sedately we climb to near the tree line and stopped at Austin House (OR rt. 7 and Jct. 26) for coffee and snacks, and the all-important "rest" stop but they were closed! We



John Day Wilderness Area

backtracked a mile to Bates State Park as the brisk air warmed a little with the mid-morning sun, then we were off again north on county road #20, and let it loose, all Morgans of the group together, no stragglers, wanderers, we knocked on in sweeping elevated turns one alpine meadow after another, following the north fork of the John Day River.

A short jaunt south on Hwy. 395 to Long Creek, then west again on OR Rt. 402 lowering into grasslands and pasture until Kimberly for a lunch stop. John Burks stayed overnight here in the previous millennia on a BMW motorcycle tour, this is near "off the grid" and the only place to get gas for a hundred miles and it hasn't changed, all good.

As we come to Fossil, we pick up the middle fork of the John Day, and just south stop at the John Day Fossil beds, all spire formations above the narrowing river canyon. We've come down to 2500 ft., so its time to richen up the SUs a little, "lismore" is the only Morgan to do this, all the rest of the fleet are fuel injected, well, except for the Button "bitsa" which is chugging a bit with an errant Edelbrock carburetor, so he is running rich anyway.



John Day Fossil Rocks



Climbing The Antelope Pass

As we near the Antelope Pass, the dominant cone to the Northwest is Mt. Hood, and to the south the Three Sisters, all peaks covered in snow. Right in the middle is Madras, we pull in for the night to the Econo, have a Mexican dinner nearby.

Wednesday, Madras to Ashland - 241 miles

Today we are heading for the "barn" — the Burks-Bradley "barn" in Ashland and a "wrap" party featuring the whole crew and additional Morgan friends. Leaving from Madras, Button and Horsley are the first. but since we are so far north, they elect to head for their "barn" in Seattle, no sense with a chugging "Bitsa" to lengthen the miles and driving time any further than necessary. The rest of us take to Hwy 97 south to Bend and beyond, a longish slog right down the center of Oregon.

A meet up with a long time Morgan friend - (Thanks to Social Media, apps and email, this could only happen in this day and age.)

Phil & Elaine often post entries to their Facebook page as they travel in their Aero 8 on Morgan runs. SpringMog is no different, and after uploading a photo of the John Day Fossil Beds the day before, Elaine received a Facebook message, "I'm in Bend, about a mile east of

Continued on page 29

"PEACHES" by George!

"Peaches" is my Morgan Plus 4 sold new in '66 and to my knowledge has lived in the Bay area ever since. I acquired the car in 1977 from Steve Miller, prior to that club member Steve Kellerman owned her. Peaches had lived on the streets of San Francisco all her life, she was painted bright red at the time, now, see pictures, a striking two tone the color of peaches and cream, hence "Peaches."

The car was well used when I got her with 95,000 miles on her and I used her a lot more commuting to work rain or shine and the flooding in Alviso for a number of years. Around 1987 with maybe 145,000 miles on I was persuaded to have her restored. Big mistake. She went off the radar for 10 years. Bill Fink saved my ass and put many small pieces of Morgan together to recreate a complete car, I hasten to add that Bill had not reduced Peaches to small pieces, some other nameless hero did that. There is a lesson here, don't take 'em apart unless you really have to, and then don't take 'em apart. I think I can claim fame for the longest recovery trip in history although I'm open to correction. Peaches' motor froze in North Pole Alaska just short of the Arctic circle. Bob and Thorley Murray gave Kathy and me a ride home.

Three thousand five hundred bloody miles then hitch up the trailer and head back to North Pole, three thousand five hundred more bloody miles. Load Peaches up in a rain storm and head





South, by now you know how many bloody miles, so doing the sums that's seven bloody thousand miles round trip in 11 days. Beat that. I rebuilt the motor, twice, a bad replacement after market oil pump caused her to freeze. Don't take 'em apart. I know it's tempting boys and girls but don't do it. Talk to Greg or Bill unless your name is Burks and that would be John and not Barbara, no offense.

Well old Peaches has made it to 50 years of age and 155,000 miles. Fifty is almost brand new for a Morgan and all systems are working well. Me not so much. Every time I leave a Bar somebody steps on my fingers. Ouch.

Best, Hon Trez George (aka Lawrence Harvey)

Sonoma Histories Motorsports Festival

June 3-5 • Story and Photos by Gordon

As I arrived at the Sonoma Raceway Saturday morning, I parked near the Porsche Club paddock in Lot #3. Just then a transporter pulled up carrying what used to be a Datsun 240Z. It was twisted and smashed stem to stern, a complete wreck. I heard later the driver survived a solo rollover 5Xs and walked away unscathed, a relief to all of us who support motorsports in general and vintage racing in particular.

This year's SVRA event (Sportscar Vintage Racing Association, www.svra.com) thankfully went on without any more serious mishaps the rest of the weekend. Everyone got back to racing, got back to competing, got back to the challenge, and doing it safely and well. But it is a given race engines, gearboxes and associated vintage mechanicals break, they are bound to in the pursuit to the limits of racing.

Jeff Abramson's Baby Doll IV Morgan #145 TR engine had a pulley failure on Friday's practice laps. Fortunately he and his crew had a spare motor, it had not been used in a couple of years and they took the rest of Saturday to remove the damaged TR lump and refit and retune the spare. He could not run the qualifying race, so Jeff applied for Hardship Warmup laps early Sunday morning. The engine turned the wheels with no complaint, and although he had to start dead last in the Group 3 Feature Race, a dense 56+ field of entrants, he turned lap times between 2:04 and 2:01 on the 12 turn, 2.52 mile track. He dueled a lot with **Minnesota Morgan driver Mark Pladson #144** in his very fast black and burgundy 4/4. Even though they both were clocking quick lap times, they were too far back to contend. They weren't alone, it was tough race to get ahead for all the Mogs who were in it.

SoCal Morgan driver Ron Carrico #9 drove his 1964 SS to 14th overall, the best of all the Morgans. He was in a sub-group of 10 all with lap times within a second of each other so it made for close driving among all of them. He had the same challenge the day before in qualifying.

Local Mog Tom Morgan #3 drove his screaming 4/4 to finish the full 10 laps a few cars behind Carrico. In the Saturday quails, he had 15th place overall. For this, Tom earned eligibility for the SVRA Gold Medallion Certification Program. Going forward his 4/4 will be authenticated vis-a-vis race history, period equipment and preparation and be nominated to this elite Group.

Other Morgan racers already certified include pre-war

Group Larry Ayers and J.Dale Barry with their Morgan Trikes, and Karen Barry in her 1960 BMC Huffaker Formula Jr. Karen was also awarded the Sonoma Historic Award for Presentation and Performance in Group 4.

SoCal Morgan Club Prez Brian Howlett in his 1961 +4 **#111** ran well in the Group 3 Saturday quails but was inexplicably bumped to Group 6 for the Sunday Feature race. Unhappily his run was short-lived as the accelerator cable went limp in the 2nd lap on the winding downhill run into Turn #11. He was able to clear the track and watch all the over 2000cc Corvettes, Cobras, Jaguar E-types and other large displacement marques roar on by. A track official let him adjust the fast idle screws on the SU carbs, and he had enough power to take the nearby exit lane and get back to the paddocks. He found the double jam nut securing the accelerator cable to the SU linkage had loosened and fell off, the simplest of snafus, would have happened regardless of what Group he was racing in.

Larry Ayers in #151 "Red Johnnie" MMC works racing Super Aero 3 Wheeler had a devil of a time in the Pre-War Group 1. The J.A.P. motor kept misfiring and fouling plugs, acceleration was flat and the hillclimb up to Turn 2 practically brought the car to a standstill. As pit crew Mike Anthony explained to me later, the magneto driven spark advance/retard was not quite synced, and the 50 deg. V Twin is problematic because the advance and retard are not easily divisible as they would be in a 60 deg. V Twin. Synchronizing fractions of spark advance/retard with mechanical degrees can literally be hit or miss and this was a weekend of misses hit or miss and this was a weekend of misses, but sorted out for the final race.

The SVRA conducts these races with great support and enthusiasm for drivers, crews and the public. "Some People Collect Art...We Race It" is the motto M.O. of this national organization with a very active racing schedule at tracks all over the country. Its members are a dedicated and passionate group. The cars are raced because they can be raced safely and perform beautifully on the track. The Sportsmanship of Vintage Racing abounds in the spirits of everyone attending. It is a Great Day Out. Please visit their website www.svra.com for more information. And if you haven't been to the Sonoma Historic Motorsports put on by the SVRA, definitely come next year and see for yourself what a Festival it really is. You will have a Grand Time, Guaranteed!



Jeff's broken pulley engine and the new engine replacement.



Sonoma temp was high 90s on Friday.

My Interview with Neil David Martin

Photos and story by Tcherek Kamstra

I have wanted to do an interview with prolific automotive artist Neil David Martin for a long time. I purchased one of Neil's Morgan paintings as a Father's Day gift for Bill Fink, and have been following his work ever since. Recently, when designing the badge for the 80th Anniversary of the Morgan 4/4, I enlisted Neil's assistance for the artwork. He provided the drawings of both Morgans pictured on my latest badge design. A total of five versions have been created, available for purchase at www.morgancarbadges.com. For those without any available space on their Morgan's badge bar, a very nicely priced sew on patch is also available through that web site.

I was able to interview him from his Southampton, UK, home April 20th. He is 46, and well into his prime as a master automotive imagist.

1 *First, my most burning question: what was your first car? And then, what are you driving now?*

My first car was a 1973 classic Mini Clubman saloon, bought when I was 17 before I passed my driving test. The Mini was 15 years old at the time, so was my first introduction to "classic" car ownership. I now have a modified classic 1985 Mini saloon, for fun drives, and a Toyota Avensis for practical, everyday use.

2 *I assume you knew you could draw since first grade. At what point did you realize your perspective was special enough to earn money as an artist?*

I have been drawing and painting cars and motorbikes for a number of years now, but I originally started out painting still lifes, landscapes and patterns, before I decided to combine my love of art and classic cars, which is what I now specialise in. The positive response to my car drawings means that I have exhibited at both Beaulieu National Motor Museum and Brooklands Museum in the U.K and my work has been featured in a number of classic car magazines.



3 *All of my own personal Morgan bias aside, what is your favorite car model to draw?*

I particularly like to draw any model of Morgan, but I have had commissions to draw many different makes of car and motorbikes (and a client's dog!). I appreciate that to the owner their vehicle means something special to them, so I'm happy to draw any car or motorbike.



4 *What is your favorite piece of work that you have created? Do you have an image to provide of that piece?*

My favourite Morgan drawing is my close-up of **the front wheel and view to the rear of a Morgan 3-Wheeler**, taken from a photograph that I took at a local Morgan dealer. The unusual perspective appealed to me and gives a view that is not often seen.



5 *Of all Morgans, which is the most artistically attractive in your opinion?*

I particularly like the front 3/4 view of a Morgan 4/4 or +8, because it shows the flowing / swooping wings going over the wheel's and down the side of the car, the curving headlights and the rounded top of the grille, a very curvaceous angle!

6 *If any Americans who read this were to want you to immortalize their Morgans, what is the process? Can you do this from a photograph? And if so, what are your current rates?*

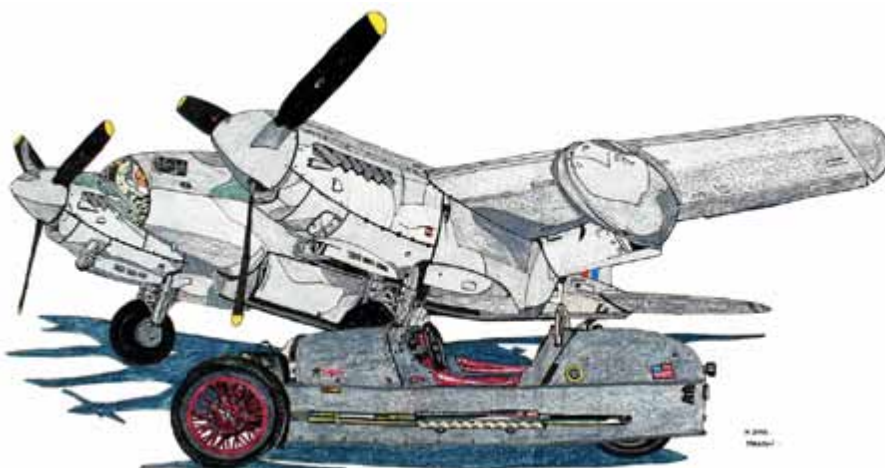
I just need a good quality photo to work from, clients can e-mail me at: neilsbeetle@hotmail.com

The cost for an A4 size drawing is £30.00, plus £4.00 Second Class Signed-For p+p within the UK (£12.50 International Signed-For p+p for Worldwide) and the cost for an A3 size drawing (approx. 42cm x 30 cm), is £50.00, plus £7.00 Second Class Signed For p+p within the UK (£17.50 International Signed For p+p for Worldwide).

I invoice the client via PayPal, the payment to be received before work starts on the drawing. I send regular progress photographs of the drawing by e-mail, so that the client can watch the evolution of their drawing.



My favourite non-Morgan drawing was **a commission for a client of his father driving his Caterham at an airfield track day**. The client was going to give the drawing to his father as a present on "Father's Day". I particularly like the blurred background of the airfield control tower, which contrast's with the detailed image of the car and driver. My most recent drawing is of a Morgan 3-wheeler with planes in the background.



Interview continued next page

Interview, cont'd

7 *Most artists in the USA have a day job. For example, I sideline as Director of Sales & Marketing for the country's oldest Morgan dealership, to supplement a meagre artist's income. Do you have a "day job" and if so what is it?*

My full-time day job is as a "Forensic Controller" for the Police in the U.K, covering the county of Hampshire. I work as part of a small team investigating the forensic potential at crime scenes with either Police Officers or members of the public who have been victims of crime and deciding the priority these crime scenes should be attended by CSIs and then telling the individual CSI which crime scenes they are to attend. Drawing in my spare time helps me to relax after a stressful day at work.

8 *What would be your dream job as an artist?*

Getting a commission to do a drawing (or series of drawings!) for Morgan Motor Company.



View more of Neil David Martin's artwork at

[http:// www.mphcarpaintings.webs.com/](http://www.mphcarpaintings.webs.com/)

where you will find Morgans as well as other marques featured.

A must see for any lovers of automotive art!

The Morgan 4/4 80th Anniversary Badge

It has been 80 years since Morgan first introduced the ever popular 4/4, and to honor this momentous milestone, a special edition 80th Anniversary Morgan 4/4 was unveiled at the Geneva Motor Show.

Morgan Car Badges has created a commemorative car badge to celebrate the enduring legacy of this classic Morgan model. Pictured are Morgans old and new, including the actual car as seen in Geneva. A collaborative effort by two artists, this badge is available in 5 different color variations, including a special edition gilt version. For more information, pricing and ordering details, visit www.MorganCarBadges.com. As quantities are limited, early ordering is recommended.



This is a Morgan Motor Company approved & authorised badge.





From the Editor

Letters, notes and sundry from Gordon Craig

A MORGAZETTE EXTRA!

Our New NorCalMog website is here! Many thanks to Tcherek Kamstra for setting up our new website up and running! If you haven't checked it out, go to **www.NorcalMog.com** and take a look. You can also log-in, set up a password, and enjoy Morgan Club membership on-line.

An extra Morgazette Feature is on www.norcalmog.com!

"Dispatches from my new home" by G96 JWP---G96 JWP is a 1990 Morgan 4/4 owned by Morgan Club member Neil Miller of Phoenix, AZ. Neil has owned this Morgan for 25 years, kept it garaged in the UK, and he and Marilyn have had many trips through Europe and the UK driving it. Since the car is now 25 years old, it is considered a Classic Car eligible for import, and he decided to ship it to the USA. "Dispatches..." is a 31 page photo chapbook if you will, written by G96 JWP herself, her POV of her trip across this country starting in Georgia and mostly driving as much of the old Route 66 as possible. Of course, Neil writes a foreword to G96 JWP so you are properly introduced. Go to norcalmog.com and prompt the MORGAN MEDIA section to read this delightful piece.

A Note From: **Edward Abramson**

Subject: Charles Morgan loves Porsche

Hi Gordon,

Thought you might like to see this YouTube video of Charles Morgan extolling a Porsche:

<https://www.youtube.com/watch?v=Rf34n2rxzUI>

Ed

Thanks Ed, I just did watch it, and I can't help but feel even although CM is banging on re the deserved virtues of this Stuttgart Chariot, he would rather be driving a Morgan. Readers, take a look.

Now, What's This?

MORGAN HIT BY SCANDAL

Posted in News by Sniff Petrol on Thursday, May 19th, 2016
On Morgan, yesterday...

After high-profile cases involving Volkswagen and Mitsubishi, Morgan is the latest car maker to suffer a certification scandal as authorities discovered its cars contained abnormal levels of lead, asbestos and rickets. 'During routine testing we discovered several anomalies with Morgan vehicles,' explained DoT inspector Dee Owtea-Inspekta. 'Among our concerns, we noted above-average levels of scurvy, an unacceptable degree of parchment, and unusually high levels of wattle AND daub.'

'This is all just a bally mix-up,' spluttered Morgan spokesman Morgan Sspokes-Mann. 'Our cars are perfectly within the law in all areas including tweed thickness, occasional table placement, and moustache movement at the permitted testing speed of eight furlongs per innings.' Morgan later claimed to be too busy to further co-operate with the authorities because 'don't you know there's a war on'.

Another Spider "Mystery Car" Inquiry ---

Can we help our East Coast MOG 3/4 friend and correspondent? Read on,



Gordon,

Whose car is in the photo (California Mille this year? Also, do we know if this is (the late) John Erickson's 1953 Plus-4?

"I've attached a black and white picture of John's car from the early days. My later photos show the car with the Raydot Spotlight installed with John at the wheel. The light array looks similar - although the passenger side

auxiliary lamp has been changed from fog light to driving light (lens change) and the headlights have been changed to PL700's. The badge array is similar although the current photo does not have the vintage MCCDC white-wings badge. The color would have been correct except that we know the car to have been restored by Larry Eckler (owner was Burt Fendleman, maybe?) after John's death. I had thought the car was sold to a collector and disappeared from public venue. BUT.....this looks awfully damn close!"

Does anyone know the car, and its present owner? Get in touch with me and we'll contact Spider.

Spider adds an additional story about this car and former owner:

"As a side story about Erickson and his flatrad (there are many), he drove down from Yorktown Hts. (north of NYC, my 10 mile neighbor at the time) to 1987 (1988?) MCCDC Fourth of July MOG-17 (or 18?) meet at the Belle Meade Motor Inn in Harrisonburg, VA. It was a really sleazy, rundown place - an oversized version of the old strip motels where you park your car in front of your front door. His temp gauge was not working so upon arrival, he discovered his car had overheated so badly

Continued on page 34

HOLY MOG, BATMAN!

Morgan owner and Parisian, Douglas Hallawell, was given the opportunity to fly to Birmingham, stop overnight in a quaint village and, more importantly, take delivery of two (yes two!) ARP4 Cosworth-powered Morgans, one black and one white.

Fellow resident of France and friend of Douglas's, a collector called Daniel, ordered the ARP4s and asked if Douglas would join him. The black car was specified as black on black - a true Batmobile - which gave Douglas an idea...



When I discovered that Daniel had specified that the black ARP4 would be exactly that, in other words totally black inside and out from the wheels to the mohair top, I couldn't resist having a bit of a lark. So, when Ann Ireland at Perranwell's emailed us to advise Daniel that his black ARP4 had just gone into build on October 21st - a week only after finalising the order - I replied: "Just in time I'd say... Batman, alias 'Daniel', has become rather bored with his trike. With the black ARP4, at least I can come along for a ride. Best regards from Robin, alias Douglas". I was immediately ticked off by Daniel who had no intention of dressing up as Batman.

From Birmingham airport we headed first to Berrybrook Motors to pick up the white ARP4. When we reached Exminster, it was a full moon that greeted us as we drove up to Berrybrook's. Very appropriate considering the blatantly visible ARP4 in the lit showroom was clothed a matching matte white. Henry Sharman kindly waited beyond closing time to open the doors to his showroom and allow Daniel to terminate the paperwork while I checked out the Mog. It was decided to stay overnight at the nearby Stowey Arms pub and load the ARP4 in the morning.

After a hearty British breakfast, Daniel meticulously reviewed his car while I took several pics of Mogs including another ARP4 in a light grey (Porsche) livery also awaiting collection. Meanwhile Batman had made his first appearance...

As for the red 1953 Plus 4 on display - and featured as 'Pitch Prowler' in the March issue of MOG - Henry informed me that he'd just sold it to Jehan-Charles Penfentenyo, a stalwart member of the French club. Another very recent acquisition of his is the ex-John Worrall Plus 4 Super Sports. Consequently, Jehan-Charles and Daniel together own

the most impressive assortment of Morgans in France, from a 1934 trike to an Aeromax. It took a persuasive (and persevering!) Daniel several months in 2014 to convince me to part with my 1961 Plus 4 SS roadster, currently under restoration at his restoration shop.

With the white ARP4 tucked away in the enclosed trailer, we then headed to Cornwall where the black one was due for pick-up at Perranwell Garage. By this stage an ecstatic and fully operational Batman was hovering around the new Batmobile, ready for a photo shoot to immortalise this 'première' event. Oblivious to the nearby presence of yet





another ARP4, painted gloss red, Batman was clearly impressed with his own. Before setting off, we duly took a few pics of him and the team at Perranwell.

As we drove off, Daniel reminded me that even a Batmobile requires running in. I can't tell you how frustrating it was having to limit revs to 3500 during the 400km I was entrusted to drive this wonderful machine. Double de-clutching into second as I entered roundabouts,

then putting my foot down on exiting, reminded me what was under the bonnet! However, the Cosworth's 225bhp endowed powerplant apparently only really 'delivers' over 4000rpm. As you accelerate, you quickly do sense the power available though. The power steering is initially very progressive but hardly noticeable once you're on the move.

The ARP4 obviously targets the driver who wants a greatly improved

and fast accelerating traditional Morgan with loads of grip. Used on a track, it will surely be more gratifying and reminiscent of another Plus 4, its distant cousin, the Super Sports from the '60s. One thing these two models do share is rarity. Back then, a mere five Plus 4 SS Mogs were sold through Savoye, the sole French dealer. By the end of March, five ARP4s will have found their way to France. >





Fortunately, the Batmobile has several interesting options, including power steering and a removable compact steering wheel. And the indispensable (red) calipers all round do a fantastic job when solicited. The improved (padded) sidescreens hug the doors very well thus contributing to soundproofing and isolating the cockpit, with seats providing adjustable lumbar support. I was expecting the squared-off tunnel with its aluminium-capped edges to come into contact with my thigh while driving; not so in my case. Daniel was later to complain though. The redesigned dash, rounded off at the bottom, is knee-friendly and aesthetically pleasing.

Approaching Portsmouth we were faced with a very low full moon, as if to bid us farewell. Shortly later we boarded

Brittany Ferries' latest ship for the 10:45pm crossing. Daniel, a real gentleman, spared no expense and had reserved one of only eight luxury cabins on the ferry. At 4:30am breakfast was served in our cabin. As for the Morgan, on account of being too low to access the upper deck, it was promptly directed to the lower level where it was first in line, so first to disembark with Daniel taking over at the wheel.



With our head start over the transporter – who chose an early morning Shuttle crossing – I decided to stop by at 'Paris Londres Automobiles' on the edge of Paris. Owner Pascal Rajon was Morgan France's service manager until he set up his own business. I figured Daniel had to meet Pascal and show him the racy beast.

When the two ARP4s reached their final destination in the south of France the next day, Daniel called me to say that the black one performed faultlessly and had clocked up 1667km. The icing on the cake was the astonishingly low petrol consumption which, while running in on UK roads, was 9.07 litres per 100km. On French motorways in 5th gear, it progressively went down to reach 7.08 litres per 100km! **MOG**

Spring MOG, cont'd

97, hope you are having a great trip," with a phone number. After checking her Gas Buddy app, Elaine replied, "We will be at the Chevron station at Reed Market off 97 in about 35 min. Have the Murrays and Stinsons with us." As they pulled up to the station, Kerry Lilliedahl, past MSCCNC member and President, "came running to meet us. (After) checking with John Burks via email who responded positively quickly, Kerry followed in her Honda for the four hour drive to Ashland and the "wrap" party."



Met Up with Kerry at Bend

We caught our share of rain south of Bend, and of course my new wipers hardly worked at all, the drivers side would flail feebly, then wash the scuttle more than anything. This had been going on since the beginning of the trip, so nothing new, kept driving and the water would bead off just enough, then stop now and then and reposition the wiper arm, tighten the post nut some more. Fortunately, there had not been inundations on the trip and this time we got through to the Chiloquin turn off, 160 miles south of Madras, towards Ft. Klamath. We approached the Rogue River Siskiyou Mountains to the west and Hwy. 140 and onto Mountain Lakes Wilderness area and Dead

Indian Memorial Road (aka "Deceased Indigenous Native American Memorial Road" latter day, awkward either way). Forty Miles to go through forest glades and meadows, then wind down through the buttes that form the east side heights of the Ashland Valley, and there we were in the shining sun at last.



Burkes Party Parking



Maggi And Jim Quimby At Party

"Bring something for the Barbie, something to drink, a side dish," all of us gathered that evening at the Bradley-Burks Manse along with Ashland and Morgan friends from near and far. Celebrating the end of an epic SpringMog we doubled, tripled our numbers and with John Quimby on the ivories, sang and danced our way into the night. Elaine wrote, "Kerry had a great



Party at Ashland

time at the party and headed back to Bend," Kerry messaged back, "I'm home! It was wonderful! Had fog, snow flurries and freezing temps, but I am here and fine."

That was SpringMog for us all, **Many Thanks to Barbara Bradley and John Burks for their hospitality and planning of this event**, it was the best, it was challenging at times, the roads and sights, the Mogs and places we visited were worth it all.



Barbara and John

PS - The new engine in "lismore" ran like a train for all the 1900 miles door to door of SpringMog - well broken in, cheers.

**Try out the new
MSCCNC website:**

www.norcalmog.com

Look for the Morgazette Extra, go to the "Morgan Media" prompt for a Morgan roadtrip from Neil Miller

This is the latest driving review from the pen of Andrew English, London Daily Telegraph motoring correspondent. Hope we see some of these in the States? editor

Morgan AR Plus 4 Review: Old-school Performance

Andrew English, motoring correspondent, Telegraph Cars 11 APRIL 2016



The Morgan AR Plus 4 costs £55,000 and just 50 will be built. CREDIT: JAY WILLIAMS

Can you have too much power? Morgan's bonkers AR Plus 4 puts it to the test

Look carefully at the impossibly stylised instruments in this very special Morgan Plus 4 and you might do a double take. The clock doesn't have any numerals, but the rev counter does. And surely no road-going Morgan ever howled up to a redline of 8,000rpm before? Clearly this must be a different sort of Malvern-made two-seater, and at £55,000 against the standard Plus 4's starting price of £38,335, a different sort of outlay.

Actually the AR Plus 4 doesn't look that different at a distance, provided you aren't looking at those crazee LED headlamps, the 16-inch matt-black wheels shod with sticky Yokohama Advans, the bits of red chassis sticking out, or the twin exhausts emerging from the middle of the rear panel.

The Plus 4 is basically a hepped-up version of the 4/4, a car which celebrates a record 80th anniversary of continuous production this year. Plus 4 models have been produced less often, starting in 1950 and then reintroduced at various periods since then.

*If you're over
six-foot tall,
you'll find
the Morgan's
interior
distinctly snug*
CREDIT: JAY
WILLIAMS



The main difference between a standard 154bhp 2.0-litre Ford-engined Plus 4 and this AR version (named

after Morgan's motor-sport department) lies under the heavily louvred bonnet with its special side air intake. There lurks a version of that Duratec engine which has been tuned up by Cosworth to produce 225bhp.

For those who don't know, Cosworth is the 58-year-old Northampton engine specialist and the most successful grand-prix engine maker in history. The Ford Cosworth DFV won 151 grands prix and dominated Formula One for more than 15 years.

The blurb tells us the AR Plus 4 is "hand built", as if other Morgans were assembled by robots or trained dolphins

Cosworth has modified Ford engines since 1959 and continues today with its range of Duratec YD crate engines, known in racing circles as a source of reliable power and available with outputs ranging from 210 to 280bhp. The Morgan version has, as one Morgan engineer put it: "pretty much everything in it thrown away and replaced."

The pistons and connecting rods are forged with Cosworth's own ring pack and special bearings. Twin overhead camshafts use Cosworth's Level 2 race profiles, with the company's own cylinder head assembly. Water and oil pumps are uprated, there's dry-sump lubrication and at the top end, a roller-barrel throttle assembly and carbon-fibre air box and trumpets. Morgan is tight-lipped about what it paid for each one, but out of an official Cosworth dealer, the price for a single unit is about £10,000.

*There's
some clever
engineering in
the AR Plus 4,
but its hood is
state of the ark*
CREDIT: JAY
WILLIAMS



The dyno curve for the engine in our car shows that the rear wheels actually receive 172bhp at 7,900rpm and a torque peak at 6,500rpm. But that's still more than healthy when you consider the entire car weighs about a tonne. The gearbox is a five-speed manual courtesy of the Mazda MX-5, which drives a 3.9:1 solid rear axle.

Different? Oh yes. And arguably the sauciest Morgan to have emerged from its Pickersleigh Road factory since TOK258, Chris Lawrence's 1962 Le Mans 24 Hours class-winning +4 rolled out of the wood shop.

It seems extraordinary, an ash frame (although the chassis is steel) and Cosworth engineering; have those ideas bounced together in the same sentence before? If you're worried about rust or woodworm, the chassis is autophoretic coated and the ash frame Cuprinol dipped. And the blurb tells us the AR Plus 4 is "hand built", as if other Morgans were assembled by robots or a host of trained dolphins.

Announced last year, Morgan planned to build just 50 AR Plus 4s, but the engineering has been hard.

"After 107 years of history you can still get caught out," says Steve Morris, Morgan's MD. "Some aspects of the build were more difficult than we thought they'd be."



The engine has had pretty much everything in it thrown away and replaced

Routing the exhaust was one and meant a delayed production start for this short run of super Morgans. What's more, Morris had already signed a cheque for the engines and anything with the word "Cosworth" on the cam cover was never going to be cheap. They're just finishing off the last of those 50 cars and happily for Morris if not for the rest of us, they're all sold.

So, climb in and much of this Morgan is as per standard Plus 4, with the finger-nail removing hood sticks and the tommy-bar removable side screens, with Perspex siding windows that seem like a Judas gate back to the Thirties.

Cramped isn't really an adequate description of the interior, but the car's 3.9-metre length allows a parcel shelf behind the seats, just big enough for a couple of soft weekend bags. Leather seats, inertia-reel seat belts, a heated windscreen, even a heater and a glovebox are all present and correct, but don't go looking for airbags

or anti-lock brakes.

The dash is so contiguous that you seem to be wearing parts of it. I can't say I like the instruments much, or those headlamps. Details are everything with a car like this, the box-weave carpet and drilled aluminium are terrific, the Alcantara steering wheel appropriate, but some parts scream Never-Do-This-Again and design head Jon Wells needs a dictatorial grip of just what works and what doesn't in historic Morgans like this.



The clock doesn't have any numerals, while the redline is unusually high. CREDIT: JAY WILLIAMS

What's it like to drive? Well, to paraphrase Bette Davies: "fasten your seat belts, it's going to be a bumpy ride". Start up the AR Plus 4 via a series of naff flick switches and the engine vibrates through the frame with that just-rolled-out-of-the-race-shop mien, popping and banging its grumpiness with the world in general. You need to forget the Symposer-induced, manicured booms and farts that emerge from modern performance pretenders, this Cosworth is without artifice; what you hear is the unvarnished truth, as shocking as a billiard-ball-in-a-sock as it climbs through the upper reaches of the rev counter.

Not that you've much time to think about timbre, you just steer and keep steering. The rear axle, mounted on a compact five-link, coil-sprung solid rear axle filched off the V6 racers (and, we understand, destined for all Plus 4s 'ere long) is more honest and refined in its responses than the standard leaf springs, but you are still busy on a bumpy road.

As for the sliding-pillar front suspension, well as Peter Dron my former editor used to say: "Morgan invented it 100 years ago and so far the motor industry hasn't beat a path to their door", although Lancia did use it in the 1922 Lambda. Its main problem is that it demands really stiff suspension, or the tyres pick up their inside tread, which means however good the Yokos grip, they don't do a lot when they're in the air.

AR Review, cont'd



The Morgan AR Plus 4 is an effort to drive, but also a pleasure.

CREDIT: JAY WILLIAMS

I drove this car hard for about 20 minutes and despite the chill day I was sweating. The steering is sharp and true, the little MX-5 gearbox can be slammed through the ratios and the engine's metallic howl fills the car, but this is a mightily fast device and you need to concentrate so hard it's exhilarating, but exhausting.

There aren't any performance figures published for the car, but we'd estimate 0-60mph in less than six seconds and a top speed of about 125mph with about 20mpg fuel consumption – less if you push it. The standard Plus 4 musters equivalent figures of 7.5sec, 118mph and 40mpg.

The box-weave carpet and drilled aluminium are terrific, but some parts scream Never-Do-This-Again

For all its extra price and old-fashioned chassis specification, however, the rear axle copes well, relinquishes its hold on the road predictably and smoothly and on half-decent roads, provides at least a semblance of ride quality at medium speeds. The engine is reasonably docile, if boomy around town and you could live with this as a very quick and special road car, if not a daily driver. Would you really want to leave 55 grand's worth of flying machine at the side of the road? I'd certainly like a chance to try.

“The Morgans Are Coming! The Morgans Are Coming!”

Late, breaking news from the MMC and the UK Auto Press! Read On!

(From MOTOR 1.COM - exclusive from Just British.com, follow both these internet sites for great vintage and Morgan reporting, editor)



BY JAKE HOLMES, Senior Editor

New replica law allows for sales of Morgan V6 Roadster in the U.S.

For the past few years, stringent safety and emissions laws have precluded the Morgan Motor Company from selling anything but its 3 Wheeler in the U.S. Now, however, a new law concerning replica vehicles will allow one Californian importer to begin selling new four-wheeled Morgans later this year.

A new law passed in December 2015 makes it considerably easier for low-volume automakers to sell “replica” brand-new vehicles so long as they resemble a car made at least 25 years ago. Manufacturers must produce fewer than 5,000 cars annually and can only sell 325 replicas in the U.S. per year. The bottom line is that this ruling opens the door for “old” cars to be sold as brand-new models; a Morgan that has been around for several decades, for instance, can once again be offered as a new vehicle in the U.S.

San Francisco-based ISIS Imports, the country's longest-serving Morgan dealer, plans to begin taking orders for the Morgan V6 Roadster this summer,



with production of U.S.-specification cars expected to begin in the U.K. by the end of 2016. ISIS Imports sales and marketing director Tcherek Kamstra says that the importer already has a long waiting list of interested clients.

“We’ve been watching the law and studying the law and keeping on top of it for a very long time,” she told Motor1. “We have so many people who have been waiting years for a new Morgan, that they will take any model we can have.”

Although most “classic” Morgan models, including the iconic 4/4, would be eligible for the replica program, Kamstra says for now only the V6 Roadster is being prepared to U.S. specification. It comes with a Ford-sourced 3.7-liter V6 engine rated for 280 hp. With a dry weight of just 2,094 pounds, the car gets to 60 miles per hour in a claimed 5.5 seconds.



Exact pricing for a U.S.-spec Morgan V6 Roadster has not been confirmed, but Kamstra says the car starts at about £40,000 and will have a £1,500 surcharge for preparing it to American specifications -- for a total of the equivalent of \$61,000 before any of Morgan's many customization options are applied.

"We hope that all the options that are available to the U.K. buyer are available to the U.S. buyer," says Kamstra, but that, too, is still up in the air.

ISIS Imports has a long waiting list and has taken several deposits for new Morgans.

Source: ISIS Imports

MorganWest Statement -

We at **MorganWest** join all the US Morgan dealers in our excitement over the expected impending return of the Morgan Roadster in its latest fantastic guise!

Our experience and client reactions to the Roadster '65 program have shown us all the tremendous improvements over the last 11 years. A lot more horsepower, a 6th gear for low rpm/high speed cruising, power steering for tight parking spot assist and a cleaner exterior and interior, all very much improved, combine to make a wonderful traditional looking Morgan that is much more simply fantastic to drive.

Long overdue, this can't come soon enough for all of us!!! We're ready, we're more than ready!!!

Dennis Glavis

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From the Editor, cont'd

that the cylinder head was glowing in an alternating orange and electric blue color. After it cooled down, and we all had many beers, we unbolted the head and carried it into John's room. Upon inspection, we found the small hole in the head between combustion and coolant jacket. It had been only the oil cooler that was removing heat from the engine for a lot of the 500 miles. Penny Bates had a welder in her van, and we welded a coin (I believe it was a penny, or several pennies) into the hole. The car was bolted back together that night. In the next few days, John ran in the autocross and the rally, and then drove back to Yorktown Hts. His room was a mess.

Those were the days...a culture Gone With The Wind."

Run cool,

Spider J.C. Bulyk

=====

Two Morgan Videos
surf'd by John
Marchant (UK)
Chaps,
A couple of videos
you might enjoy.
First the building
of an 80th
Anniversary 4/4 in
4 minutes.

<https://youtu.be/WTggLgcQBpc>

Second is a Dubai
road test of a Plus
4 which I found
very entertaining
and hope you do
too.

<https://youtu.be/sYEzxpDHRj4>

=====

That's All For Now,
Mogs, Happy Trails!
Gordon



Member Classifieds

FOR SALE: 1959 Morgan 4/4 Roadster Series II (narrow body) – Chassis #A514

Purchased in 1967 in Monterey Park, California

- Always garaged
- Daily driver until around 1977

Odometer miles inaccurate since the car was driven for a few years with a broken speedo cable

- Currently working and shows 22K miles

Frame up reconditioned in 1970

- Replaced Volvo engine and transmission with 1969 Cortina 1600cc Crossflow engine and 4 speed transmission
- Installed roll bar
- New lacquer paint (frame, body, wings, etc.)
- New leather interior (factory kit)
- Original chrome

Miscellaneous reconditioning in 2010

- New wire wheels, tires, gas tank, brakes, fuel lines and tonneau cover
- Radiator hot tanked and tested
- Speedometer repaired

This 4/4 has been maintained and cared for the last 45 years, it is completely roadworthy and has many more miles ahead.

\$22,500 firm, includes spares.

Contact Ron at 831-840-5667 or
roncliffe1@aol.com



FOR SALE • 1955 Morgan +4 four seater Drop Head Coupe. Original Standard Vanguard, LHD, heater. Ming Blue/Pale Blue, with lt. blue-grey leather, new dark blue top. Seat Belts on all 4 seats.

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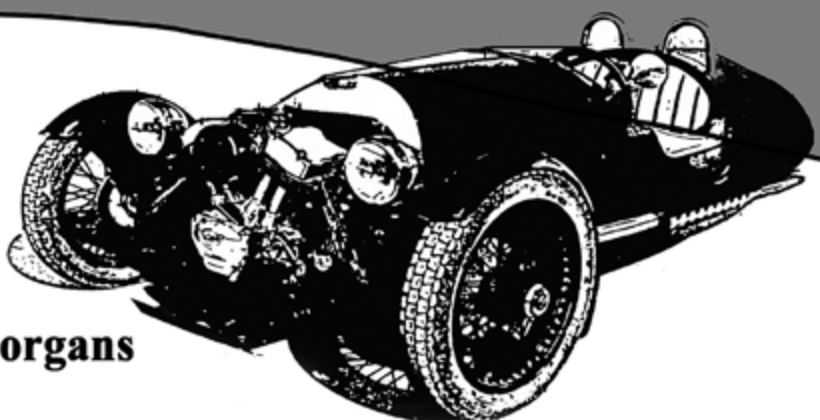
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