



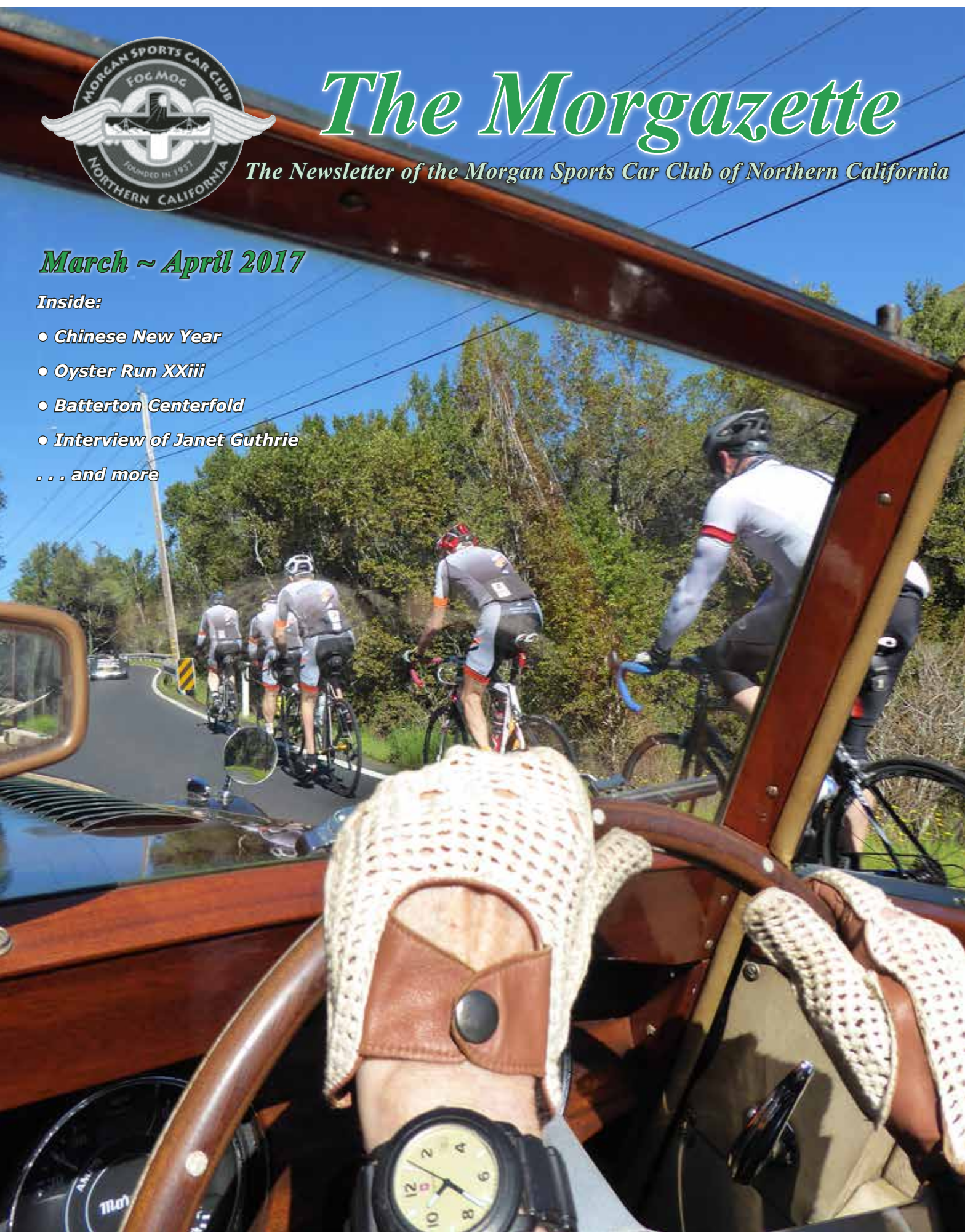
The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

March ~ April 2017

Inside:

- *Chinese New Year*
- *Oyster Run XXiii*
- *Batterton Centerfold*
- *Interview of Janet Guthrie*
- *... and more*





The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2017

President • Elaine Fisher
togetelaine@gmail.com

Vice-President • Maggi Craig
maggicraig@sbcglobal.net

Secretary • Lexa Most
408-248-6492 *lexamost2@gmail.com*

Treasurer • George Tollworthy
925-462-6378 • *trikenut@comcast.net*

Board of Directors • Pres/VP/Secty/Treas plus
Wendell Bain, Gordon Graig, Paul Marchant

•

Activity Chairperson • Angie Larsen
650-593-6335 *2angiogrant@comcast.net*

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

**Registrar, Membership Renewals &
Contact Information Changes** •
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Morgazette

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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:

- June 4 for May-Jun issue
- July 24 for Jul-Aug issue • Oct 2 for Sep-Oct issue
- Nov 27 for Nov-Dec 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, or see the website..

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

Mark Flaming and Nysa Kline
San Rafael, CA • 2006 silver Aero 8

Stan Jodeikin
Gordon, NSW 2072, Australia • 1954 +4 roadster, Yellow
1983 +8, Brunswick Green

John Merton
Tuross Head, NSW 2357, Australia • 1979 +8, Grey with
Navy Blue wings • 1947 4/4 Ser. II, Royal Blue

Roger Shawyer
Terrigal, NSW 2260, Australia • 1986 +8, Electric Blue

Richard Rogers
Marayla, NSW 2765, Australia • 1980 4/4 Ser. IV, Grey with
Maroon wings

Club website: ***www.NorcalMog.com***
maintained by Tcherek Kamstra

Cover Photo: Thanks to John Hardgrove in his 1967 DHC SS for inspiring Donna D during her ride in the Navigator Swap, Oyster Run XXiii. Story on page 10



*** MSCCNC Club Sponsored Event**

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

APRIL

*1-9 TBD • Mission Padua Tour – exact date not yet known - contact Mieger/Most

*24-27 MON-THUR • Sliding Pillars Tour (aka Spring Mog)-contact John Burks/Gary Marquis
See Flyer

30 SUN • Pacific Coast Dream Machines at Half Moon Bay – 26th 10AM-4PM www.dreammachines.miramarevents.com

MAY

6-7 SAT-SUN • Buttonwillow British Extravaganza – contact – Larry Ayers

21 SUN • Dixon United British Sports Car Club concours www.ubsc.org **See Flyer**

Date & event change *27 SAT • Brunch, Drive, Dinner, Music – **RSVP** contact – Doug Hamilton/ Grant Larson. Watch your email for more information **See Flyer**

JUNE

1-4 THUR-SUN • Sonoma Historics Motorsports Festival –www.svra.com/events/2017

*10-11 SAT-SUN • Return to Carson City Weekend – contact – Don Henry

11 SUN • Alameda Pt. Concours – contact- Larry Ayers

16-17 SAT-SUN • Motor Cycle Show – contact- Larry Ayers

JULY

*14-16 FRI-SUN • MogWest – contact – Audrey Haines / Gerry Wilburn (See page 5 & 7 + **Registration flyer**)

AUGUST

14-20 MON-SUN • Monterey Car Week – www.seemonterey.com/events/sportir

*18 FRI • Morgan Party at Loren Steck's & Annette Yee's

17-20 THUR-SUN • Rolex Monterey Motorsports Reunion (Laguna Seca Raceway)

20 SUN • Pebble Beach Concours de Elegance

26-27 SAT-SUN • Run for the Hills – Malvern England www.eventbrite.co.uk/e/run-for-the-hills

SEPTEMBER

* 2-3 SAT-SUN • Scottish Games Pleasanton – contact Paul Marchant

*9 SAT • Sticky Buns Run - contact- Don Henry

23 SAT • Ironstone Winery Concours de Elegance www.ironstonefoundation.org

*26-28 MON-THUR • FlogMog in the Sierras – contact- John Burks

OCTOBER

*14-15 TBD • Octoberfest, Talent Show, Elections – contact – Michael Rubin, Gordon Craig

22 SUN • All British Motor Show-Blackhawk (register early for parking space)

NOVEMBER

*11 or 12 TBD • Turkey Trot/Gobble Wobble - contact- Michael Rubin, Gordon Craig

DECEMBER

*10 SUN • Christmas Party – Elaine Fisher/Angie Larson

*26 TUES • Boxing Day – contact – Wendell Bain

JANUARY 2018

*13 SAT • Planning Meeting – contact- Ellen Jo Baron

NOTES:

• Feel free to contact Angie if you have an event or ride that you would like to add to the calendar. You can see there are open dates and your participation would be welcome.



Notes from Meetings

by Lexa Most, Secretary

Minutes of Board of Directors Meeting, April 2nd.

The MSCNC Board of Directors met April 2, 2017 at the home of Elaine and Phil Fisher. Present: Pres. Elaine Fisher; VP Maggi Craig; Treasurer George Tollworthy; Secretary Lexa Most; Directors Paul Marchant, Wendell Bain, Gordon Craig. Others present were Larry Ayers, Donna Dell'Ario, Phil Fisher, Angie (Activities Coordinator) and Grant Larson, Martin Mieger, Bob Panero, and Kathy Tollworthy.

The meeting was called to order at 3:30 p.m. by Elaine. Minutes of January 28, 2017 Annual Meeting as printed in the Morgazette were approved.

Discussion of current membership. New roster coming out with next Morgazette. Elaine will contact several members whose dues are past due.

Treasurer's Report: There is currently \$12,072.34 in the club account, \$2240.00 of which are payments for MogWest attendance. \$600.00 MogWest deposit has been made. Treasurer's year-end report for 2016 did not appear in January-February Morgazette due to computer mishap. Donna states it will come out as a flyer in upcoming March-April issue.

Donna requests \$179.94 yearly addition (\$29.99 bimonthly) to her Morgazette production reimbursement to update software programs due to changes required by Adobe. A written explanation and figures were included. Motion carried to approve \$29.99 addition to Donna's bimonthly Morgazette reimbursement.

Discussion of club holiday party scheduled for December 10, 2017. Elaine has met with management at His Lordships's in Berkeley, site of 2016 party. Donna

and Elaine visited Zio Fraedo's in Vallejo. They presented a written comparison of both facilities with pros and cons of each including costs, based on attendance at 2016 party. After extensive discussion, motion carried to plan 2017 holiday party at Zia Fraedo's, with approval of payment of \$300.00 non-refundable deposit to hold the reservation. There was agreement for club subsidy for this event in amount to be determined after costs of wine are investigated.

MogWest 2017. Reminder that Highway 1 is closed, attendees will have to plan alternate route to Cambria accordingly.

It is northern club's turn to plan rally. Lengthy discussion occurred. If southern club members (the Love's) are not going to do their poker run, northern club member Patricia wants to plan an event. Elaine will coordinate with parties involved.

MogWest 2018. Tentative dates July 13 – 16. Denis Glavis and Michael Hattem from southern club, and Don Henry and Elaine from northern club are to coordinate.

Discussion of upcoming calendar of activities presented by Angie. See Page 3 of this issue for details.

Gordon Craig discussed club web site (www.NorcalMog.com). Webmistress Tcherek Kamstra working to get current Morgazettes on it. Gordon wants to make it more interactive for members and for use as a recruitment tool for interested non-members. Please forward any suggestions to Gordon.

Meeting was adjourned at 5:30p.m.
Next meeting date TBA.

Thanks to Elaine and Phil for lovely hospitality and delicious dinner!



Wendell,
George, Larry,
Donna, Maggi,
Bob, Elaine,
Phil, Paul and
Lexa



The Prez Says...

By Elaine Fisher, President

It's tough following a journalist President in writing The Prez Says. You may find me plagiarizing his work as I struggle in this creative chore. I hope I can improve over the year.

What a wonderful Board and chairpersons I having working with me this year! We recently had a fun and productive Board meeting (see Lexa's minutes) where creative ideas flowed, and members stepped up as volunteers.

We really appreciate and thank our members who plan and execute events for all of us to enjoy. On short notice Angie Larson organized the yummy Chinese Hot Pot and drive to Pacifica event; Donna Dell'Ario and Larry Ayers ordered beautiful weather for the rescheduled Navigator Swap Oyster Run; and Marty Mieger and Lexa Most organized the Mar e Missiones event. Several new members joined in the fun, and we hope they are hooked on participating in the future.

Philip and I recently attended the Morgan Sports Car Club (UK) Dinner Dance weekend in Malvern, England. Included in the weekend was a visit to Croome Court- a National Trust House, dancing the night away at a formal Dinner Dance, and picking up parts and regalia at a Spares Fair. At these events, we have the pleasure of visiting with Morganeers we have met through several MOG Summer events located throughout UK; attending Classic LeMans Races in France; touring with Classic Traveling over the "European" Alps including Stelvio Pass in Italy; Morgans Over New Zealand, and Morgans Over America I-VI. If you are interested in learning about these Morgan Event opportunities, please contact me.

While our Dealer members are far more knowledgeable to discuss these matters, rumors are that the Morgan Motor Company will no longer produce 4-seater Morgans and they have run out of 8 cylinder BMW engines. Also reported is that Charles Morgan settled the dispute with his family and has been invited to join a 'family council' at the Morgan car company, which was set up to give the family a voice in the strategy of the firm. (<http://www.autocar.co.uk/car-news/industry/charles-morgan-settles-dispute-family>).

Don't neglect to send in your Registration and make your hotel reservations for MOGWEST in Cambria. A wonderful weekend is planned. If you have never attended, come and enjoy in the fun.

Hope to see you on The Sliding Pillars Event at the end of this month!

Welcome to Mogwest 2017

by Gerry Willburn

On behalf of the Morgan Plus 4 Club, let me welcome you to MogWest 2017! This year is the Thirty Fifth Anniversary of MogWest! Who would have thought that over thirty four years ago when Evelyn Willburn and Bob Schmidt got the idea of a North-South joint meeting called Morgan's at Morro Bay that it would become a tradition?

Evelyn Willburn, acting for the South and Bob Schmidt acting for the North, conceived a Weekend event to be held at the Golden Tee Resort in Morro Bay and dubbed, logically, "Morgans at Morro Bay." It was another immediate success and the first year brought 96 Morgans from as far away as Texas and Washington. Events for the Weekend included a darts contest, a Concours (with ALL cars attending entered), a slalom and a rallye. The whole was topped off with a banquet and award giving on Sunday evening. After a couple of years the Golden Tee changed hands and the event moved to various venues including one year at Pismo Beach (Pis-Mog?) before settling in Cambria. As "Morgans in Morro Bay at Cambria" seemed rather cumbersome, the title MogWest was

settled upon. Well, here we are after Thirty-five years! Time flies when you are having fun!

If you have not attended MogWest before, we hope that you will have an enjoyable time. If you have been here before, we know you will. Start with darts on Friday night. Larry and Donna always have an innovative way to throw and score them. Saturday morning, get up early, wash the dirt off of your Morgan and head for the Concours in the parking lot of Cambria Pines Lodge. Michael Hattem and Sarah Hattem will meet you. They will direct you where to position your Morgan on the field. Please also remember to bring your filled out windshield ID card. After Concours and lunch, join Tim Waller & Linda & Patricia Cannon for a scenic rallye. When you have finished the rallye, freshen up and go to John & Evelyn Willburn's ranch in the hills behind Cambria for the Saturday evening barbecue.

After a sleep-in have leisurely brunch or join Dick & Lois Love for a Poker Run, or do some shopping, tour

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Welcome to MogWest, cont'd

the area and stop by a winery or three. Be back in time to don your finery, as Sunday evening is the Gala Awards Banquet. Arrive at 6:00 PM for a little attitude adjustment before dinner at 7:00. Watch and listen to the antics of Morgan Staines and see who won what and win (maybe) one of the excellent door prizes.

In addition to the event masters, Audrey Haines and Gerry Willburn and those mentioned above, special thanks are due to Ellen Jo Baron and the registration

team as well as Dennis Glavis for trophies, Ted and Sandi Robinson for Regalia, David Haines for MogTogs, Morgan Staines as Master of Ceremonies, Gerry Willburn for the dinner program and to all of those who donated Door Prizes. Before you leave for home, seek out one or more of the committee and let them know how much you enjoyed the event. After all, that is the only compensation they get for their time and effort.

Above all, have a really great Weekend and DRIVE CAREFULLY.



MogWest Concours 2016

The Annual Gathering ~ MogWest 2017 July 14, 15 and 16, 2017

**It's Time to do
Something about This**

Cambria Pines Lodge

2905 Burton Drive – Cambria

Call for reservations:

800/966-6490

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

Reservations deadline June 14

Room rates

(Single or Double occupancy - with hot buffet breakfast)

Hotel Rooms - Fri. & Sat: \$128 to \$144*

Sunday: \$120 to \$136*

*price range based on actual room in Hotel Rooms category

Superior Rooms - Fri. & Sat: \$168; Sunday: \$160

Small Suites – Fri. & Sat.: \$168; Sunday: \$160

Large Suites - Fri. & Sat.: \$232; Sunday: \$216

Have 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 Gerry.Willburn@bigfoot.com



Odds 'n' Soda

Gordon Craig, Editor

First off, a Big Thank You to **Paul Marchant** for stepping up and stuffing the envelopes for the last Morgazette issue with Maggi and moi at the last minute, a health issue skewed our usual production schedule, and fortunately everything went well, most importantly the well being of one of our "usual suspects."

Our CenterFold feature Morgan this month is from new(-ish) member **John Batterton** of his revived, restored and excellent early +8. He has just finished it, it is road ready and he has done a marvelous job, describing in detail all the agony and ecstasy of the process as he combined the old and the new (steering and suspension modifications among them) to get this Morgan sweet toot. Bravo, John, may there be many Morgan roads ahead for you in this reborn chariot. (See the CF and article and photos.)

* * * * *

Our regular contributors, **Dennis Glavis** and **Douglas Hallawell** were out and about these past months on their respective continents, to wit:

In late March, Dennis posted that his venerable **Flatrad +4 ex-race car "Skimpy"** took 3rd in Class at the Benedict Castle Concours in Riverside. "Class comprised of 4 Cobras, 6 Corvettes and Skimpy!?" Congratulations, Dennis, well done!

Also in March, our **Paris correspondent Douglas** wrote...."Yesterday I was invited to the **works at Aston Martin** for a 1hr 30 min private tour... ?-) Followed by a test drive of an AM. **Charles Neal** (editor of Miscellany) came along with me & we had a fantastic time. That's him poking his head into a new AM. That doesn't imply I'm trading in my Mog for an AM though! ?-)

BR, Douglas

[Below] Skimpy
Aston Martin and Charles Neal



Maggi & Moi in the Land of Oz



In mid-February we left for Sydney, Australia at the invitation of Roger Shawyer to come visit and stay with him for his 70th Birthday bash and a bunch of weeks thereafter. We had a wonderful time with a great friend and host, and also with Richard and Lizzie Rogers with Mum Patricia and John and Caroline Merton in Tuross Head as we traveled from place to place in the greater New South Wales/ Central Coast area. You might recall that Roger and Richard (aka known as "Wichard & Woger") have come to the



had a chance to attend the Morgan Owners Group of NSW monthly meeting in a Sports Club in Ryde just outside of Sydney. This club is highly organized with officers appointed to specific Morgan models to coordinate

U.S. twice to ride with us in 2 separate FlogMogs in years past. Within a week of our arrival, we

and provide mechanical and vehicle registration information to members owning traditional trikes, 4/4s Ser. I - III, 4/4s Ser. IV and V, +4s, +8s, the Aero series, and the two or three M3W that have made it into the country. This is particularly helpful in a country where all vehicles regardless of age are subject to regular safety and mechanical inspections to keep them licensed and roadworthy and these various officers act as advocates on behalf of owners with government and insurance agencies as need be. There is an officer who keeps track of vintage license plates of members past and present, as these are owned and kept by private individuals instead of belonging to the car as we have here. There is a strong market of exchange, barter and

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DRIVEN AT HEART

New Morgan 3 WHEELERS:
choose from **2016 Triple Black**

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 2015 Morgan ROADSTER
'65: Montblanc White/Chocolate
leather, 340HP 3.7 liter V6/6 speed

2015 Morgan 3 WHEELER,
SUPERDRY EDITION, (no longer
in production), 820 miles,
absolutely as new condition

2015 3 WHEELER Black,
Electric Blue leather

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

1998 Morgan Plus 8, Connaught
British Racing Green/Tan Biscuit
leather interior, Black Ambla top
and side curtains, 7,000 miles,
all fluid changed one year ago.
Alloy wheels, photo build book
signed by Peter Morgan.

1998 Morgan
Plus 8, Rosso
Corso with Tan
leather & weather
equipment, 5.6k miles, 2 owners
from new, stainless steel wheels,
stereo, luggage rack, as new

1989 Morgan Plus 8, Gasoline
powered, LHD, British Racing
Green body/Black wings, Tan
leather interior, 28k original
miles, beautifully kept

1973 Morgan Plus 8, 13k orig.
miles, Grey Metallic/Dark Red
leather, 1 owner since '76

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

1963 Morgan Plus 4 SS ROADSTER,
Low bodied, LHD, freshly serviced,
new generator, stainless exhaust
system, all correct LawrenceTune/
SuperSport ancillaries

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

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

1958 Morgan Plus 4 FOUR PASS,
Ivory/Green leather, older beautiful
restoration // BIG PRICE REDUCTION

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

1959 Triumph TR3 Black

Morgan

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Gung Hay Fat Choy ~ Sunday 19 February

Story by Angie & Gordon • Photos by Larry Ayers

The New Year of the Fire Rooster is going to bring fresh challenges requiring quick wit and practical solutions! The Year of the Rooster will be a powerful one, with no middle of the road when it comes to moving forward. This year, impressions count. You'll want to look your best and be clear on your intentions concerning love, money, and business. Stick to practical and well-proven paths to ensure success, rather than risky ventures.

<http://astrologyclub.org/chinese-horoscope/2017-year-rooster/>

Our annual Chinese New Year Celebration began on a rainy, windy Sunday as we gathered at "Boiling Beijing" Restaurant in San Bruno south of San Francisco. We came mostly all in tintops as the aromas of pan-Chinese cuisine Mandarin to Szescwhan to Canton lured us to fill three large round tables with at the rear dining room.

Like the Year of the Rooster, the menu required "quick wit and decisive" choices, hot and spicy, sweet and sour served up from hot pots and tureens, lots of spice and heat to mild and aromatic. All the delicious dishes on the turntables were sampled with ample to go around, and the luncheon was one high note after another.

The weather outside got heavier and heavier, and the planned short drive over San Bruno mountain to the Pacifica Coast and the Tom Santos Tunnel was abandoned by most of us as getting homebound seemed more and more the prudent thing to do. However, a stalwart four took the tour and the accompanying geology presentation by Doug Hamilton, Angie Larson reports on what happened. We're sorry we missed it.

"The weather kept everyone from going on to Pacifica, but Doug Hamilton, Jon

Rosner, Grant and I went. Doug had prepared a very interesting and fascinating talk about the tunnel and the surrounding area, but it was blowing gale winds so we huddled in his car and got the presentation from inside a warm and dry place. Its really a shame that the others did not experience this part of the day, although Doug would have had to jump from car to car to repeat his talk. A big thanks to Doug Hamilton, he gave a great presentation under trying circumstances." Amen.



Fred Thompson, Grant & Angie Larson
Thanks Angie for a really enjoyable dinner!



Martha & Rich Saylor, Jon Rosner, Beverly & Tom Morgan sample from the
Boiling Beijing Hot Pot



Ordering their own dinners, but sharing some tastes were:
Doug Hamilton, Maggi & Gordon Craig, Donna D & Larry Ayers, Susan Loesche, Kathy & George Tollworthy, Jon Rosner

Oyster Run XXiii

Story by Larry Ayers • Photos by Melanie Smith, Larry Ayers

Following a two month delay because of winter storms and road and café structural damage, the 23rd edition of the Oyster Run was held on 12 March 2017. Hosted by Donna Dell'Ario and Larry Ayers, and sponsored by the Morgan Sports Car Club of Northern CA, 22 vehicles (18 Morgans – one a 3 wheeler) two Liberty Ace trikes, and 3 tin tops, assembled in Novato at Starbucks for a journey through lovely Marin County.

Route sheets and event instructions were dispersed while a homemade (by the co-hosts) slices of cranberry/apricot bread with lemon curd was available. The game



Carol Pittman follows Grant Larson on Hwy 1

this year was a “navigator swap” meaning that at 4 pre-determined locations the navigator had to find a new ride, fill out a form listing several categories including details about the vehicle, rating the riding experience (five choices) and obtain the driver’s signature.

Leaving Starbucks, our convoy took Lucas Valley Road and made the first stop in the quaint village of Nicassio. Navigators arranged their next ride and we were off again for our lunch rendezvous with a choice of four eateries in the small town of Point Reyes Station. After two hours, following leisure eating and shopping, we headed North on scenic Hwy One toward Marshall. During a brief stop at

Tony’s Seafood Restaurant, our usual lunch stop, but closed now for several months for storm damage repairs, several navigators found new rides.

The last leg of our super-sunny-scenic-drive took us up the Marshall/

Petaluma Road climbing over hill and dale, viewing shimmering green hills, glistening bodies of water, and meandering livestock until we reached the



The stop for swaps in Nicasio.

Lunch at Stellina:

Larry, Donna, Melanie, Hilary, Peter, Richard, Carol, Greg. Other groups of Moggers were in another room, or had selected other restaurants.



Who would have thought that “Oyster Pizza” would supplant BBQ’d Oysters, but it was yummy.



Marin French Cheese Factory.

Navigator's Swap Records were examined, scores calculated, and winners of the event were awarded rather large trophies. Our MSCCNC Club President, Elaine Fisher, won first place. She attended the event with husband, Phil, in their Aero 8. Janet Lipkin, attending the event with R.B. Ward in his early Flat Rad, took second. Well done ladies! Ironically, both gals caught a ride in my 2013 Morgan 5 speed trike, and found the ride hair-raising! – not for danger, but for the difference in sensation from their 4-wheel rides! However thrilling the journey, I'm not sure they would repeat the experience. Perhaps a bit too thrilling for them?! Or not. Beneath warm and clear blue skies, everyone enjoyed a great day.

Thanks to everyone for attending Oyster Run XXIII. Larry and Donna



Peter and Hilary, ready for the next leg...



After so much rain, Donna, Phil and Richard found the sun particularly refreshing.



Larry's navigator, Elaine found the 3-wheeler just a bit too thrilling.



Even though Tony's was closed, we stopped for a few minutes of nostalgia.



Elaine and Janet won the XXiii trophies.

Restoration History of R7382

Story & Photos by John Batterton

I was looking for a Morgan Plus 4 when I found a Plus 8 within a couple of hours driving from where I live. After seeing it and taking it for a test drive, I decided to purchase it thinking that the restoration would be mostly cosmetic. That V8 spoke to me and I liked the idea of finally having some real power. It was a 1971 with a Moss box, the last year of the narrow bodied Plus 8s. The car was originally purchased in London by an RAF staff Sargent, driven in the UK for a while, and then shipped to the US. The original color was indigo blue with a black interior, and was one of the fewer than 50 US Federal specification cars allowed for import to the US in 1971. I do not know the complete ownership history of the Morgan, but it is my understanding that I am the fourth owner.

It was suggested that I have the Morgan put on a flatbed truck for delivery and I soon found out the reason after a detailed inspection at home. One of the problems when you find an older car is dealing with prior modifications. This car had the steering box replaced with a Triumph TR unit. Aside from the steering shaft being dangerously loose and not aligned, the tie rods were



so short that they effectively prohibited the front suspension from moving any appreciable amount. This also resulted in abnormal wear to the stub axles. The rear shocks had been replaced with tube shocks, but the upper mount was fixed, which also resulted in very limited travel for the rear axle. The engine had also had some modifications – the SUs had been replaced by a Holley carb and the water pump had been replaced by an old Buick unit that had the feed nozzle cut off so it would fit. Interestingly, the thermostat coolant bypass line



had been completely blocked off.

Initially my goal was to restore the car to its original condition. After talking with Morgan Spares, it became clear to me that no real standards exist for these cars and that each one could be a bit different. I changed my restoration goal to make the car appear as original (other than colors) but with period correct enhancements that would improve reliability and drivability.

I started the restoration with fixing the steering. After learning that original LHD steering box was unavailable, I converted the car to a Morgan center rack system. The conversion required

continued next page ►

Restoration History of R7382, cont'd



Triumph TR steering rack mounted on 1/2" steel plate



a change to the radiator, as the lower house mount on the original radiator would interfere with the rack. A new aluminum radiator was available, but the upper hose connection would interfere with the distributor. I ended up doing a special order of the radiator that had the fill cap and upper hose connection reversed. Unfortunately



Engine area Dual Brake boosters and mystery bracket in front of left booster



Aluminum radiator with fill on left side

the new radiator upper to lower mounting points were further apart than the original radiator, thus requiring new lower radiator mounts and a more slanted radiator installation. Of course this also meant using a different electric fan assembly for cooling.

The cascade of changes continued with the water pump. The early Plus 8s have the engine mounted forward compared to later ones, and the original water pump was actually a modified Rover pump by cutting off the shaft. I found a US sourced high performance water pump that would fit, but it needed to be machined slightly in order to insure correct alignment of the fan belt. The upper and lower radiator hoses are Morgan parts and the heater coolant return line is actually from a Ford Mustang. It all looks factory, but clearly not stock.

The original Smiths heater had been swapped out for the common "box" heater at some point in the cars history. The "box" heater is mounted on the internal vertical face of the firewall rather than hanging from the horizontal surface. I found an old Smiths heater, restored it with a new core, and installed it back at the original location. After looking for various options of a control valve for coolant flow, I decided to use an MGB heater valve on the intake manifold, and an MGB rotary heat control mounted on the glove box but out of sight.

It was important to me to have the firewall area look as close to original as possible as it is highly visible when the bonnet is open. The original dual Girling boosters had been replaced with aftermarket ones, and did not look correct. I found some rebuilt Girling

boosters in the UK and installed them after making the necessary brackets based on pictures that I could find. All new stainless brake lines (all 9 of them!) were fabricated and installed.

One interesting sleuth activity in the engine area involved a missing bracket. There were three holes and a rust pattern on the horizontal part of the firewall where a bracket had been installed. I found pictures of other '71 Plus 8s showing the bracket had the remains of a label on it. I got some help from Morgan "historians" and found out that the label showed US Federal safety compliance (or lack thereof). Overtime, the sticker would wear off and leave remnants of sticky paper. Owners then removed the bracket since it no longer served any purpose. I recreated the label based on information contained on directly imported cars along with the missing bracket.

I was lucky that the engine was in reasonable shape, so the changes tended to be more cosmetic. I replaced the missing flywheel cover and starter. The intake manifold and exhaust headers were ceramic coated. The valve covers were polished and I added a near matching polished aluminum air cleaner cover. I needed to fabricate new vacuum lines for the brake boosters and added an oil catch can in the crankcase ventilation line. The transmission needed new seals and a new shift lever which I found in the UK. The differential also needed seals and I have my fingers crossed that it will not need a rebuild any time soon.

I installed the Suplex front suspension components along with new stub axles and kingpins. In the rear I removed the old tube shock mounts and installed new ones that would allow the shocks to rotate. I also installed new four leaf springs, track bars and a panhard rod. Because the new rear



Front Suspension and new aluminum calipers



Rear Suspension shows track bars, panhard rod and tank safety plate

springs move the axle back a bit, I installed a shield for the gas tank to help prevent the parking brake mechanism from piercing that tank in a rear end collision. The condition of the chassis was reasonable, but I did decide to install an under cowl bar to strengthen the body. I fabricated some plates to strengthen the area under the axle and through bolted these between the shock mount and an area behind the axle.

Given that this car was to be a driver, I replaced the front brakes with aluminum calipers and new rotors, and in the rear I swapped out the steel drums with finned aluminum ones. The difference in weight is amazing in both the front and rear.

With the mechanical parts behind me I turned to the body. The wood

frame structure was sound, but the fenders were a symphony of bondo. I did my own paint stripping but had a professional shop do the body repair work, which involved a significant metal rebuild of one each of the front and rear fenders. I selected a late 60's jaguar paint, opalescent dark blue, for the exterior.

The Plus 8 dash on my car had an aftermarket wood dashboard with the dash pad removed. It took some time to find an original dashboard that I could use as a pattern for a dash replacement. I ended up with two dashboards – a stock plywood dash that is covered in leather as original, and a veneered wood dash I configured to include a Jaeger copy MIG clock. I selected a burled elm for the veneered dash to be a bit different from the usual walnut.

In the end, all the dash switches and nacelles were replaced, the gauges cleaned, and the tach

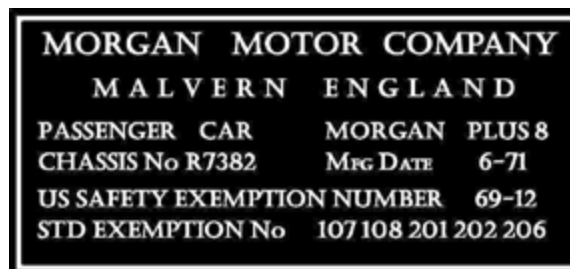


Custom Dash

converted from RVI to RVC due to the electronic ignition. I replaced the wire harness with a custom harness that had an extra wire for the rear mount electric fuel pump, and added relays for the headlights and spot lights. I also converted the stop and turn lights to LEDs. The difference in brightness is amazing and clearly makes the car safer on the road.

The interior finishing was completed using an interior kit from Morgan Spares. I chose to have a professional cover the seats while I did the rest of the interior work. Rather than using simple padding for the sills, I used fiberglass sills covered with padding and leather. This approach was more complex than I had planned, but I was happy with the results.

The restoration took a little over 2 ½ years to complete. In hindsight I probably should have passed on the purchase of the car considering the condition, expense and time required to get it into shape. If only I had known what I know now about the car! On the other hand, what a learning opportunity and a great way to become part of a new community!



Recreated Engine Compartment Label. The numbers on the bottom refer to exempted US Federal Highway Admin. Standards.



About the author:

John Batterton's first car was a 1966 MGB which he drove year round in the Great Lakes area through snow, ice, hail, rain and even some sunshine. Sadly that car ultimately had rust issues and was sold. Following retirement from his business career, he returned to his passion for British cars. His recent restorations include a 1956 Austin Healy Factory M and a 1955 MGTF 1500.

Janet Guthrie interview from Neil Miller

One of the automotive world's major events kicks off the New Year In Scottsdale, AZ--The Arizona Concours. Neil Miller, documentary photographer and NorCal Morgan clubmember, was able to interview NASCAR and Indy 500 competitor Janet Guthrie as she was presented in the "LEGENDS - Pioneer Women in Racing" program.

Janet Guthrie is pictured along with MCs Donald Osbourne ("Jay Leno's Garage") and sister racer Lyn St. James. Author Miranda Seymour, who wrote "The Bugatti Queen", a history of the best of show 1936 Bugatti Type 57SC Atlantic, also participated in this event. Read On. Many thanks to Neil and to Janet Guthrie for granting this interview.

Janet Guthrie at the

Interview & Photos by Neil Miller



Guthrie, a five-time Indy 500 starter who was the first woman to qualify for both the Indy 500 and the Daytona 500, and **Miranda Seymour**, author of Hellé Nice's biography, *Bugatti Queen: In Search of a French Racing Legend*. The presentation was moderated by **Lynn St. James** (a seven-time Indy 500 starter and the first woman to capture Indy's Rookie of the Year award). After the panel discussion Janet Guthrie sat and talked about her life in racing.

In its fourth year, the Arizona Concours d'Elegance kicked off Arizona's collector-car week in January. On Saturday prior to the Sunday competition of rare and valuable vintage, classic, sports, racing and exotic automobiles a panel discussion, **"Legends: Pioneer Women in Racing"**, took place in the Grand Ballroom of the Arizona Biltmore. The panel included **Janet**



Janet Guthrie, Miranda Seymour, Lynn St. James



Arizona Concours d'Elegance 2017



Q *How did your racing career begin?*

A • At that time if you were a college graduate the thing you were going to do was go sports car racing. It was the sport covered by the New York Times. Sports Car Club of America events were regularly covered especially in the northeast. I didn't know any of this when I bought my first Jaguar which was 7 years old when I got it straight out of college. Just owning that car and driving it to work every day and discovering first the solo competitions and then the hill climbs and subsequently discovering that sports car racing existed is how I got into it. I bought the Jaguar just because it was such a beautiful thing.

Q *Did you race any other sports car other than the 120 Jaguar?*

A • Actually the 120 was a coupe and was 500 pounds heavier than the roadster and not really suitable for racing. So, once the hook had been set I sold the coupe and bought an XK 140 roadster that had been prepared for racing. I took it to drivers school at Marlbour, Maryland in March of 1963 and that was the beginning.

Q *What kind of cars did you drive and compete against?*

A • The first year, '63 it (Jag) was still in C production when I went to drivers school but in '64 it (Jag) went to D production and it raced against TR-4s and Lotus 7s. On a short track those cars with more modern suspensions would generally have the advantage but on a long track with that big long stroke good breathing engine the Jaguar had the advantage. So at Watkins Glenn I could expect to do pretty well with it. It was pretty much equivalent at Thompson, Connecticut. There were short and tight tracks that the newer more agile cars had the advantage. I raced the Jag from '63 through '67 and by that time it was really no longer competitive. Then I didn't own a car for a while and just got rides including the rides at Daytona and Sebring and a handful of others. But there wasn't enough racing. So in '72 I staked everything I had on a Toyota Celica on what was to be called the Two-Five Challenge series and run as a curtain raiser for the Trans Am. I would have loved to drive Trans Am. I spent a lot of time trying to get a car



Janet Guthrie, A Life at Full Throttle

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*Janet Guthrie, Lyn St. James, and author
Miranda Seymour, who wrote "The Bugatti
Queen", a history of the
best of show
1936 Bugatti Type 57SC Atlantic.*



for Trans Am. Never did. Except sort of. A guy had bought an ex Trans Am car and I snagged a ride in an endurance race with it and him. Maybe 400 miles, it was a two-driver race and we won it first overall. That was a great pleasure.

Q What was it like being a woman in sports car racing?

A• In sports car racing being a woman was never a big deal. There had been all these other women, Denise McCluggage, Pat Rainone, any SCCA race you went to there were usually one or two women. Not a lot of us but one, two, three, four sometimes but it just wasn't an issue. I could count the issues in thirteen years on the fingers of one hand.

Q Did you ever race against a Morgan?

A• No, Morgan was in a different class. I was aware of them of course and all the tradition that adhered to the way they were made and so on and so forth. But I don't think I ever saw one in competition actually.

Q What are some of the special races you have been in and remember?

A• Well at the time I first put a car in the Indianapolis 500, any driver would have walked

over hot coals barefoot from New York to California to get a chance at attempting to qualify for that race. Those were the years like when 83 cars were entered and only the fastest 33 would start and the first time you put a car in the field for that race during that era is the moment that no driver will ever forget. So that was a really, really good one. Another good one was finishing in the top ten in '78 (Indianapolis 500) with the team I formed and managed myself which was crewed in the pit stops by guys from my NASCAR team. So there were a lot of good memories like that.

Q What would you say to new younger women trying to get into racing?

A• Bring money! This is a very expensive sport. I read in USA Today when Danica first came along, that when she was in her early teens they had spent six figures a year on her Go-Cart racing. Now if you have a family that can manage to do that one way or another that gives you a head start.



Q How did you get your start in racing?

A • I had my engineers salary, well nothing like waiting tables but still not sufficient to support a race car. So basically I had to learn to do all the work myself. So I built my own engines and did the bodywork and whatever it took to get the car to the next race. I didn't really enjoy the mechanical work but whatever I had to do to get the car to the next race I would do.

Q How did you get that kind of background?

A • Well, the first Jaguar engine I ever rebuilt, I just followed the Jaguar shop manual very carefully. I did the valve job in the dinning room of my tiny little old apartment. Assembled the block in the back of my station wagon. And so and so forth, and then finally persuaded some guys that had a sports car shop to let me use their hoist to drop the engine in. It was that kind of really bare bones operation.

Q What did it feel like the first time you turned the key?

A • Well it was a disaster, there was no oil pressure. I couldn't figure out why there was no oil pressure. It was a longish agonizing story but it turned out that the engine had been in a car that had been in an accident. The accident had uniformly raised the bottom of the oil pan so that when it was fitted to the block the oil pickup sat in a blind ally and couldn't possibly suck up any

oil. When I finally found that and got a pan off the other old engine suddenly I had oil pressure. That was a good feeling.

Q What do you think about the future of motorsports considering smart cars, electronic vehicles etc.?

A • I'm glad I'm not likely to be around to see most of it. I think I had the best of motorsports. I was in sports car racing when it was the most fashionable and glamorous thing to be doing. I always wore gloves when I worked on the engines so I could keep my manicure in descent shape. Even if I was sleeping in the back of my tow car I would put on a pair of Lilly Pulitzer Jeans and the lacey white shirt and pretend I was just as rich as the rest of my competition. And then I got to drive at Indianapolis in the 70's arguably close to the peak of Indy Car racing where the field contained A.J. Foyt, Johnny Rutherford and Mario Andretti. Those were the guys I was racing against. I never had a car quite as good as they had. And Mario I must say was really something to watch especially if you were sitting next to him

Janet with
Donald Osbourne
("Jay Leno's Garage")



in the turns. And then when I got into NASCAR the same thing. It was David Pierson, Cale Yarborough, Richard Petty. So I really think I had the best of it.

Q What did your family think about your racing?

A • My enthusiasm for the sport always puzzled them. They never understood it. My father called it playing footsie with the inevitable. They really didn't like it much but they had always pretty much let me go where my inclinations led me. Of course by the time I started racing I was living a long way from home and earning my own living. My older brother was Phi Beta Kappa and had a Doctorate from Yale, spent his working life as a professor and that is more in line with the family values.

Q After a while did your family come around and understand?

A • Well, they understood how important it was to me. But it is not something that either of my parents would have wanted to engage in themselves.

Q Did your aerospace work help you in the racing experience?

A • No, I think it was rather more the other way around. I mean having completely disassembled, manipulated and reassembled an engine for my Jaguar gave me the nerve to walk up to a \$7000.00 vacuum system at work and take a wrench to that. It was more the other way around.

Q What plans for the future?

A • I live rather quietly now. I would like to see if I could get my book out on Kindle. I don't drive anymore. I mean that is to say race cars in any capacity. I won't touch one. I live a normal fairly boring life. My life certainly had its moments.

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OZ, Cont'd

purchase for these plates, sometimes the pricing reaches into the tens of thousands AUD \$\$\$ depending on the age of the plate and its provenance. We were introduced and welcomed heartily by the 40 or more members attending, and they were happy to hear we are a club who has an active year round calendar of daily and multi-day driving events, like Mines & Wines and FlogMog. We enjoyed meeting Vern Dale-Johnson and Stan Jodeikin, the latter came over to the states last year to participate in MOA. Maggi had a long conversation with a couple who had driven the complete coastal circumference of the Australian sub-continent, took them 3 months stringing many back roads together to make it.



As we left the drenching rains in California, we arrived just at the end of the OZ summer season with strings of some of the hottest 100 deg.F of heatwave weeks on record, and that was just on the coast where Roger lives! Inland, where John and Caroline live part time in Canberra, and Roger, Lizzie and Mum Patricia live on a small ranch in the foothills of the Blue Mountains, the temps were a consistent 115 degF for weeks. We brought our rainy, drought busting ways to their Autumn season to bear almost immediately. It rained and rained--lots and lots. In fact, we had only about 4 whole days of sunny, Morgan top down weather time but it didn't matter, we had so much fun tootling about in a Holden tintop to the Hunter Valley, the Blue Mountains, the Jamison Valley (think Grand Canyon with a semi-tropic jungle floor and heights, see lead photo),

little inland Victorian era towns like Leura, Kangaroo Valley, Braidwood, on an on. And we had our share of thunder and lightening all through, the NSW Central Coast area is the mixing pot for tropical and sub-tropical fronts coming south and the Antarctic "Roaring Forties" cold fronts coming north and they literally crash together right here, and what a show, sometimes deadly. There was flash flooding, high winds toppling trees, even a waterspout or two, just like here. But Richard and Roger were able to tame the weather a bit whenever we went anywhere, those lads have a knack for timing.



We drove to Canberra, the nation's capital, and had a grand driving tour courtesy of John Merton (who has lived and worked in the city most of his life). Canberra is laid out very much like Washington, D.C., planned with broad boulevard spokes that include Museums of Art, History, Film & Visual Arts, a National Library, diverse cultural institutions, War and Peace Memorials, the Parliament-seat of Government, Prime Minister Office, a large foreign embassy row, all the accoutrements of a National Capital. There is a National Horticulture Center on the hills overlooking the man-made lakes and parks, and it houses an astounding bonsai collection.



The Center is "growing back" and reclaiming thousands of hilltop acres that once teemed with massive stands of pine forests which crested the hills above the Capital. They were all lost to the devastating fires of the long drought of the early 2000s.

John then took us to a suburb of Canberra to meet Brian Oxley, who had just completed most of the build of a 1930 barrel back trike in his home garage. His workmanship is just superb, he had built the body, and all of the panels himself, without the use of an English wheel, instead hammering and beating out the sides, scuttle and bonnet over hundreds of hours of working on wooden lasts forming them, trimming them with wire cored rounded edges he heated and rolled himself.



Brian's previous efforts were next door in the other garage, a MG K 2 and MG P1, all resurrected from the 1930s bones of rust and dust, now daily drivers he uses for shopping, driving tours and visits with his other vintage car friends. These cars are gems, run like clocks, just breathtaking to see. He is beginning work on the frame and suspension of a 1922 Amilcar (see upper right hand photo) as he finishes the details of the trike. What a craftsman! Well, he also plays jazz piano (Brubeck, Errol Garner) when he's not panel beating, so what's not to like?



Oz, cont'd

The next day John, along with his wife Caroline, led us south and east to the coast and eventually to their beach house at Tuross Head, some 200 miles south of Sydney. Out back there is a big garage with two Morgans in it. One is a bright blue 1947 Ser. I 4/4 and the other is the ex Colin Musgrave +8 racer, now a streetcar John acquired in the early '90s. John visits many a swap meet (in a country that still has them) and his garage is lined with labelled shelves and stores of cast off bits, NOS, used and very used parts, engines, gearboxes, on and on of Britcars of yesteryear. He tends to swap these bits for the parts he needs to keep the 4/4 going, and to build his new project, "The Folly", a 1936 Ser. 1 4/4, documented to be the second four wheeled Morgan to come into OZ. For the time being it is back at the other garage in Canberra, still very much a "roller" looking for an engine and other stuff. Below is a photo as it looked in the mid-40s, the owner with his family in Adelaide.



But the blue 4/4 and the grey with navy blue wings +8 are very much roadcars, each with Morgan tradition and true grit from their respective eras. John took me for a ride in both of them, first in the +8. I must say I love the early to 1980-ish +8s, they got it for me, great power to weight ratio and lively, balanced handling to



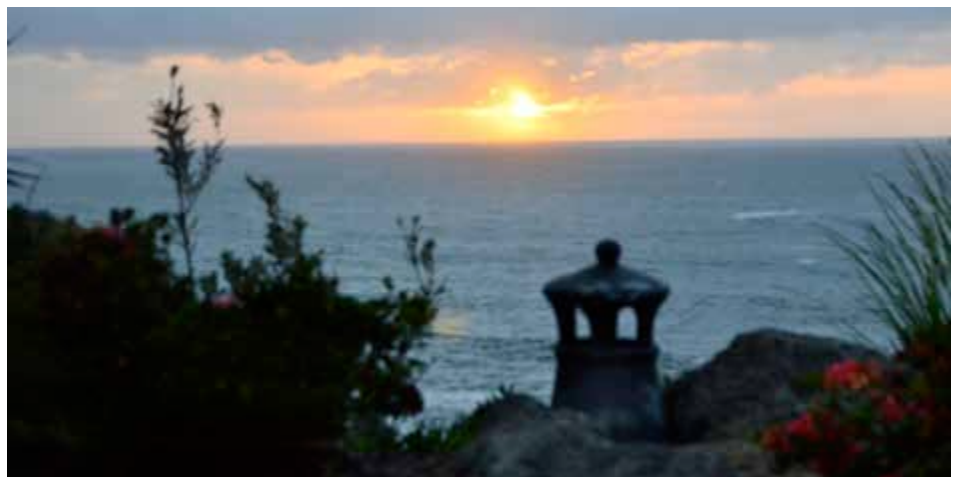
deal with it. John had that car singing on the windy, sprinkling coast road that morning, what a treat.

Then came the modest mouse 4/4, all 37 screaming horses of its Standard Special engine and Meadows 4 speed gearbox. These Morgans are compact to fit in, of course, squeezed in shoulder on shoulder and went out on that squirrel road again, the wind and spray howling. "I'll show you what a real Morgan will do," John says, and with that the road to ourselves and a mighty "Hi O'Silver!" we're off to the races, and yes, The Morgan Ride of MY LIFE! This little Morgan gathers and gathers, and I didn't know a Meadows box could be so close ratio, suddenly you're doing 75, uphill, climbing and going strong. Then we hit the crest, and WOT we launch down that slope, going, going faster, the front wheels are shuddering a bit, going, going faster, going, going, uh, sideways? "Hey John, looks like we're doing 95 here," I says to no one in particular as I begin to feel the reared come round to my left, but John catches it and slithers it straight as we come to the flat. And we sped on, solid and straight. "Yes," John says, "keeps up with modern traffic, doesn't

it?" The little 4/4 comes to a sure stop on its well maintained cable drum brakes at the next layby. Whoohoo! Cheers, I thought of Prudence Fawcett!.. Well, not exactly that moment, but close enough. What a great ride, thank you John!



We left John and Caroline that afternoon to scoot back to Roger through a hellish downpour, and over the summit of a coastal range with emergency flashers on in thick fog, couldn't see beyond the bonnet, then a loop around the greater Sydney Metro area, on north to Terrigal. Rog had a warming lamb stew waiting for us and the "gulls" (translates to his two 20 something live-in sons and their visiting friends) and we all watched the lightening strikes far out to sea, thunder rolling in with the waves. Since we never see this here living on the west coast with our ocean sunsets, this last photo is for you, dear readers, an eastern sunrise dawning from half a world and a full day away. Many fond memories, too, of Roger, Richard, Lizzie, Patricia, John and Caroline and all the family and friends we met through them, many, many thanks, our hearts to yours.



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