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March • April 2012

March "Mercedes Madness" Run

A Morgan called "Vino"

Tech: Refitting Competition

*Axles and Hubs on a
Flatrad Racer*

*HRG? What's a
"HURG"?*

...and more



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2012

President • Morgan Staines
mogstaines@gmail.com

Vice-President • Michael Rubin
MRubinCom@aol.com

Secretary • Maggi Craig
maggicraig@sbcglobal.net

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

Activity Chairpersons • Phil & Elaine Fisher
510-325-6037, *mailtophil@astound.net* or
togetelaine@astound.net

Board of Directors • Mel Cohen, Bob Schmidt, and
David Haines

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

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

Member Contact Information Changes •
Bob Koupal

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

Morgazette

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

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

The Morgazette

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

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

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

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

- **May 23** for May-June
- **July 23** for July-August • **September 21** for September-October
- **November 30** for November-December

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

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

Welcome New Members

John and Rose Gerhardt
P. O. Box 8
St. Helena 94574
707/942-6665
johngerhardt@gmail.com
1963 red +4

Lee A. Pochapin
1387 Virginia Street
Berkeley 94702
510/548-3735;
cell 415/203-4950
extrawrench@yahoo.com
2012 sport green 3-wheeler

James and Karyn Foley
24528 Palermo Drive
Calabasas, CA 91302
818/222-7777
jim.foley@counterpoint.net
cell: 818/679-2000
2005 red and black Aero 8
1965 red and white 4/4 Series
V comp.

Mark Groethe
2833 Moraga Street
San Francisco, CA 94112
I have owned for 40 years
the +4+ A5723, body#
178/20 and more recently
(1978) the 1959 +4,
chassis #4182.

Chuck and Roberta Katz
1178 Hamilton Avenue
Palo Alto 94301
650/323-9893
ckatz@speakeasy.net
2005 roadster, Aston Martin
racing green

**Bob Salmons and
Mildred Brown**
880 Keeler Avenue
Berkeley, 94708
510/409-0729
bobandmilly@yahoo.com

Cover Photo: One of the "lonely onlys" at the March Run, Stewart Slipiec's 1960 +4 waits in the rain.



* MSCCNC Club Sponsored Event

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

APRIL

FLYER

*21st SATURDAY • Wine and Mine Tour.

Contact Doug & Joyce Hamilton, Grant and Angie Larson.

28th-29th SATURDAY/SUNDAY • Pacific Coast Dream Machines at Half Moon Bay.

MAY

5th-6th SATURDAY/SUNDAY • Buttonwillow British Extravaganza. Contact Larry Ayers.

6th- SUNDAY • Brass in the Grass and the Silver Screen, Santa Rosa. Contact Ed Stumpf.

20th SUNDAY • Marin Sonoma Concours de Elegance. Contact -Wendell Bain (judging).

FLYER

20th SUNDAY • 22nd Annual British Motorcar Show & Swap Meet- Yolo County Fairgrounds, Woodland. Rod Miller to arrange drive up.

*30th WEDNESDAY • Murray's Follow Me Tour. Contact Bob Murray.

JUNE

1st FRIDAY • Sonoma Historic Motorsports Festival Practice (Free Entry).

2nd-3rd SATURDAY/SUNDAY • Sonoma Historic Motorsports Festival- Infineon Raceway.

*2nd SATURDAY, 7 PM • Dinner at Rins Thai Restaurant in Sonoma. Contact Rod Miller.

*16th SATURDAY • Morgan's Morgan Amador County Wine Tour. Contact Morgan Staines.

24th SUNDAY • Palo Alto Concours d'Elegance. www.paconcours.com

JULY

*13th FRIDAY • National Car Collectors

Appreciation Day- Park around State Capitol, Sacramento. Dinner. Contact Morgan Staines.

*14th SATURDAY (tentative) • Visit Car Museum in Sacramento. Contact Morgan Staines.

*20th-22nd FRIDAY-SUNDAY • MOG WEST, CAMBRIA. Contact Audrey Haines (see ad pg. 9)

FLYERs

AUGUST

11th-12th SATURDAY/SUNDAY • HSMA Pre Reunion Races- Monterey. www.hmsausa.com

14th-17th- TUESDAY-FRIDAY • Car Week in Carmel/ Monterey various events. Contact Elaine Fisher for specifics.

*17th FRIDAY • Morgans on the ??? in Carmel Valley Dinner. Contact Loren Steck and Annette Yee.

17th-19th FRIDAY-SUNDAY • Rolex Monterey Motor Sports Reunion (Laguna Seca).

19th SUNDAY- Pebble Beach Concours d'Elegance

24th-26th FRIDAY-SUNDAY • Good Guys West Coast Nationals, Pleasanton Fairgrounds.

SEPTEMBER

1st-2nd SATURDAY/SUNDAY • Scottish Games in Pleasanton. Morgan Parking- free entry. MUST pre-register with Kathy Tollworthy.

*1st SATURDAY (tentative) • BBQ at Tollworthy's following the Scottish Games. Contact Kathy Tollworthy

*8th SATURDAY (tentative) • Greeting Party for New Zealanders/ Australians on Tour. Contacts Gordon Craig and Dave Sneary.

*21st-26th-FRIDAY to WEDNESDAY

FLYER

• FLOG MOG- Northern CA, So Oregon Ashland Tour. Contact John Burkes, flyer with itinerary.

22nd SATURDAY – Ironstone Vineyards Concours- Murphys www.ironstonefoundation.org Rod Miller to organize drive up.

OCTOBER

*19th-21st FRIDAY-SUNDAY • OktoberFest & Talent Show in Groveland and Yosemite. Contact- Elaine and Philip Fisher.

NOVEMBER

*10th SATURDAY (tentative) • Gobble Wobble Tour. Contact Gordon Craig and Tim Waller.

Calendar cont'd on page 4

2012 CALENDAR

Continued

DECEMBER

*8th SATURDAY •

MSCCNC Holiday Dinner
at Oakland Yacht Club.
Contact Elaine Fisher.

*9th SUNDAY • Breakfast
at OYC.

*26th WEDNESDAY •

Boxing Day Run- Marin.
Contact Wendell Bain.

JANUARY 2013

*13th SUNDAY • Oyster
Run XIX. Contact Donna
Dell'Ario and Larry Ayers

*27th SUNDAY • 2013
Event Planning Meeting
and Potluck. Contact Elaine
Fisher



History Notes

By Larry Ayers, Club Historian

Wayback in Morganland, March April

1975 • Dick Tuttle takes us Kite Flying and then to "Ahabs" in Alviso for a T-bone steak, salad, wine, bread, tax, and tip for \$6.00. The feature, "Motor Mouth" is back with all sorts of gossip about club members. Steve Miller discusses, "Rust In Your Body," the Morgan's, not yours.

1980 • John Burks and Kerry Liliedahl conduct a Regularity Run down Skyline Blvd. after departing Alex's. The 3rd Annual Prevolos & Silver/Glydon Vallejo-Benicia tour and gimmick rallye. Three days with Gary and Kay Hill on their spectacular tour and camping trip at the Middle Fork Campground in the Stanislaus National Forest.

1992 • The Gordon Biersch Pub-Restaurant in Palo Alto followed by the film, "Casablanca" at the newly-restored Stanford Theatre hosted by Bob Frisbey. Tech article, Making Your Electrical Temperature Gauge Work by Rich Saylor. A story about "A Morgan Relation - The Sandford 3 Wheeler."

1997 • A report by Ira Zalesin on "The Pilgrimage to Malvern" with photos of the Morgan Factory. This article in the first of several all-color glossy Morgazettes under Editors-in-Chiefs, Ira and Marian Zalesin, and designer, Peter Schmidt. Turn 9 racing article by Donna Dell'Ario featuring 3 wheeler racing, what else!



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Tel: 00 44 1279 725725 Fax: 00 44 1279 726901 Fax: 00 44 1279 600498 (direct parts dept)



Presidential Points

By Morgan Staines, President

Friends, countrymen, city girls, arise! This is our time, the Morgan Spring! We have been suffering in the darkness these many months. But no more. It is time to throw off the shroud of car covers, break the shackles of the trickle charger, and take to the highway! Do not be deterred by the spectre of yet another mind-numbing, fear-inducing presidential campaign debate. Do not be discouraged by the frightful price of gasoline. I say to you, for \$5 a gallon, driving damn well better be fun! Let down the roof, pull back the tonneau, and step on the gas! Know the wind of freedom in your face, the roar of the engine in your ears, the bumps and potholes under your seat. Drive on!

This issue of the Morgazette is loaded with flyers and other news of exciting events in the days and months to come. MogWest and Flog Mog in particular need your attention to reservations.

Also look for photos of Mercedes Madness, a rainy day event concluded just before we went to press. It was sublime, but I'm getting ahead of myself. Anne and I warmed up for it with what can only be called

the ridiculous. On Friday we went to Infineon Raceway to observe Tech Day at the **24 Hours of LeMons** – endurance racing for \$500 cars. This was truly a sight to cause sore eyes. A Doo Dah Parade for car lovers and haters alike. We had to sign not one but two releases just to get in and look. Nearly all of the beaters were decorated, and there was something to offend everyone. Formerly real cars, worn down to within an inch of their VINs. A car that was once a Porsche, another that used to be an Alfa Romeo, and sadly, a former MG and a once-upon-a-time Mini, or at least the rusty shadow of one. (If our editor and publisher so deign, you'll see photos of those two somewhere in these pages.) Had there been a Morgan among the decrepit hulks, I assure you that your president and first lady would have done an intervention on the spot.

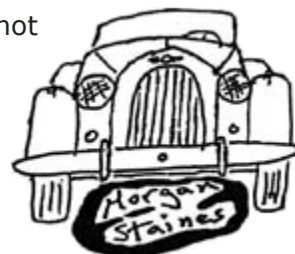


Saturday was another experience altogether. A great turnout of Morganeers on a rainy day, with at least a couple of actual Morgans despite the weather, drove up a lovely Morgan road into the mountains between Napa and Sonoma, to the home of Pat Matthews. We found there a no-expense-spared museum of extraordinary Mercedes Benz cars

and a few others (including one Jag, thank you very much), curated by the charming and down-to-earth Mr. Matthews, who could not have been happier than to share the cars and his encyclopedic knowledge of them with other fans of automobilia. This was Michael Rubin's and Stewart Slipiec's inaugural Morgan Run for our club—Thank You, Kudos to Michael and Stewart for this nice event!

The Mercedes took me back. I wrote in the Plus Four Club's Format 25 years ago that my Dad would have liked the Morgan, though he passed too soon to see it and far too soon in any event. He would have been 83 this March. Dad raced jalopies as a young man and always had a car torn apart in the garage. I recall he had a Porsche for a while, and a tiny thing ironically called a Goliath. When he died, he had a 1955 MG TF and a 1954 Mercedes 190 SL, in which I had spent many imaginative hours as a boy. I imagined too that the Mercedes might one day come to me but that was not to be. A different path was to be mine, a path that, happily, led me to our +4 and to you!

See you on the road . . .



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

2010 MORGAN Aero SuperSports Graphite Grey Metallic Exterior/Scarlett Red quilted leather interior/Gloss Black top/Gloss Black wheels.

2010 MORGAN Aero SuperSports Kiimanjaro Sant Metallic/Distressed Tan leather interior in quilted pattern

2005 MORGAN Roadster Amazon Green Metallic/two tone tan interior/ Green fabric top, 5,800 miles, as new

2005 MORGAN Roadster Pollen Yellow exterior/Black leather w/yellow piping, Mulberry Engineering suspension and brakes, Roush modified ECU, smog legal

2005 MORGAN Roadster Connaught British Racing Green 2.5k miles

2003 MORGAN Plus 8 35th Anniversary Edition; Connaught British Racing Green/ Tobacco leather, Chocolate Mohair fabric top and weather equipment, 12k miles, As new condition.

1965 MORGAN Plus 4 Four seater Exterior: bare metal repainted in BMW Laguna Blue, fully disassembled and metal finished before applying new paint, all new chrome, all new stainless steel fasteners. High gloss lacquer, dash and wood rimmed steering wheel. Black leather, Black top and weather equipment

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

1959 MORGAN Drophead Coupe

other marques

2011 ZOLFE GTC/4

2011 AC 378 GT

2003 JAGUAR S Type R

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TVR 3000 S CONVERTIBLE Prototype

1954 JAGUAR XK120 MC DHC



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Postcards from Travelling Members



FLOGMOG DE CUBA!

The Morgan Club is growing! It is now in Trinidad, Cuba...all they need now is a Morgan. Our new honorary member is Ricardo, wearing the Mog Flog Cap while working on his Ford. He had just finished an engine swap and installed a six cylinder Mercedes diesel engine and tranny in it. Not a drop of grease on him! I couldn't help but give him the honorary hat.

Also, The engine is a Russian Lada diesel that is in the grey Olds pictured. The rest of the shots are of normal Havana traffic not a car show!



The horse drawn cart is a typical taxi and this type transportation is common all over the island and can even be seen on the freeway. It's quite a place.

GRANT & ANGIE LARSEN



Jim, Larry and Dale

Trike Guys Find Each Other in El Valle, Panama!

In early March, Larry and Donna with Dale & Karen Barry found that their Panama Tour included a Tropical Zoo that was just minutes away from Jim Taylor & Ellen Jo Baron's new home. Jim drove over and took Larry, Dale & Karen to see the house and visit, while Donna continued the tour of the zoo. (The car was a 4-seater.)

It's a pretty place, airy and bright – a little stone castle, complete with a moat and caretaker's house! Jim was down there, sans Ellen Jo, to do some of the necessary renovations. El Valle, Panama, is in the highlands about 2 hours from Panama City, actually located in the caldera of an extinct volcano – a very pleasant little town.



Stone house, moat and care-taker's cottage.



Look What The Cat Dragged In!

(Or, the Torch Passes from One Owner to Another)

Notes and Photos from Morgan Friend Spider J.C. Bulyk, Madison, Connecticut

Hello!

I am now the owner of your old 4-4. I am rebuilding but keeping as much as possible of the old parts. Maybe you can help me finding out more about the history of the car. I have the names Raybold Jr 1963 - 1973, and Ralf Vitola 1973-1980 when you bought the car.

Any information will help.

Best regards, Per Norberg SWEDEN



Hi gang,

As you can see below, our old 1939, Chassis #729 has resurfaced. I last saw that car when dropping it off in Port Elizabeth for transhipment to England in 1986, some 26 years ago.

Except for the hubcaps and the headlights, it looks about the same. It had a 1098 Coventry Climax (racing homologation), Meadows box, cable brakes, and trafficators. It had been sold through Sudmotor to a Luftwaffe pilot who died in combat. A US GI brought it home and Ralph Vitolo (dcd) bought it from his family. We bought it from Ralph in 1980 - Ralph was a regular member of my NYC Noggins group in the 70's - 80's. We sold it to Roger Davies in UK and I lost track of it. I'd written to Roger but he never responded. Last night, this email showed up in my box! Wow!

There are three pics attached: Per's current pic that arrived last night, the car at Rhinebeck Aerodrome with Ed & Jennifer Baughn and me in the rain in 1981, and Ralph's Black & White photo from Lido Beach, NY in ~1979.

Amazing threads, all woven.....

Run cool,

Spider

Spider J.C. Bulyk

MCC-DC (1974)



“The Great White Hope

1957 Morgan +4 Four-Place - Chassis #3585

Engine #TS.13100ME - Fergus #15672

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Got questions or need more info? Call:

Audrey Haines, Northern Club Coordinator:

916/652-5679

audrey.haines@ncbb.net

Gerry Willburn, Southern Club Coordinator:

714/828-3127

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HRG? What's an HRG??? Another SBSC (Small British Sports Car)... As long as we are on the subject of acronyms. HRG is made up of the surnames of the three founders of the company. Ted Halford, Guy Robbins, and Henry Ronald Godfrey, the latter could have been HRG all by himself.

Between 1936 and 1956 this little engineering company built 241 cars that were quite competitive in their day. Here is a brief rundown of the history, racing and surviving cars (Thanks Mr. Wiki):

History

Having raced together at Brooklands, Ron Godfrey approached Major Edward Halford in 1935 as regards the development of a new sports car. Having shown the prototype in late 1935, the company was formed in 1936 with Guy Robbins formerly of Trojan joining as the third partner.

Taking space at the premises of the Mid-Surrey Gear Company in Hampden Road, Norbiton, the cars were heavily influenced in their design by Godfrey's previous involvement with both the GN company and subsequently Frazer Nash.

The first Meadows-engined HRG cost £395, about half the cost of the 1.5-litre Aston Martin, and weighed almost 1000 pounds (450 kg) less.

In 1938 the Company announced the 1100cc model using an OHC engine from Singer Motors Ltd. and then in 1939 they also started using the OHC 1500cc Singer engine in place of the old OHV

S 72 Story of an

Story and Photos by Wendell Bain,

Meadows unit.

Post-war, the 1100 and 1500 2-seaters continued being made to the same pre-war design. HRG also commenced manufacturing the Aerodynamic model on basically the same vintage chassis.

Guy Robins left the company in 1950 and sports car production ended in 1956 after 241 cars had been made, although the company remained in business as an engineering concern and as a development organisation for others, including Volvo. In 1965, they made a prototype Vauxhall VX 4/90-powered sports car. The company ceased trading in 1966, making a profit until the end.

Racing

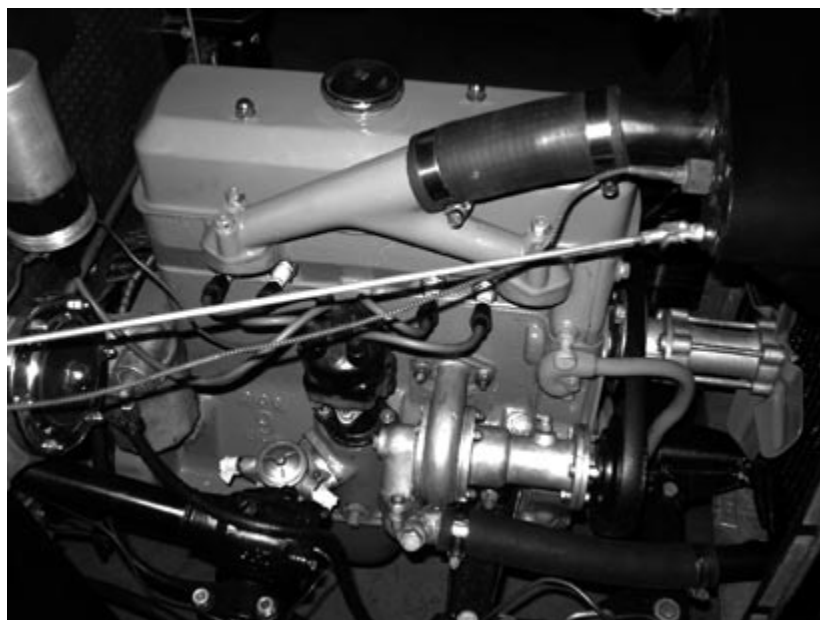
1947 HRG Aerodynamic.

The factory's racing team, Ecurie Lapin Blanc, achieved several notable successes.

In the 1938 Le Mans 24-hour race.[1] the works entry driven by Peter Clark and Marcus Chambers was the highest-placed British car (10th out of 15 finishers from 42 starters). The following year Clark and Chambers returned to win the 1.5 litre class.

In 1947 Chambers took 3rd place in the Grand Prix des Frontières at Chimay, and HRG won the team prize in the Isle of Man Empire Trophy race.

In 1948 Chambers was 4th at Chimay, and HRG won the team prize in the Spa 24 hour race, where team



HRG 1100

(with help from Mr. Wiki)

leader Peter Clark had the cars equipped with two-way radios for communication between the drivers and the pits, very innovative at the time.

The team prize again went to HRG at Spa the following year. Also in 1949, the 1.5 litre class at Le Mans was won for the second time by an HRG, driven on this occasion by Eric Thompson and Jack Fairman.

Proving that HRGs were still competitive 59 years later, a three-car team won the 2006 Vintage Sports Car Club 2-hour team relay race at Donington Park. They raced as "Ecurie Lapin Blanc".

The Cars Today

Of the 241 cars made, it is estimated that 225 survive. Many of the cars are still in active use, with a few in active competition. Some are competing in classic trials, others compete in VSCC races with success.

The cars are commonly called "Hurgs" by their owners, and have an owners organisation in the HRG Association.

My own "Hurg", S 72, was love at first sight.! I am not sure of S 72's history prior to coming to the US in about 1977. It was brought here by Bob and Gina Hammel who lived in Palm Springs. He had been a long time car collector having owned such rare cars as a Type 35 Bugatti, SS 100 Jaguar among others. They saw the car on a trip to the UK and decided to buy it. After arriving in Palm Springs it was stripped down and most everything was rebuilt or restored. Needless to say this did not happen overnight. But It was up and running for the 1979 Monterey Historic Auto Races at Laguna Seca. This is where I first saw the car, the first HRG I had ever seen!

These cars are so rare they are known to club members either by their British license number or their VIN. You can imagine DMV's response when I informed them the VIN was

S 72... That's it???

From reading I knew of them but considering the rarity thought I would probably never run across one. While talking with Bob in the paddock he was somewhat amazed that I actually knew of the cars. When I asked if it might be for sale, he responded, "Oh yea, I get tired of all my cars after awhile." I took some pictures and that was the last I saw of them or the car for a little over a year. In 1980 I got "the call" asking if I was still interested. Of course I was!!! Next step was to fly to Palm Springs to see it. After spending the weekend at the Hammel's, driving the car, visiting another collector who still had an SS 100 Jaguar we agreed on a price and he said he would deliver the car, which he did about two weeks later. It ran for about six months at which point it developed internal engine problems and hasn't run since.

This is the small engine HRG. 1100 cc's. The bigger engine cars are 1500's. Think of it in the context of a Morgan Plus 4 and a 4/4. HRG built 49 of the 1100's so it is pretty rare.

Work progresses and we are getting close to having it done. Psst, the engine runs, and those cable brakes work, well, if they don't that's what the adjustor pedal in the middle of the floor is for, right under the driver's seat. For such a basic, little car, the dash has every gauge known to man. Just a bit more body work, some more paint....hmm, have you heard this before?

One day soon, I'll show up for a Morgan Run in S 72, and you can all whisper, "What's a HURG?"



AN HISTOIC MORGAN NAMED VINO

Cliff Baker (With much help from Vic and Kate Champness)

During 1940 the Italian government absorbed Alfa Romeo as part of the war effort, the racing department was not affected, this was run by Enzo Ferrari.

After a move to Maranello the factory was rebuilt after being bombed, so in 1946 for the first time was able to produce road cars. "Scuderia Ferrari" literally means "Ferrari Stable" which is figuratively "Team Ferrari".

The Ferrari 166 Inter was the first Ferrari road car first being shown at the 1948 Turin Motor Show. It featured a V12 engine of 1995 cc, named after the victories at the Coppa Intereuropa at Monza. The engine was designed by Gioacchino Colombo and it produced around 115 b.h.p. with a top speed of 105 m.p.h., coupled with a five speed gearbox with drum brakes all round. Several different coachbuilders made bodies but the main one was Carrozzeria Touring. Only 38 examples were built, as the car was replaced with the Ferrari 195 Inter. The number 195 is actually the cubic capacity of each cylinder, so the 12 cylinders increased the engine size to 2341 cc with 195 cc from each cylinder. Around 24 cars were produced before the car was developed into the Inter 212 with even



The Classic Inter style has been scaled down very well, note after problems in early Rally life with hinging the bonnet from the rear, front hinge holes can now clearly be seen.

larger engine.

Now you may have read all this and wondered what on earth this has to do with a Morgan. Well, Roy Clarkson who had helped launch Autosport magazine, owned a Ferrari Inter which he rallied.

Roy had been impressed with the overall performance of the Morgan Plus 4 and had got to know Peter Morgan.

With regulations favouring a class for rallying 4 seater saloon cars, Roy decided to start rallying a Morgan with a special body. In 1952 Sydney Allard had won the Monte Carlo Rally outright in one of his own saloons, so Roy decided to have his car completed for the 1953 event.

By having a special aluminium body made

for the Plus 4 rolling chassis allowed him to have a car which was competitive.

Charlie Robinson (Adams and Robinson) who was based in Chertsey, Surrey, started to replicate the body style of the Ferrari which had been bodied by "Carrozzeria Touring" using their "Superleggera" (ultra light) construction method. This consisted of a light tubular superstructure welded to the chassis. Although Robinson was very skilful, his firm got into financial difficulties. Maurice Gomm who shared the premises took on the task of finishing the body, with rear and side windows being made of Perspex, the overall weight was just 147 cwt. If you look at photographs of the Ferrari Inter you will see the front windows were sliding like the early minis so weight saving was considered of the highest importance by all coachbuilders. A second car which had been started by Charlie Robinson took a further three to four years to finish, but this was based on a Jowett rolling chassis, and that car is now in the hands of Ed Nankivell a well known Jowett enthusiast.

From reading Morgan books, the Ferrari Roy owned was a 195 with a 2.3 litre engine.

The bodywork of the Morgan was built in only a few months as the car was entered in the 1953 Monte Carlo Rally.

During the next three years the car was used in many rallies and competed in the 1953 Tulip Rally (Tulpen Rallye). The last stage of which was a special stage driving around the Zandvoort Race Track, but to ensure those who raced at the track didn't have an unfair advantage, the direction of travel was the reverse to normal races, being anti-clockwise. This was not easy as



[Throughout its history, Morgans are a marque of variations on a theme. There are the Trikes, the 4/4s, the +4s, the +8s, the Aeros, the New Three Wheeler. God knows whats next, and there is always something new, based on something old, some iteration, within these "mainstream" models and its gone on for well over a hundred years of production.

Call them "one-offs", call them "experiments", call them "specials", nonetheless they are Morgans through and through. This is the story of "Vino", named as such for its UK license, and its build, rallye and race history, continuing to this day.

Many thanks to author Cliff Baker, Vic and Kate Champness (Black Phey) and Geoff Hollings, editor of the "Morgan Ear", Morgan Owners Club of Australia for their kind permission and help for bringing us this story--editor.]



Vic and Kate chat about their adventure to Zandvoort with Machiel Kalf and Andy Downes.

the cambers were never designed for this direction of travel. According to Morgan factory records on the 4th September 1953 the axle was changed for one with a higher ratio.

On the 16th March 1954 a TR2 engine no. T5911ME was purchased from the Morgan factory. We don't know when it was fitted but Roy Clarkson sold the car in 1958. Vic and Kate Champness found out about a Morgan for sale with an unusual body 27 years ago, and they bought the car with the idea of putting a more conventional body on it at some time, as they were not aware of the cars history at the time. As Vic looked into the cars history it became apparent this was a Morgan with an interesting history. So the car remained with the special body with its then white paintwork. For ten years the car was regularly used taking their children to school and being taken to noggins etcetera. Kate has always remembered the car as a slogger, it never really let them down and kept going despite the occasional minor ailment. The car has been in a garage for many years.

When Vic had enough time to start refurbishing the car, with considerable encouragement from Machiel Kalf, a deadline provided added incentive. Unfortunately also many headaches as so many problems materialised. The deadline was the H.A.R.C. race meeting at Zandvoort on the weekend of the 7th-9th September 2007. Vic stripped the paintwork back to bare metal where he discovered a great deal of fibreglass had been used which had not only changed the shape of the car but also covered up many splits and rivets in the panel work. With any competition car which has been used

extensively, one will find this type of wear and tear, but there was never an intention of fully restoring the car to a concours one.

This would have been prohibitively expensive with such a complicated body. Vic has managed to bring the car back to the looks and feel of the car had when it was rallied in the early 1950s. He has successfully reproduced the grille that was no longer on the car as purchased all those years ago. Also finding some of the original paint was dark blue, and the interior looked a light colour like the instruments (cream) he re-sprayed the car in a dark blue. Roy Clarkson had told him the car was originally blue but what shade of blue was not known. After major problems with paint reacting, brakes not working properly and several water pumps etc, Vic and Kate drove the car to Zandvoort via Harwich where Tulip Rally plaques were added – the car looked absolutely superb.

On the Sunday lunch break between races, a special display of the Tulip car driving the wrong way around the circuit provided a wonderful re-creation of the car's 1953 Tulip Rally drive. The Morgan was not alone though, there was a 1971 Morgan 4/4 Competition model following. This Dutch registered car owned by Jochem Kentgens who together with Kasper Pruysen had entered the 54th Tulpen Rallye in May 2007 winning the "Touring



Below:
After the circuit demonstration the two Tulip cars take a rest.



Class" in the standard car.

Vic has done a superb job with VNO and despite hitting really heavy traffic on arrival in Holland, he managed to keep the engine from overheating.

To get the car finished in the short time available is reminiscent of how the car was originally conceived and built. Because of the shortage of steel in the early 50s there were quite a few special bodied cars in this period, including a saloon and estate cars being built by different coachbuilders. Vic and Kate's car is not only unique, it is part of Morgan history and they are to be congratulated for all the hard work they have put into getting the car finished.



An unusual pair but showing how similar the body sizes are 10 years difference in age – aluminum and glass fibre bodies both rare when introduced.

The Morgan Ear February 2012

Saturday, March 24, 2012

"SogMog" Becomes

Story by Gordon •



This wacky weather Spring lived up to its name, with the prior week all sunny and blooming, Saturday, March 24, gloomed cloudy and rainy as we assembled at the Black Bear Diner in Napa that morning. Our tour maestros, **Michael Rubin and Stewart Slipiec welcomed us heartily** for their first ever Morgan Run, most of us arriving in tintops best suited to the downpour.

And Three Morganeers braved the elements, actually came in their Morgans, true blue, kudos to you all: Ed Stump, the "Driving Doctor" in his +8, Dick and Rochelle Nyquist in their rhd +4 and Stewart and Doris McKnight in their +4. As it happens, both of these old two seaters are within 20 numbers of each other off the MMC Assembly line of 1960, or so "The Shadow Knows".

We drove crosstown Napa to Trower Rd., and then onto Dry Creek Road, the scenery became increasingly green and wet and wild, and as we climbed out of the Valley and approached the Oakville Grade, there were some fresh slides to be aware of, but nothing we



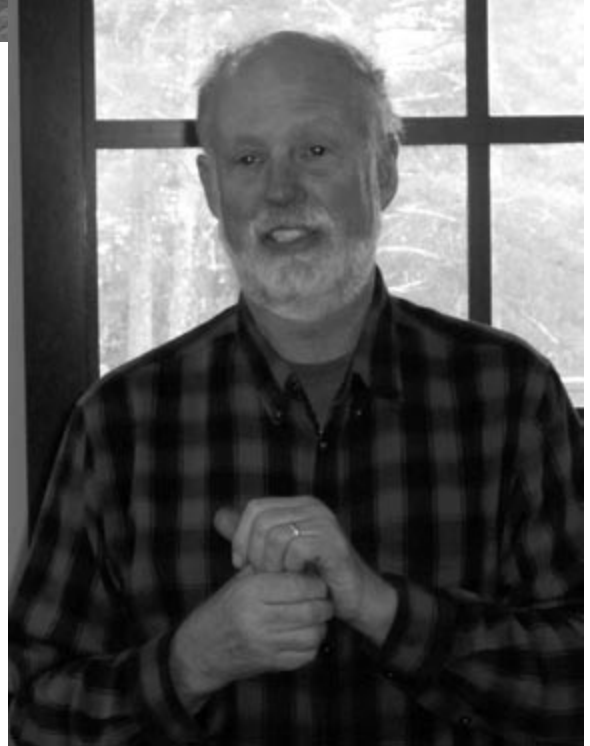
"Mercedes Madness" All Day

Photos by Larry, Stewart, Doris & Gordon

couldn't get around.

We took a sharp left on a back road somewhere and up a steep and winding hill when a **hand hewn bough and branch sculpture of a galloping horse** beckoned. As we descended the driveway, our attention was drawn to a building adjacent, across a wide courtyard, the two story home to "Mercedes Madness". We were the guests of proprietor **Pat Matthews**, or as he aptly describes himself, the caretaker of some 25+ 1950s and 60s era Mercedes, and a few other "absolutely fabulous" vehicles. Knowing old cars as he does, **Pat laid out some "nappies" for the Morgans** that had just parked, cardboard drip catchers, and greeted us by ushering us quickly out of the pouring rain into the main hall of the collection.

Michael and Stewart were inspired by Pat when they first contacted him. "He has the best all-around private collection of contemporary Mercedes available to gearheads like us, these are the key models of a impressive museum quality collection. And like us, he builds them to drive them," said Michael. Pat has a very no-nonsense approach to his restorations. First, they must be structurally sound. Second, they must be mechanically sound. Third, he will restore them to original mechanical and aesthetic specifications, which of course means Mercedes standards. Fourth, the cars will be totally roadworthy, and will be driven. He has been fortunate



in locating examples that have had either long term single ownership and consistent maintenance, or cars that are earlier and correctly restored vehicles. Out of these guiding principles is a "Driving" (emphasized) passion for the marque (not limited to Mercedes), letting them be the cars they should be. But by no means were many of these cars in such a state when he got them, and he has a well equipped shop, including a machining room with blasters, lathe and milling machines, specialised welders and dynamometer, a large stock inventory of spares and he is oft called upon in the Old Mercedes community and the Factory for his expertise and skills.

The Main Hall houses the 1950s decade of the "higher end" Mercedes "pontoon" cars, a grand assortment of 220s (coupes, cabriolets and roadsters), and variations of the A300s, widely known as the "Adenauer" cars, named after Chancellor Conrad Adenauer of West Germany. The A300s were larger, hand built coaches in saloon, phaeton, cabriolet, limousine coachwork, featuring writing desks, telephones, Becker radio equipment; some were hardtops, others cabriolets (with power assisted cloth lined tops), two and four doors. The 220s were shorter wheelbase, these models sported straight 8 2.2 litre engines (with single and eventually double Solex carburetors) and manual four-speeds. The A300s had larger 3 litre, single overhead cam engines with manual four speeds and 3 speed automatics introduced in 1955. This engine was also used in the 300 SL, the famous Gull Wing and roadster models, and sported a unique direct injection fuel system. Pat has both a roadster and a Gull Wing, both of which he has



driven for a while and the Gull is currently "levitating" on the garage lift awaiting final wiring assembly. Michael said to me: "Did you see that wiring chart on the work table? Makes a Morgan diagram look like a hopscotch game chalked out on the sidewalk!"

Another "barn" houses the 1960s Mercs, a mix between "fintail" and "pontoon" styled 200s, and a can't miss standout, an A600 LWB four door limo. This is not a powder puff, and true to form, Pat took this land yacht on a recent Wine Country Car Club run, and I can personally attest, following his line on the twisty turns at speed. Stewart, speaking of speed, "my favorite is the 280 down the row with the S600 engine, a muscle car for the ages!"

Now, if this weren't enough, there are a couple of 356 Porsches, a **Series 1 XKE**, **Ariel** and BMW R69 motorcycles, a '53 GMC 3 window pick-up, a '53 GMC Fire Truck (working, Volunteer FD vehicle), a '50 Dodge hauler converted to a flatbed transporter for all these beauties, and last but not least a **'37 Packard coupe** with a rumble seat, that should be rightly called the "American Mercedes".





Pat Matthews, kindred spirit, many thanks to you for our "Mercedes Madness" Day
and Michael & Stewart, many thanks for the "SogMog" that made it all happen.



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The Club's Annual Awards

The Leaky Cup.

This is a Perpetual Award and the original idea behind it was to reward and honor a new member who showed the most enthusiasm, attending the most events, hosted an event, that sort of thing. Barring the lack of such, it should go to a "newish member" or one with resurrected enthusiasm in a "vintage" member.

The name of the Cup is derived from its original possessor, Dr. Louis Leakey, famed paleoanthropologist. While researching in Tanzania, he discovered the cranium of Homo Habilus. In his memoirs, he divulged that Homo Habilus (who should have been properly named Homo Habilus Morganus) was discovered at Olduvai Gorge and appeared to be attempting to adjust the SUs in his Morgan Plus 4 using only the femur bone of a Patchycrocula Brevirostrus, the giant hyena of that era.

The award was created by Dennis Glavis with his Super Sports likeness (model) situated on top after he obtained it from Homo Habilus. The award was first presented in 1994.

The Matt Dillon Award.

This award was sculpted by Steve Miller's father from wood and honored the dedication and service to the Morgan Plus 4 Club (as the Northern Club was then called) of one member throughout the year, or for some years ongoing. Such was the case when Matt Dillon served as Club Treasurer for many years, and the award was created to honor his memory.

It was first awarded in 1982, and is the most prestigious award the Club presents each year. It is also a perpetual award.

The Flog Mog Mileage Award.

Created by John Burks and traditionally presented by himself and Dave Sneary, it was first presented in 1997.

The Racer's Award.

Created by Bill Fink, it was first presented in 1996, and retired in 2010.

The Soggy Bottom Award.

Created by Kathy Tollworthy at the suggestion of Doug Hamilton. It was first presented in 2004 as an award for stalwart behavior during an event. It usually takes the form of a Morgan tea towel.

The Tough Break Award.

A plaque created by Larry Ayers out of a Morgan racing trike broken stub axle. It is a perpetual award first presented in 2006.

The Annual Brotherhood Plaque MOG NW.

This award was first presented in 2009. It is annually passed among members who helped produce the Centennial Celebration.

The Morgazette Scribe Award.

Created by Gordon Craig and Donna Dell'Ario, it is presented to the person who contributes articles to The Morgazette newsletter. First presented in 2010

The Morgazette Photographer Award.

Created by Donna Dell'Ario and Gordon Craig, it is given to a club member for photo contributions to The Morgazette newsletter. First presented in 2010.

The "Moggie On The Spot" Helping Hand Award.

A perpetual award created by Larry Ayers who got the idea after purchasing a "fire extinguisher" drinking vessel/ music box item at a garage sale. (title suggested by Ann Staines) First presented in 2011.

Brief History Of The Flog Mog Mileage Award

Back in 1996, Dave Sneary and John Burks came up with the idea for an award for those who actually drove their Morgans. In the beginning there was an entry form with starting and ending mileage, but few were returned. As Morgan owners are well aware a working and accurate Morgan speedometer is rare indeed. So after the first year it was just given arbitrarily to whomever came to our attention.

The winners were:

1997-	Dennis Glavis-	14,000 documented miles- commuting in various Morgans
1998-	Paul Marchant-	Plus 4 SS - driven everywhere
1999-	Frank Homet-	Lots of miles in an old Plus 4
2000-	George Tollworthy-	Novia Scotia and back in a Plus 8
2001-	Ken and Pat Miles-	All over the west in their Morgan
2002-	Sam Logan-	Flatbed home for 900 miles in his Plus 4
2003-	Wendell Bain-	6 years of no miles with the Plus 4 in garage being painted
2004-	Bob Panero-	Regular use of nice, old four seater
2005-	Marge Scooros-	MOA and more
2006-	Grant Larson-	Drives the Morgan everyday rain or shine
2007-	Marjorie Naughton-	Quarter million miles in her 1957 DHC
2008-	Gordon Craig-	Lots of Plus 4 miles
2009-	Carol Pitman-	Hauler Mauler- ask her about the Peterbuilt she took on
2010-	Lynn Powell-	Columbia Ice Fields
2011-	Bill Button-	Seattle to Key West and back in his old Plus 4

We hope to encourage everyone to enjoy their cars in the way they see fit. For us, the real joy of owning a Morgan is driving it. If you also share this joy please let Dave or John know where Morgans have taken you this year. We would love to hear your stories.

John Burks- burksjohn1@gmail.com

Dave Sneary- davesneary@aol.com

Happy trails!



John Burks made the annual presentation in 2011

Converting to Competition Stub Axles in a Morgan with Front Drum Brakes

by Duncan Charlton, with photos, January 2012, Austin, Texas

One caveat:

My car originally came with 1-1/4" wide drums, but it now sports the later 1-3/4" wide drum brakes because they offer better braking power. I am unfamiliar with the earlier narrow type of drum and its hub, however I believe that this conversion, requiring so little alteration, should work with the earlier narrow brakes.

History:

Before I began vintage racing a 1952 Morgan Plus 4, I had been made aware that the early stub axles were prone to failure under racing conditions. Given that my racing organization allows use of very sticky modern radials, stresses would likely be far higher than what would have been experienced in races in the 1950s and 1960s. At first I carefully inspected the axles after every race but eventually realized I was not getting access to the likely fracture site. More about this later.

The earliest stub axles were known to bend downwards due to cornering forces. Racers would apply leverage from a piece of steel pipe to straighten them. Stronger axles were made, but these would fracture rather than bend. Several iterations of the stub axle were produced, each better than the last. Thicker and stronger competition axles were made, but the thinness of the metal in the original hub/brake assembly for a car with bolt-on wheels suggests that using the larger bearings intended for the competition axle is not a good idea.

Options:

More than one racer of an early Morgan has converted to wire wheels, presumably to obtain the thicker hubs that allow safe conversion to stub axles. One racer has gone so far as to remove the splined portion of wire wheel hubs and convert the hub for use with bolt-on disc wheels.

One authority told me that some competition axles had an improper radius cut where the diameter change occurs, leading to failure, however brand new ones are claimed to be made of much stronger metal and to be machined properly. The Plus 8 stub axle is understood to be the preferred type, however, my measurements indicate the car would gain as much as 3" in track, far beyond what I was willing to tolerate. Plus 8 disc brake hubs have five lugs instead of four, requiring alteration to fit my wheels.

My interim solution:

Until my research supplied a simple answer to the problem, I did my best to inspect the stub axles between races by stripping the brakes off the axle and using a dye-penetrant test kit. Unfortunately, there is a steel collar at the inboard end of the axle (upon which the grease seal bears) which covers the site at which most fractures are known to occur, and unless I was prepared to remove (and thereby destroy) this collar after every race, I would never be certain if cracks had begun to form and propagate.

What I did about the problem:

As mentioned previously, I did not want to convert to disc brakes,



although my race organization lists all Plus 4 types together and likely would not complain if I installed disc brakes. Disc-braked Plus 4s with disc wheels are very rare in the USA, so I would have to use 4/4 hubs and rotors (calipers are apparently the same) if I wished to retain my bolt-on wheels. My organization allows wheels that are 1-1/2" wider than stock, so the cost of conversion to wire wheels would be high if I wished to retain the advantage of wider wheels. However, although these changes are possible, the costs are high for the benefits offered, and I preferred that the car be closer to its original specification.

An engineer friend suggested I look at online bearing catalogs to see if I could find ball bearings (tapered roller bearings apparently were introduced with the disc brake hubs) with the same outer diameter but larger inner diameter to fit the 1/8" fatter competition stub axles. A few hours' worth of investigation uncovered inexpensive locally available bearings that would allow me to use new competition axles and while modifying my original hub/brake assembly very little.

The inner ball bearing (part numbers will be listed at the bottom of this article) is a perfect fit for the axle and hub, but the outer bearing, while fitting the axle perfectly, would need up to 0.020" removed from the bore in the hub where the bearing sits. The aluminum spacer cone would need to be opened up slightly to fit over the axle. That is the minimum required machining to

do this conversion. To provide optimal fit, I used my Dremel grinder to put a 1/4" radius on the inner bore of the inner bearing (I cut open an old ball bearing to confirm that the metal there was very thick) so that it would fit tightly up against the shoulder of the axle. I also had the machine shop modify the screw-on axle nut cover to allow for the extra 3mm length of the competition axle rather than cut off the interfering 3mm, but that was simply a matter of choice. Another optional operation I requested was to drill eight large ventilation holes in the face of the drum. I used my drill press to create eight 1/2" ventilation holes in each backing plate (there are two types of backing plates, which affect where the holes can be drilled. Mine are the type that use aluminum wheel cylinders, and the best place to drill these holes was in the depressed ring near the outer edge of the backing plates.)



Axle 1: The new bearings mounted on the new stub axle



Axle 2: A 1/4" radius has been ground on one side of the inner bore of the bearing on the left to allow it to fit closely to the shoulder on the stub axle.

The work:

Grinding the inner bearing's inner bore created no problem for the bearing because, being a sealed bearing, grit and metal particles were prevented from getting inside. I made a female template for a 1/4" radius and used this to confirm the shape as I ground metal away. I do not think it is critical to have a perfect radius all the way around; I believe it more critical to simply allow the bearing's inner race to meet the shoulder on the axle squarely.

The machine shop removed somewhere around 0.019" from the outer bearing bore and modified the aluminum cone that maintains spacing between the outer and inner ball bearings. These were found to be damaged at the outer face, so they were restored by welding on new



Axle 4: Comparison of original axle (left) to new competition stub axle.



Axle 5: Drum/hub assembly after machine work. The bore has been opened up slightly to fit the new outer bearing and the aluminum spacer cone was repaired and bored out an additional 1/8" to fit over the new, larger stub axle.

metal before opening up the bore. The outer profile was maintained because the aluminum cone's outer ends remained thick enough to bear on the inner races of each bearing. The screw-on axle nut cover was extended slightly by removing the domed top and adding a squared-off bowl shaped piece.

The larger diameter axle would prevent the use of a grease seal, so sealed bearings would be required. The steel bearing retainer must be used with this design and must be cotter-pinned in place once it is screwed home against the inner bearing.

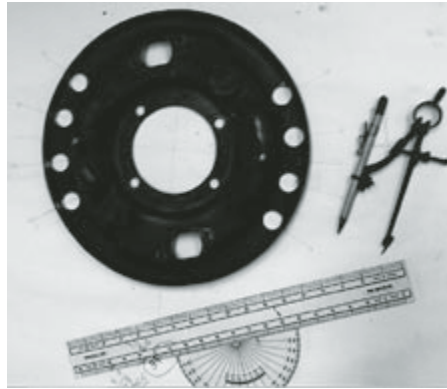
New competition stub axles were obtained from Morgan Spares in New England and while the front end was stripped, new kingpins were installed and the bronze bushings in the new stub axles were reamed to fit. Initial fit was very tight, so I carefully cleaned the bore of the kingpin hole to be sure there was no grit or metal particles remain-



Axle 6: The original steel bearing retainer is used, but without a grease seal (note the bearing is the sealed type), which would now be too small to fit over larger competition stub axle. The screw-in retainer **MUST** remain in place and must be cotter-pinned for safety. Because the new bearing has a very slight different thickness, I re-drilled the cotter pin hole in the drum hub so that the retainer could be screwed in against the bearing and be secured in place. You can see the hollow conical aluminum spacer showing behind the inner race of the ball bearing.

Axel, cont'd from page 21

ing from the reaming process and ran the kingpins back and forth through the holes while coated with metal polish until there was no binding. I also took this opportunity to make some gaiters for the rebound springs. Scrap suede was available, so I wrapped the springs with this and used rivets to hold together the leather. These will keep in the grease that extrudes from around the lower kingpin bushing and keep out some of the grit that this grease typically picks up, hopefully extending the life of the mild steel kingpin and lower bushing. Hard-chromed kingpins would have been ideal, but since this race car remains garaged between races and I live in a fairly dry climate, I was not too concerned about corrosion of the mild steel, which can cause bushing wear.

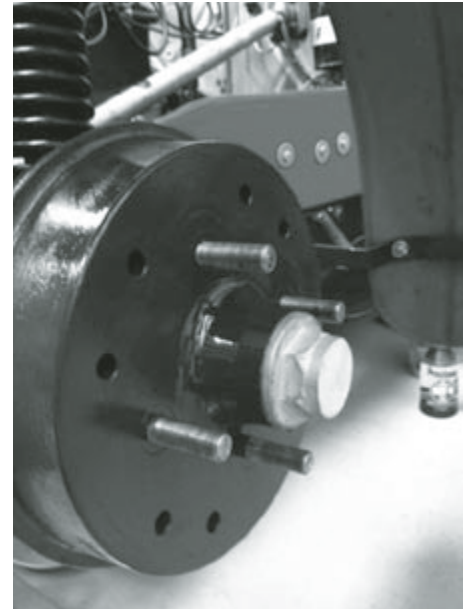


Axle 8: Ventilation holes were drilled around the edge of the backing plate to improve brake cooling.

The final result was a stronger axle (with no alteration in track width) which allowed me to use drum brakes and bolt-on disc wheels.

Part numbers for the bearings:

Inner bearing: 1654-2RS (local bearing shop listed them as 1654_



Axle 9: The final appearance, showing the altered axle nut cover.

DC) – \$14.48 each.

Outer bearing: 6204/012-2RS (local bearing shop listed them as 6204_2RS X 3/4) – \$10.33 each.

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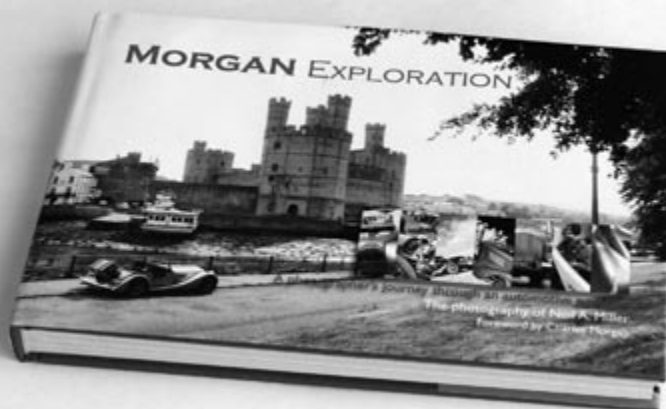
This year is the 60th Anniversary of the Plus Four. A badge has been struck to honor the breed.

Contact Dennis at MorganWest for further details.

(See Ad, pg. 6)



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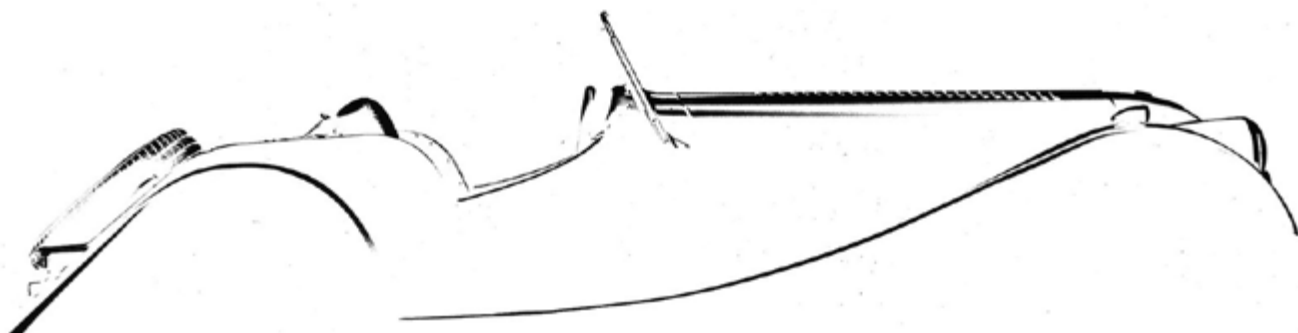
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