

July ~ August 2014

Inside:

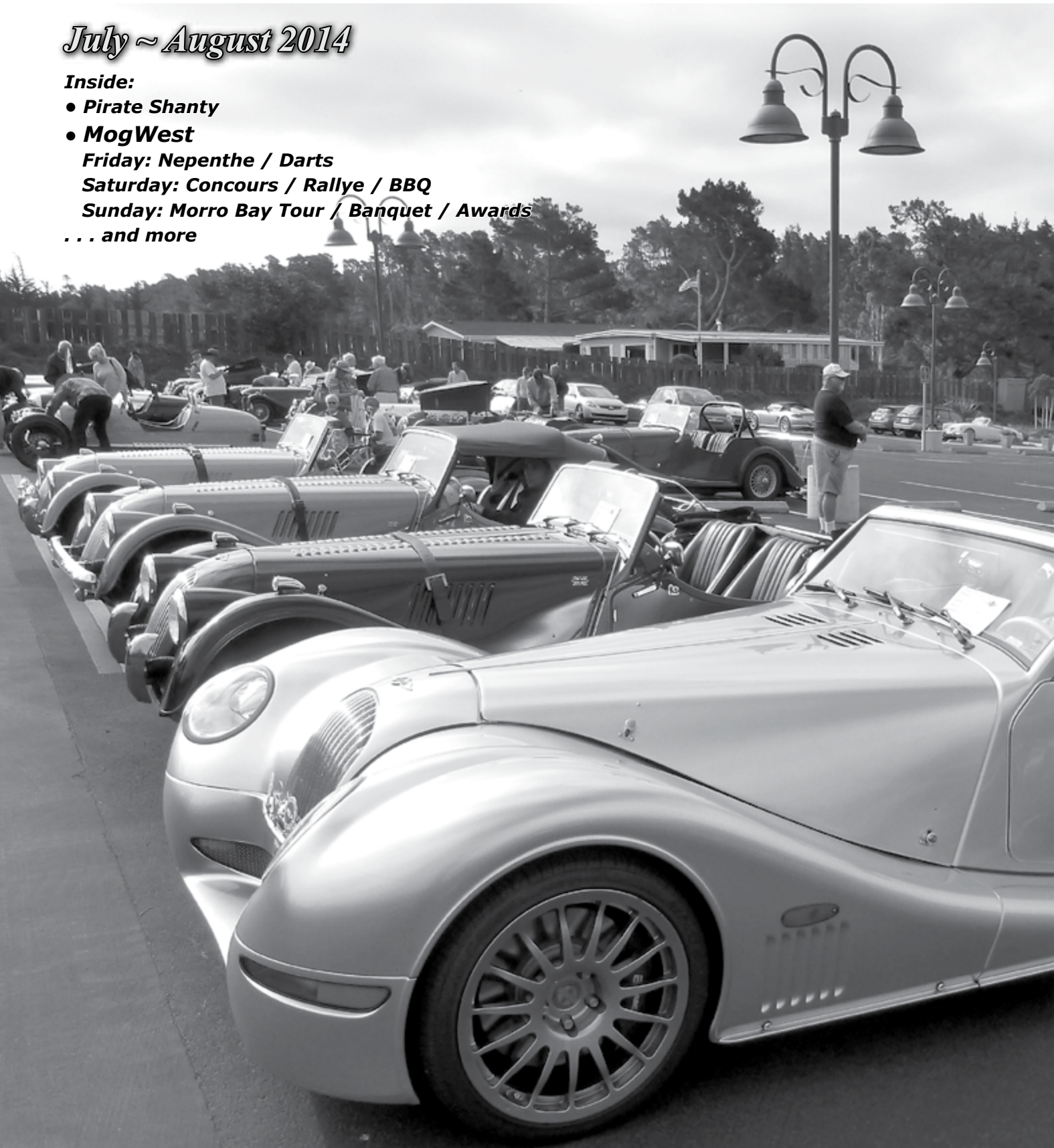
- **Pirate Shanty**
- **MogWest**

Friday: Nepenthe / Darts

Saturday: Concours / Rallye / BBQ

Sunday: Morro Bay Tour / Banquet / Awards

. . . 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 2014

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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:

Sept-Oct issue • Sept 19

Nov-Dec issue • Nov. 21

Jan-Feb 2015 issue • Jan 21

Classified ads placed by members will run one time.

Please notify the editor if you wish to place the ad again.

The **Morgazette** is now available in a digital format as a web PDF. Contact the editor.

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

Welcome New Members

Heinz Battermann
Oakland, CA 94611
2012 red three-wheeler

Anton and Laurie Nicolas
San Mateo, CA 94402
1967 white +4

Joe and Cathy Cibit
San Diego, CA 92107
1967 red+4

In Memorium - Rest in Peace

John Leahy
Fairfield, CA
1979 +8, BRG "MOGEE"
aged 70, member since 2010

Cover Photo: Magnificent examples of Morgans at the MogWest Concours. Photo by Elaine Fisher



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

August

14TH THURSDAY • Pebble Beach Tour, Carmel-by-the-Sea

FLYER

***15TH FRIDAY • Morgans in the Meadow BBQ,** Carmel Valley. Contacts- Loren Steck & Annette Yee.

15TH-17TH- FRIDAY—SUNDAY • Rolex Monterey Sports Reunion (Races), Laguna Seca.

17TH SUNDAY • Pebble Beach Concours de Elegance, Carmel.

September

FLYER

13TH-14TH SATURDAY –SUNDAY • British Fall Classic 2014 British Car Tour, Reception, Show Morgan Hill, Online registration at: www.thebritishfallclassic.com

27TH SATURDAY • Ironstone Vineyards Concours de Elegance, Murphys, Contact tbd

***29TH-Oct 3RD MONDAY—THURSDAY • FLOG MOG tour.** Contact- Dave Sneary. (NOTE date change)

October

5TH SUNDAY • The 2014 Niello Concours at Serrano. Featuring Packard & 100 years of Maserati. 4525 Serrano Parkway El Dorado Hills

FLYER

***17TH-19TH FRIDAY—SUNDAY • Oktoberfest & Talent Show.** Contact- Audrey Haines

November

***15TH or 16TH SATURDAY OR SUNDAY (TBD) • Turkey Trot Tour,** Contacts -Gordon Craig & Tim Waller.

December

***13TH SATURDAY • Holiday Party,** Oakland Yacht Club. Contact - Elaine Fisher.

***26TH THURSDAY • Boxing Day Run-** Contact Wendell Bain.

January 2015

***11TH SUNDAY • Oyster Run XXI,**Contacts - Larry Ayers & Donna Dell'Ario,

***TBD • Planning Meeting & Potluck**

Now that we are into Summer, the number of club activities have slowed down a bit.

June saw an excellent turn out for Sea Shantys and supper at **Quinn's Lighthouse** on the 19th. The rollicking band played and sang, with the participation of a full crowd of Morgan's pirates. Plenty of good food and fun. See the article and pictures in this issue.

July, of course, was **MogWest**. You (and I) will read a day-by-day account of activities in the following pages. I look forward to hearing all about it, and am very sorry to have missed it this year.

Looking ahead, August will see the Monterey long-weekend of the Pebble Beach Tour on Thursday, **Friday the 15th is "Morgans in the Meadow"** hosted by Loren Steck and Annette Yee. Look for the event flyer in this issue. Saturday and Sunday are the vintage races at Laguna Seca, and Sunday is the Pebble Beach Concours. Attend all or, if you can't make all, be sure to come to the Steck & Yee party.

September has the **Ironstone Concours** on the 27th, and **FLOGMOG** runs from September 29th to October 3rd. Note that FLOGMOG is FOUR days this year, and that the calendar below shows this change. I will send you all an email blast in Mid August with further details.

Happy Motoring, and Drive Those Morgans,
Jim Taylor

1935 MORGAN 3 WHEELER
MX4/SS Barrelback,
"spectacular full restoration"

NEW 2013 MORGAN ROADSTER
3.7 V6 '65 Porsche Medium Ivory

NEW 2013 MORGAN ROADSTER
3.7 V6 '65 Sport Blue

NEW 2013 MORGAN 3 WHEELER
Brooklands Edition, Polished Alloy

NEW 2013 MORGAN 3 WHEELER Black Cherry Metallic

NEW 2013 MORGAN 3 WHEELER Porsche GT Silver!

2012 MORGAN 3 WHEELER
Red, brand new, full warranty
2014 suspension upgrade

2005 MORGAN ROADSTERS:
Two Tone Blue Metallic/-
Silver Blue Metallic

2003 MORGAN PLUS 8
Brooklands BRG/Stone leather

2003 MORGAN PLUS 8
Royal Ivory/Red Leather
35th Anniversary

1989 MORGAN PLUS 8 BRG
Black Wings, Tan Leather

1967 MORGAN 4/4 SERIES
V British Racing Green

1965 MORGAN PLUS 4
four seater BMW Laguna
Blue, new chrome

1962 MORGAN PLUS 4
SUPERSPORT ROADSTER BRG/Black

1962 MORGAN PLUS 4
SUPERSPORT ROADSTER Soft
Yellow body/Black

1961 MORGAN PLUS 4 DHC,
Red/Black Leather, chrome wire
wheels // **DRASTIC PRICE REDUCTION**

1959 MORGAN PLUS 4
DROPHEAD COUPE Kingfisher
Blue, stunning restoration.

1934 MORGAN 3 WHEELER
29 Historic Races and
Concours, fully restored

OTHER MARQUES

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manual or 430HP/AT

2011 ZOLFE ROAD ROCKET

1989 BMW 635csi, rare and
immaculate, manual transmission



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The Prez Sez...

By Michael Rubin, President

It was great to see everyone. Sorry, we missed you.

Those are two thoughts following **MogWest 2014** at Cambria where the turnout seemed a little off this year, but we had a great time.

Alas, it was the first time in my memory (which in the case of MogWest only goes back eight years) with no classic trikes, save Michael Hattem's barrel back. A nice car – and we were happy to see it cruising along Highway One on Sunday so it isn't just a trailer princess.

There were more than a couple of the new trikes, with Larry Ayers' Papaya orange beauty along with a shiny Brooklands model from Dennis Glavis and a hot looking "murdered" version: i.e., all black with black wire wheels and blacked out exhaust. Of all the various iterations of the new Trike, this one really looked the best...to me and at least one or two others checking it out at the concours Saturday morning.

But none of the rattling, spitting old fashioned versions. I recall three or four years ago when three trikes in formation swept into the Carmel parking lot where we gather for the run down Highway One. George Tollworthy "confessed" to an interested local who wondered what was going on that they'd all just escaped from Disneyland.

My highlight of the weekend was Bob Schmidt's emotional comments accepting the "Best of Show" trophy for the concours. You can read all the details and see this sweet 1950 Morgan 4/4 in the centerfold but it was special to hear the feelings that went into completing a project that had begun with the late Steve Roake. To look is to drool, but to hear Bob tell the story of Steve Roake and the Schmidt families is to get a little misty eyed, and everyone in the room marked the occasion with a standing ovation.

Another nice touch came from the Northwest – Bill Button sent a large "Morgan Heroes Loving Cup" for George and Kathy Tollworthy for a long ago act of side of the road kindness to Bill and his late wife Geri. They were all alone, soaked and stalled by the side of the road in a torrential downpour somewhere in Louisiana on Morgans Over America 2000, when the Tollworthys pulled up. Never at a loss for words, Kathy remembered hollering to the soaked and stranded Buttons: "Are we having fun yet?" Gordon Craig did the presentation honors.

The cars are what we all have in common and seeing cars like the Best of Show 4/4 (To the best of my knowledge, it was the completed 4/4's first public showing) make MogWest special. Ditto for Frank Homet's Plus 4 Super Sports, a former competition car he wheels on the open roads. Words alone do justice to neither for very different reasons.

And commentary doesn't do justice to three days of Mogifying with good friends and confidantes. People couldn't get enough at the various planned events and gathered late into the evenings for "after yammers" including one that wound up at Elaine and Phil Fishers' place in the dark deepest reaches of Cambria Pines. My favorite remark of the weekend came from Joyce Hamilton...she and Doug had wandered around trying to find the location, "and then I heard the word 'differential' and knew we were in the right place!" Host Don Henry welcomed them in to fresh Linn's Olalallaberry pie--al la mode, of course. It was a giant Morgan slumber party.

Some of us continued the weekend party on Monday, caravanning back up Highway One. (Who wants to drive the 101 in July without air conditioning? Not me, said we eight...though Phil and Elaine Fisher could have put the top up on their sleek AERO and flicked on the a/c. Not so for Linda and I as well as Gordon and Maggi Craig and Bob and Thorley Murray.) At Gordon's suggestion, we stopped for lunch at Lucia and though the place looks nothing as trendy as Nepenthe, the view was stunning and the food gave Nepenthe a run for the \$\$\$\$. Those who had the special bleu burger with bacon and caramelized onions said they were outstanding....next year! Watching the two servers nonchalantly traipse down two flights of stairs, both arms loaded with plates of sandwiches, salads and (excellent) French fries was worth the price of admission by itself.

Techies, we need techies

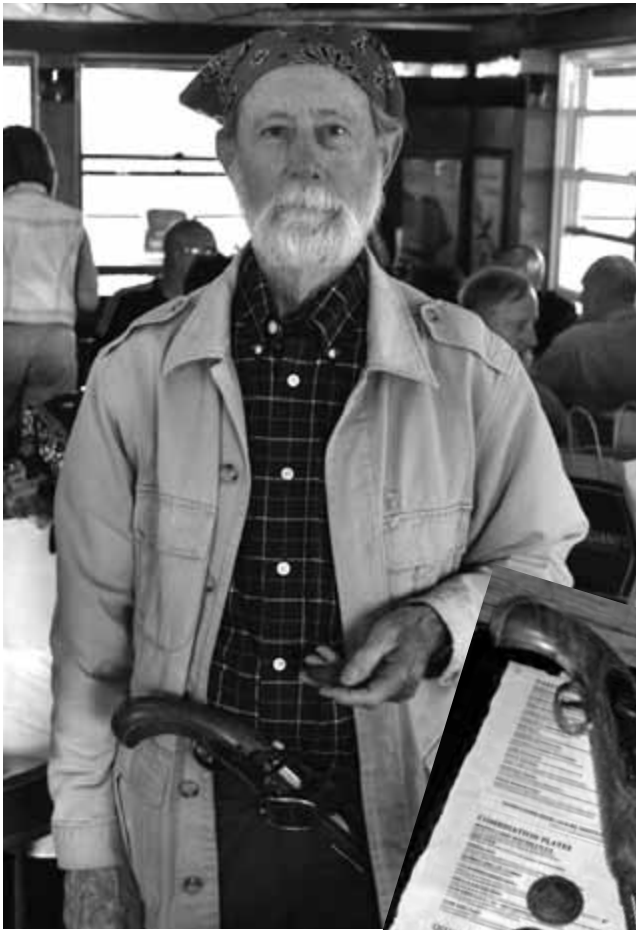
The Morgan Sports Car Club of Northern California has enjoyed special treatment by the folks at Isis with Tcherek Kamstra handling our website as a favor. Isis is redoing its web presence and the time has come for us to consider how to do the same.

Most of us are on the internet one way or another and it's the best way we have available to be available – visible – so others of a similar Morgan ilk can find us and see what we're up to. It's also a slick way to make

Continued on page 26

The “Shanty” at Quinns

June 19 • Story by Gordon • Photos by Don Henry and Gordon



1ST Mate Hamilton with vintage doubloons and pistol.

Aye, matey, quite a few of the Morgan pirates crew mustered at Quinn’s Lighthouse on the Oakland estuary shore and shivered their timbers for the Shanty Songs, Food and Grog that Thursday night.

Led by our Fearless Cap’n Don O’Henry, we stormed the Upper Deck, seized the wheel and in wait for the treasure, we lay our dirks, flintlocks and short swords down on the tables. Pretty soon the Grog and Grub came served up by the able crew, and we ate our weight in chests of gold doubloons.

Skip Henderson & The Starboard Watch led us in song and shanty, chorus and verse, and some of us jumped the deck to dance and dose se doe with the Regulars from Coast Guard Island nearby, “Weigh Hey and Up She Rises...”, hands a’clappin’ and whoops and hollers from scuppers to crows nest.

In a flurry, Peanuts went flying, bopping on heads and landing in soups, and Cap’n Skip laid down the law, “Throw’em again, and Walk the Plank!” he shouted and so we all Hove To, eventually.

Shiver Me Timbers, Oh We had A Great Time On Board the Mighty Quinn!

Thanks to Cap’n Don Henry!





Damsel Maggi cuts the rug with a Coast Guard "privateer"...



Bosun Paul Marchant.



Indy Vintage Races June 6-8 from Dale Barry

All, Gordon (Lismore) thought others might like to see the attached photo - We were participants in the first ever vintage races at the Indianapolis Motor Speedway a week ago. The races were held on the 2.6 mile road course track as well as on the Indy 2.5 mile oval and we had 5 sessions on each for about 20-25 min per session. There were 11 groups of like performance to avoid large speed differentials. There were over 600 vintage racecars there and about 35 Pre-War racecars - We were part of the P-W group with **our 1935 Riley-Ford champ car, red #16**. The attached photo shows us leaving the oval after one of the events. I believe there were 4 P-W racecars from CA. The tow was about 2200 miles one way and it took 4 days from CA to IND and then return in a like time.



2014 - Another Morgan Milestone

This year celebrates the Morgan Motors building on Pickersleigh Road, built and opened by HFS Morgan 100 years ago. For a wonderful reminiscence of the 75th anniversary of this event, go to <http://simanaitissays.com/category/classic-bits>

Correspondence

Gordon Craig, Editor

2014 Portland International Raceway Historics, July 13

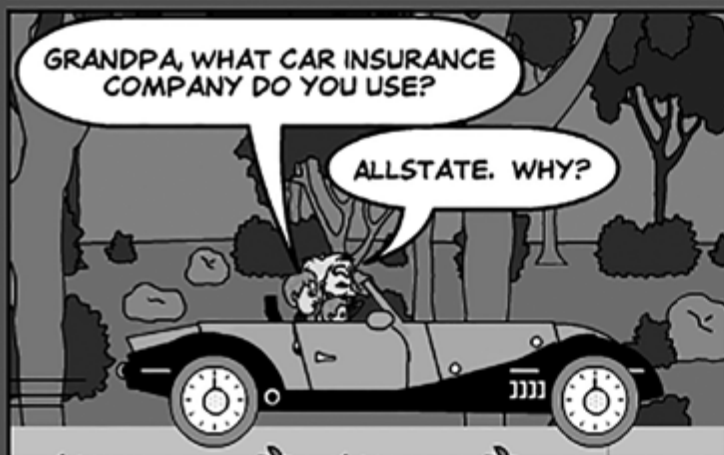
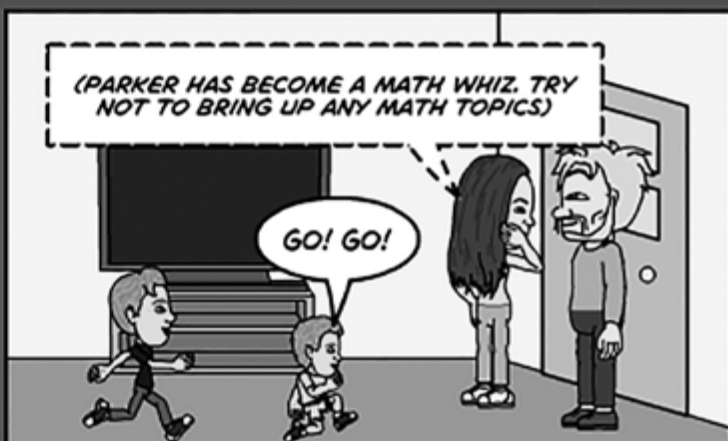
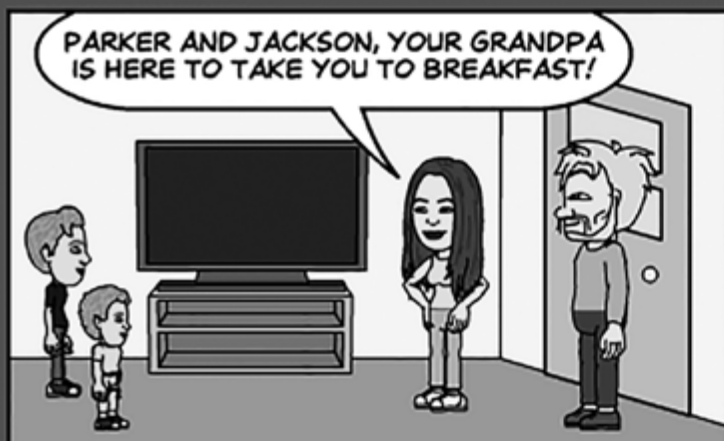
Veteran Morgan racer **Tom Morgan** led all 17 comers in Group 1 (Early Production Cars) in his 1956 4/4 with a best lap time of 1:54.438 and 1st place win on the 1.977 mile road course. There was the small matter of a wet track and rooster tail spray from the open wheel cars in the Group to overcome as Tom wheeled his way to victory. Congratulations! Nice shots of Tom in anger in photo gallery (nos. 68, 91 and 96) accompanying the PIR Historics lead story in on-line Sports Car Digest for July 31st. Go to www.sportscardigest.com

The Beart Special - A Trike One-Off

From Jim Baker, U.K. I recently re-found a photo of what was my Beart Special Morgan, at Oulton Park taken I think in the mid eighties.



I bought it through "Exchange & Mart" c.1964 by offering to pay £5 more than any other offer! It came with an incorrect 8 valve Anzani engine which years later I was able to exchange for a KMA Blackburne. Originally it had a KMB but they are VERY rare. I rebuilt it over many many years using original bits wherever possible. Somewhere I have photos of various stages of the rebuild from bare chassis onwards. I would guess that the only parts of this car (built at Beart's works in Kingston on Thames) that came out of Malvern were the hub caps. Everything else was special. JimB



The trip to Cambria from the Bay Area ~ either by scenic Highway 1 or by US 101 & 46.



Joyce & Sherry



The lunch crowd at Nepenthe, later an Oscar winning actress walked right by unnoticed!



Above: Inside Nepenthe, Gordon & Maggi, Linda, Laurie & Nick



[L] Bob & Thorley



Map by Flash Earth



Dart Masters, Donna D & Larry Ayers, at the Bonus Board that provided a real challenge while celebrating 100 years of the Morgan Factory.

Saturday Concours

July 19, Morning • Photos by Larry Ayers, Gordon Craig & Elaine Fisher

Forty-Nine Morgans, including Bill Fink's original, very first +8 arriving that morning, filled the rows at Santa Rosa Catholic Church parking lot. Not pictured, but of note, new MSCC/NC members Jack Fuller 4/4, Anton and Laurie Nicolas +4, and Joe and Cathy Cibit +4, would eventually win 1,2,3 in the Roadster Class, a great day out for starters! Ron & Kathi Garner brought their just completed +4 DHC shipped from Boston to L.A., motored up to Cambria, this car has had a big following on Morgan internet groups as Ron and family built the car over the past year with periodic stage completion blogs, surmounting all the "fiddley" assembly intrigues involved. Beautiful workmanship, to be "topped" by Barbara Willburn, cheers!

The Brothers Ryan carry on the family tradition of keeping up their late father's Lawrencetune +4. Michael and Ryan inherited the car together and exchange it every year at Cambria such that it lives with Michael in SoCal and then north with Ryan in San Francisco. Love and joy revs on in that family, just radiates from the car, wonderful.

Many thanks to Gerry Willburn and his terrific crew of Morgan Club and local area judges.



Spit and Polish by Don Henry on his Pride & Joy (above) and Ron Garner's black and red wires (below) DHC gets a going over from John McNaughton.



Bob Schmidt holds forth with tales of his ex-Roake Flatrad restoration as Cousin Bruce "soaks up the ambience".



Carolyn and Fred Klein's pedal-trike is the smallest, but not the least, of their 7 Morgan fleet.



A first of its kind Morgan Trike "Selfie"! Larry Ayers, Deanna and Gary Balzer, and Dale Barry reflect on it.



Someone must have yelled "paparazzi" since everyone turned and showed their "good side".



A sea of hoods and bonnets. . .



Last year, there were an equal number of vintage and new trikes (3:3). This year, the trend of new to old went 4:1. Dennis Glavis' 2014 polished alloy Brooklands edition and Michael Hatten's 1946 F model were standouts in a gleaming field.



Shiny Plus 8s and lots of other bits (above).

Frank Homet's character-patina driven +4SS swept the field for Termite Motel



Bob Schmidt's beautifully restored ex-Roake 1950 4/4 Flatrad.

Rallye Maestro John Willburn timed us off in one minute launches for this year's afternoon Central Coast Tour, a longish yet relaxed one of 95+ miles. The Navigator's Directions had some very specific speed limits/durations on various segments, higher degree of TSD (Time, Speed, Distance) than usual, so it made for some precise driving in stints. And proved a rather handy education for the rural gravel sections, beautiful and shaded, kept the dust down, too.

The results (see pg. 18) cannot honor all the valiant Morgans and "others" who completed the rallye. **Thanks John, for another Nice One!**



Nick, Donna, Thorley, Steve and Lynnette hang out in the shade .



The queue forms up after lunch, Prez Michael Rubin consults with his navigator, Linda.



Bill Fink mind melds with the very first +8, yes, it is



Janine Hatter's cup holder



Rallye Master, John Willburn, at the final check point ~ hope you didn't miss him!



[Upper Left] Two Modern Trikes await the start of the rallye.

[Left] Look Ma, No Dust!

[Above] Too bad this isn't in color! After MogWest last year, Pamela Glavis' Papaya-colored V6 Roadster inspired Larry Ayers to order his 2013 M3W in "papaya." The colors don't match exactly when seen side-by-side, but both are beauties. Here Larry & Pamela celebrate a successful Rallye finish.



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This 1950 Morgan 4/4 just won "Best of Show" at the MogWest Concours! Now owned by Bob Schmidt, this car has a lot of club history. It belonged to the late Steve Roake, who bought the car in England in 1961. He drove it all over Europe as far as Istanbul, then returned to the U.K. and shipped it here. The car still has its original U.K. license plates and 1964 California plates. Steve joined MSCC/NC and drove the car in many club events until he bought a later "lowline" +4 for all the longer tours and MOA events he co-sponsored.

Having "retired" the 4/4 for some time, Steve approached Bob in 2006 to engage in a meticulous and accurate restoration true to the day the car came off MMC assembly line in 1949. The original Standard Special engine, Meadows gearbox, differential, brakes, wheels, suspension, most of the interior would be refurbished (see insets of engine, interior). But much of the frame was badly rusted, and the lower parts of the wood sill, valences and the rest of the body frame were rotted. The frame was replaced with the original numbered cross member welded back in, the body tub was rebuilt with fresh ash sections grafted back on to the original, and all wings and steel body panels were restored and repainted. Bob and his family of co-restorers brought the car to a "roller" stage for Steve, he took it back in 2009 intending to fit a new handcrafted honeycomb radiator and grille surround. Sadly, he passed before he could complete this work among his many other projects. Over time, Bob negotiated with the Estate and was able to purchase the nearly finished car last year. Bob completed the "weather gear" you now see.

Steve once effusively described this car to me as "My Baby!" Congratulations to Bob Schmidt, his family and Steve Roake for keeping this modest little 4/4 alive and a thing of beauty all these years, like many a Morgan, a car with all heart.

Gordon Craig





We gathered at the Willburn Ranch, Hwy. 46, for the traditional MogWest BBQ & Haggis feast, welcomed by our gracious hosts, Lynn and John Willburn.

Led in procession by Piper Steve Ponsi, John Willburn, yours truly, Gerry, Lynn and Derek Willburn bore the Haggis in pomp and ceremony, and Kathy Tollworthy recited Robbie Burns "Ode to a Haggis" in proper Scots. All Hailed the Great Haggis and came forward to partake of "The Precious Beastie" with a dram or two chaser.

Linn's of Cambria provided a sumptuous BBQ of pork, chicken and tri-tip, various salads, and a yummy chocolate raspberry cake dessert. A selection of local wines were available from Poalillo Vineyards of Paso Robles to whet the appetite. Many, many thanks to our hosts for having us over, year in, year out, gordon



The Haggis procession led by Steve Ponsi on the pipes, John Willburn (sword), Gordon Craig (Haggis), Gerry (Whiskey bottles) and Derek Willburn (sword).



Kathy Tollworthy graced the gathering with Burn's "Ode to the Haggis"



A portion of Haggis and wee dram of whiskey.



A Bugatti in the Willburn's shed

Sunday Morro Bay Estuary Run

Photos by Larry, Gordon



Near the Morro Bay Inn — site of the first Mogwest — is the Natural History Museum at Morro Bay Park. We gathered for tours of the birdlife, shore habitat and estuary geography that border the Park.

Lovely weather, enthusiastic docents presenting indoor-outdoor exhibits, and walking tours of the shoreline carried us on a timeline of millions of years from tremendous volcanic and oceanic activity to ever diverse biological change in flora and fauna. Did you know the **iconic Morro Rock** and the steep climb up Hwy. 46 ring of mountains are the “plugs” of massive cinder cones?

There is oyster harvesting today in the estuary that is about to become the new home of the Drake’s Bay Oyster Co., once it leaves the Pt. Reyes National Seashore later this year.

After the Tour, we sat down to a catered box picnic lunch amid the campgrounds of the Park. **Many Thanks to Dick and Lois Love** for arranging this run and seeing to all the details.



The vistas and lectures were enjoyed by all.





The Tollworthy Heros Award
from Bill Button



Morgan & Anne Staines' son and
soon-to-be daughter-in-law.

Darts

Notes by Donna D.

It was exciting to see Sarah get a prize for Darts, since she had waited so long to play. Sarah has come to every MogWest since she was 3 months old. The newsletter editors, Michael Hattem (Format) and Gordon Craig (Morgazette), had their "shoot out" again this year and Gordon led by 1 point, but neither got bonus points... Only one Bull's Eye, achieved by Lee De Brish.



Bravo! Lynn Willburn and David
Haines cheer the winners.



Carnak The All Knowing, The
Magnificent MC, proved
there ARE answers to
EVERY question!

Darts

Lads



- 1st • Ted Robinson
- 2nd • Jason Len
- 3rd • Derek Willburn

Darts

Lassies



- 1st • Sue Howlett
- 2nd • Pamela Glavis
- 3rd • Sarah Hattem



Rallye

Wiping Up the Rear

Sarah Hattem &
Billie Jo Mainerich



Welcome! Past president, Norm Kear, current
Club Presidents, Carolyn Klein (SoCal) and
Michael Rubin (NoCal) opened the ceremonies.

Rallye

4-Wheel Morgans

- 1st • Mel Cohen
- 2nd • Fred & Carolyn Klein
- 3rd • Michael & Linda Rubin
- 4th • Ron & Kathy Garner
- 5th • Michael & Susan Harris



Rallye

3-Wheel Morgans

- 1st • The McGills
- 2nd • Dennis Glavis
- 3rd • Larry Ayers & Dale Barry



Rallye

Non-Morgans

- 1st • Deanna & Gary Balzer
- 2nd • Tim Waller & Alice Gentry



Rallye

Captain Wrong Way Peachfuzz

Bob & Peter Schmidt

Bob and Peter got this
award last year.
Broke it. Patched it.
Brought it back... only
to get it again this year!



Concours

A • Premier Class

- 1st • **Al Gebhard (& sons)** +4 four pass
 2nd • Roy & Joni Gustaveson +4
 3rd • **Bob Murray** +8+



Concours

B • Roadsters



- 1st • Jack Fuller 4/4
 2nd • **Anton & Laurie Nicolas** +4
 3rd • **Joe & Cathy Cibit** +4

Concours

C-1 • +4 Drivers Class

- 1st • Mike & Jim Ryan +4 Lawrencetune
 2nd • Larry Reynolds +4
 3rd • **Maggi & Gordon Craig** +4 four pass
 4th • Ted & Sandi Robinson +4



Concours

C-2 • Drivers 4/4 & +8 Class

- 1st • **Lynn Willburn** 4/4 roadster
 2nd • Lois Love 4/4 four-pass



Concours

H-Limited Production

- 1st • **John & Lynn Willburn** +4+
 2nd • **Brian & Sue Howlett** +4 race car #111



The Great Carnak made every presentation correctly!

Concours

D1 • +8 Class

- 1st • **Michael & Janine Hattem**
 2nd • **Katherine Bard**
 3rd • **George & Kathy Tollworthy**



Concours

G • Three Wheeler Class

- 1st • Michael Hattem F4
 2nd • **Dennis Glavis** 2013 M3W
 3rd • **Larry Ayers** 2013 M3W



Concours

D2 • V6 & Aero Class

- 1st • **Pamela Glavis**
 2005 V6 Roadster
 Accepted by Dennis
 2nd • **Phil & Elaine Fisher** Aero 8
 3rd • **Brian & Sue Howlett** V6 Roadster



Concours

E • Drophead Class

- 1st • Dennis Glavis 4/4
 2nd • Jason & Bonnie Len +4
 3rd • **Ron & Kathy Garner** +4



Farthest in a Morgan

Ron & Kathy Garner

Concours

F • Four Seat Roadsters (P)

- 1st • **Michael & Susan Harris** +4
 2nd • **Linda Cannon** +4
 3rd • Michael Murphy +4
 4th • **Merlen Kearney** +4 four pass



Awards cont'd next page

Concours Best of Show

Bob Schmidt
1950 Flatrad
ex-Steve Roake



Bob & Peter Schmidt accept the trophy and plaque.

Perpetual Annual MogWest Trophy Pamela Glavis



Dennis Glavis accepted the trophy from Michael Hattem for Pamela Glavis, overall winner of MogWest 2014.

Termite Motel

Frank Homet



MogWest 2014



Standing ovation for Bob Schmidt

Thank You

To those who make it happen:

Event Coordinators:	Audrey Haines & Gerry Willburn
Trophies:	Dennis Glavis
Registration:	Joyce & Doug Hamilton
Concours Staging:	Michael & Sarah Hattem
Master of Ceremonies:	Morgan Staines
Darts Tournament:	Larry Ayers & Donna Dell'Ario
MogWest Regalia:	David Haines
Rallye:	Lynn & John Willburn
BBQ:	Lynn & John Willburn
Concours:	Gerry Willburn
Regalia:	Sandi & Ted Robinson
Door Prize Donors:	Morgan West • Larry Ayers Melvyn Rutter • Isis Imports Cambria Pines Lodge Moss Motors • Mog Dogs Linda Rubin
Sunday Event	Lois & Dick Love

Morgans Love a Parade!

Curry County Fair, Gold Beach, Oregon - July 26 • Story by Dave Sneary, photos by Barclay Schaw

The invitees gathered at the summer home of Barclay and Ginny Schaw on the banks of the Rogue River in Southern Oregon. Our parade weekend started with a catered BBQ dinner on Friday evening. The meal was enhanced with the addition of Karen Powell's out of this world mac and cheese, couldn't get enough of it. Lots of wine and lots of fun.

On Saturday morning we met on a downtown side street of Gold Beach for the staging of the parade. We had a very good Morgan turn out including Ginny and Barclay Schaw, Barbara and John Burks, Karen and Lynn Powell, Cherie and Dave Sneary, Angie and Grant Larson, Chris and Bob Panero and Paul Marchant.

This was a real small town parade that included, the VFW, Rotary, horseback posse

and the full fire department, and many more I can't remember. Gold Beach's Main street traffic was rerouted to accommodate the parade and we cruised down the street tossing wrapped candy to the children, lots of happy faces. The crowning glory for our Morgan group was when we were awarded "The Best Classic Cars Trophy". So that evening it was back to the Schaw's to celebrate our hard earned victory. More wine and more fun.

Sunday morning after breakfast it was hugs and handshakes as we all headed in different directions for the drive home. A great weekend and I clocked 912 miles on the +8 for the trip.



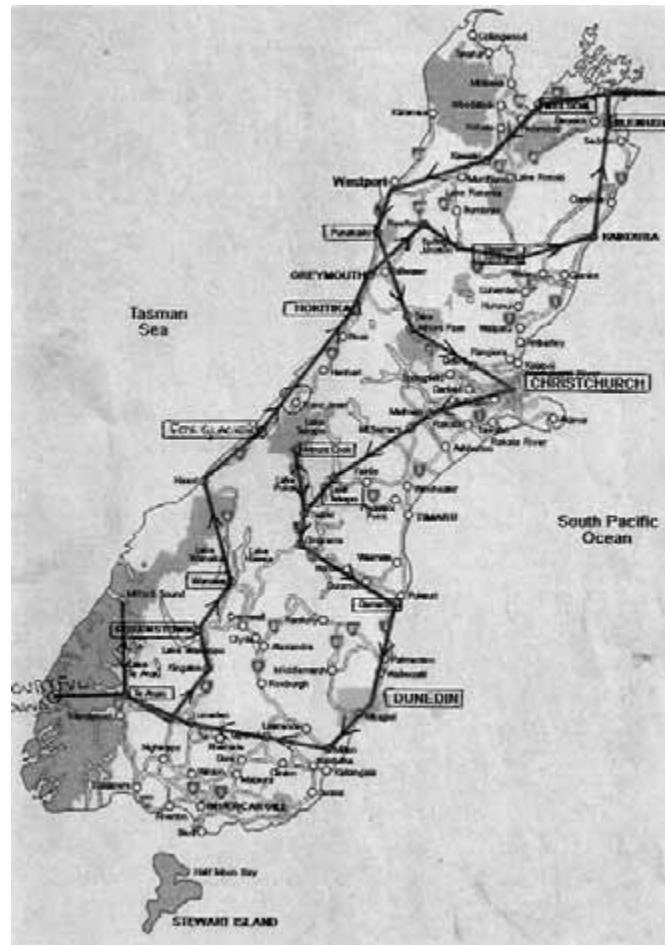
Dave Sneary, John Burks, Barclay Schaw, Bob Panero, Paul Marchant, Lynn Powell



Barbara Burks, Ginny Schaw, Chris Panero, Cherie Sneary, Karen Powell

MONZA- Morgans Over New Zealand Again

Trip of a Lifetime Taken in January-February 2014 • The South Island by Elaine Fisher



Clockwise: Roger Lacey in a Moeraki boulder • Mt. Cook • sheep shearing at Walter Peak • pancake rocks near Punakaiki. • Kiwi crossing?

While the North Island in New Zealand has beautiful sights, the South Island has the Southern Alps with many more beautiful and varied sights and fewer people. This island reminded us of a combination of California's shorelines, mountains, and Yosemite, and the rolling pastures of Wisconsin, as well as our trip through the European Alps last year. For active sports enthusiasts, the South Island offers many opportunities, while we old folks settle for the sport of Morgan driving with gentle walks. This island has many "passes" crossing the country and we drove many of them.

Each couple's trip was quite different. Some participants followed

locals Scott Murray and Doug Lloyd who led others to great places that we missed. We declined the overnight trip on Doubtful Sound, and we just weren't up early enough in the morning to hear of variations to "the plan". As I was just 8 weeks post back surgery, taking it easy was essential.

After a three hour crossing of Cooks Straits on the ferry from Wellington to Picton and exchanging Michael & Patsy Myers North Island "Forgan" for their South Island "Forgan" (one can't take a hire car from island to island), we headed west along the Queen Charlotte Road to the town of Nelson. The next day, as the rain poured down, we visited the most unusual and fascinating Wearable Art & Classic Car Museum.

The following day we drove down the

west coast to Punakaiki to see the Pancake Rocks and Blowholes, then back across the island over twisty Arthur's Pass for our visit to a "still devastated" Christchurch from the 2011 earthquakes. The "Best Fish and Chips" ever were on the menu for our foggy day trip to Akaroa from Christchurch. Others had visited Akaroa the previous sunny day, but we had a flat tire we needed to have fixed.

Then west three-quarters across the island to Mount Cook, via Lake Tekapo, for a 2 night stay, where we hiked, ate, and watched films in the Sir Edmund Hilary Theatre. Back southeast to Omarama, where we visited Morganeers Lindsay and Bev Purvis at their Merino Café, then on to Omaru, where some saw the penguin show and strolled through the old town. We enjoyed the party outside

our rooms and dinner at the motel.

On our way south to Dunedin, a very Scottish town, we stopped by the Moeraki Boulders, where we had a photo-op for those willing to step within the boulders. In Dunedin, some took the Taieri Gorge Railway, while others drove the "World's Steepest Street." We toured the town, train station, town museum and shopped the Cadbury Chocolate Factory.

Then back across the country again on the Southern Scenic Route to TeAnau, where trips to Milford Sound and Doubtful Sound originated. The drive to Milford Sound was very busy with tourists and buses stopping, but we didn't mind, as our cruise on the Sound wasn't until 3 PM. And what a beautiful 3-hour cruise it was out the Sound to the Tasman Sea and back. By the time we returned, there were no tourists or traffic, so we had a glorious run back to TeAnau. This was the best scenic day of our trip.

A goal of ours was to visit the top of the North Island at Cape Reinga, and the bottom of the South Island. While others were on their wonderful Doubtful Sound Cruise, we headed south to Bluff, stopping in Invercargill at Hayes Hardware Store where Burt Munro's World's Fastest Indian Motorcycle was displayed along with many other interesting old bikes, etc. While it is only 1401 miles tip to tip in NZ, we traveled over 4200 miles on the trip in our zig zag route.

On to Queenstown, where we were greeted with a wonderful dinner at Jeff and Nikki Williams home. While in Queenstown others went for jet boat rides on the Shotover River, paraglided off the mountain, and rode up the ski lifts for fantastic views over the lake. Many of us drove the spectacular Paradise Road to Glenorchy, and we all went on the 1912 Steamship TSS Earnslaw for dinner and sheep shearing at Walter



Clockwise: MONZA in Christchurch • outside Omaka Heritage Museum • Phil and Elaine on Milford Sound cruise • Myers' repaired Morgan • Fox glacier with Dave Tozer roadster

Peak across Lake Wakatipu. A few hours were spent in Arrowtown, which so reminded us of Murphy's, CA.

Heading out of Queenstown, with a lovely drive over the Crown Range, we arrived at Franz Josef Glacier soaking wet and laughing from a downpour that started about 15 minutes earlier. Sadly, most of our visit at Franz Josef Glacier and Fox Glaciers were in rain and fog. One couple managed to get a helicopter ride over the glaciers between showers.

Valentine's evening was spent in Hoiatika, then on to Hanmer Springs, where many of us enjoyed the Thermal Baths. We continued northeasterly across the island to Blenheim stopping at Kaikoura for lunch, while some visited the Fur Sea Colony and went on Whale Watching tours.

North to Blenheim on the Marlborough Wine Trail, provided opportunities for visits to friend's wineries and wine/ lunch tours. The entire area reminded us of the Napa Valley several years ago.

We went to the Omaka Heritage Aviation Museum to see Sir Peter Jackson's beautifully staged exhibits of WW1 planes and other WW1 memorabilia.

After 25 days on the South Island and 2500 miles, after swapping the Meyers "Forgan" again, we took the ferry from Picton back to Wellington and the North Island- see the last Morgazette for details. The tour ended with a fabulous final night party at an Auckland BMW showroom where Kiwis Peter and Sally Ross hosted a memorable event, including presentations, slide show, great food and drink and an opportunity to say farewell until the next time we meet.

We are looking forward to meeting up again with Kiwis Grant and Helen Wallace, Tony and Alison Wallace, and Alan and Gail Duffy, as well as many old and new UK friends from MONZA, on the Steve Roake Memorial Morgans Over America VI next year. The Myers Morgan has been repaired and is on the ship back to Oakland.

For other articles on this trip, John Hancock published in the June UK MSCC Miscellany Magazine 2014, and Alan Foster published in the July MOG magazine. If you are interested in reading more, I would be happy to email them to you.

The 1956 Morgan +4 One-Off Sports Racer

Written By Jim Simpson • Photos By Chuck Simpson

From the pages of
Forgottenfiberglass.com,
many thanks for a great
story of another Morgan
+4 One-Off, editor

I am constantly amazed at the East Coast's history of remarkable cars and the people who built them, particularly in the New York area. I've wondered countless times if it's due to the huge population in that area or because New York car shows were so well attended, or people are just plain better car educated. What I do know is that custom car building in the 50's and 60's and perhaps even now, is as prolific in the Northeast as in California.

A few years ago I attended the Barrett Jackson Auction with one of my clients. We were both dumbstruck by this lovely little Morgan Sports racer. Primarily a Ferrari collector, my client's sudden enthusiasm took me by surprise. I reminded him of our rule about buying cars at auctions, that we know going in what our max bid will be and we don't get caught up in the moment...

The car started out life as a typical (if there is such a thing) 1956 Morgan plus 4, chassis #4021. Sold new in New York by Fergus Motors, it was resold as a used car in November of 1958 to Cecil J. Rhodes of Bemis Point, New York. Shortly after Rhodes bought the car, it was involved in an accident that made a mess of the front fenders and grille cowl area.

The car was repaired but not to Rhodes's satisfaction. Though he continued to drive it through the next year, he had largely lost interest in it. He stuck it in the garage, deciding he'd rebody it later.

In the summer of 1963 Rhodes stripped the Morgan factory body from the car and started making design studies. He was fascinated with the Scaglietti bodied Ferrari Mondial, arguably one of the prettiest race cars of the day and one that I believe Bill Devin must have been inspired by as well.

The following summer, starting with bits of corrugated cardboard over the existing

***The Finished Cockpit Is
Exquisite In Design and Execution.
What a Blast This Must Be To Drive!***



mechanicals of the Morgan, he experimented with scale and shape. Wanting to keep the body of the car very tight over the chassis, he used foam clay and plaster to achieve his vision and then began adding fiberglass.

By fall, he had completed the car to the point of being ready for trimming the interior and started driving it. Hoping to get more out of the engine, he took it to a mechanic, who proceeded to somehow ruin the TR3 motor.

It was the final blow for Rhodes; in disgust he put the car away and it remained untouched until 1978.

The fiberglass work done by Rhodes was lightweight and very high quality. I don't know if he was just very talented and capable or if he'd had previous experience. It's also not clear if it was Rhodes who hand fabricated the lovely egg crate grille, the windshield and very elaborate chrome script on the rear of the trunk lid.

Interestingly, the frame around the inside of the trunk lid is metal. Notice the car has no doors; it does have high fiberglass sills inside that clearly add to the structural rigidity of the body.

The car traded hands several times until enthusiast John Hammond in Michigan bought the car restored and brought it almost to completion for his client Terry Mahrle. In 1990 it was auctioned off by Rick Cole Auctions to John Hibbard of Cardiff, CA. Hibbard stuck

it in his collection and hardly drove it, selling it on in 1996 to another collector, Jay Hoffman of Scottsdale AZ for his extensive collection.

What this tedious history of disuse and owner change illustrates is that



regardless of how distinctive, prestigious or unusual cars may be, they often disappear from the public eye for years at a time. And we collectors and enthusiasts tend to give them up for lost.

Early in 2004 the car was sold again to Park Place Motors in Bellevue, Washington. Park Place displayed the car amidst their usual grouping of amazing cars for sale for nearly a year. Finally despairing of finding a buyer locally, they put the car in the Barrett Jackson Auction, where my client and I found it, a lovely little fiberglass bodied enigma.

So much for rules – my client made the decision to take it home. It is the ultimate irony that another Washingtonian had to travel hundreds of miles to discover a car that sat only 40 miles away from him for nearly a year.

Close Up Of Engine of Morgan Special - Finished To A Very High Degree.



Since then, I've had the pleasure of doing extensive mechanical rebuilding, including brakes, steering, and cooling system, and much work on the engine and carburetion. Somewhere in its travels, the car acquired a 60's TR4 engine which it has to this day.

We have done a lot of cosmetic refurbishment as well – rebuilding gauges, restoring the wrinkle finish on the dash, and repairing the instrument binnacle. We also re did much of the engine compartment, which was looking pretty tired.

Kenny Arnold, a good friend and terrific upholstery man in Texas, remade much of the interior, including all the Wilton carpets and quilted leather work. The car has also been sympathetically fitted with a fire suppression system, a good idea for older vehicles.

The little Morgan has finally found the right owner in my client and a long term home. It is part of the Black

Horse Racing collection and is driven regularly. The car is very lightweight (guessing 1,200 lbs at most) and the performance is sparkling. Even in the midst of terrific Ferrari's and other race cars in Black Horse Racings collection, that are all much more valuable, the little Morgan is enjoyed and revered.

It has been shown, much to the public's delight, at many car shows, including the prestigious Classy Chassis Concours in Houston, Texas, this past summer. The Morgan is also no stranger to receiving awards at the shows it attends, and is always a crowd favorite.

Much to his credit, my client is very hands on guy, who built himself a nice, very well equipped, personal work shop. He's gone out of his way to learn much about all of his cars and is not at all bashful about getting his hands dirty working on them. It's clear to me he quite enjoys the full experience of car owner and enthusiast.

If you're ever on Whidbey Island, Washington, on a nice day pretty much any time of the year, don't be surprised to see the little Morgan special driven by a man sporting racing goggles and a huge grin.

Sadly, as is too often the case with specials, home builds, and kit cars, the people who began the projects aren't able to see their vision through and never get to enjoy the reward of driving their concepts. But I believe Mr. Rhodes would be pleased to see how the car he conceived and built has become so much appreciated.



Great Rear Quarter Shot Of Morgan Special Shows Off Near-Perfect Stance.

Summary:

Thanks again to Jim Simpson of Simpson Design for another fascinating look at a fiberglass sports car special worthy of recognition and respect in every way. I look forward to the next story by Jim and the direction it may take us.

Keep the stories coming Jim and be sure to checkout the latest news on the Simpson Design website by clicking here.

Hope you enjoyed the story, and until next time...

Glass on gang... Geoff

The Prez Sez, cont'd...

information instantly available and provide a handy billboard for news on upcoming events. I'll note here that a suggestion to provide this very publication – the Morgazette – via e-mail was roundly hooted down a couple of years ago, but there's no reason not to make it available that way for those who can't locate their most recent edition (moi?) or look up an older story.

We have as many options as we have members for a web presence, though the two most straightforward are to develop and manage our own website, or, more simply, a Facebook page. Or, we can do both.

But either one or both require at least some IT and/or social media skills. Though we seem to have an excellent supply of folk willing to write, web skills are a different kettle of Metacarcinus magister* entirely.

So, we need volunteers.

Don't worry, I guarantee you'll return from this mission. Your club needs you.

Anyone with an idea, or who wants to push someone else into volunteering, comments are welcome, nay encouraged.

*Dungeness crab

Classifieds

Two Morgans for Sale by John Burks 541-488-2975 541-613-1345

+ 8 + Wide body plus eight with 4 wheel disc brakes, stainless fuel tank, roll bar, hardtop, alloy body glavinised chassis rack and pinion. Isis plus 8 plus corvette ls1 6 speed. This car is very road ready and can be driven across the USA without a worry 2000RPM= 75 MPH near 30 MPG

\$60,000.00

+ 4H alloy supersports body bought as a new roller in 2005 Gemmer steering Stainless fuel tank. Roll bar. Honda S 2000 engine and 6 speed stainless exhaust aftermarket ECU.

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Flexible couplings transform Morgan 3-Wheeler drivetrain

A specially adapted flexible coupling supplied to the Morgan Motor Company has been designed to provide an enhanced, maintenance-free drive solution for the iconic Morgan 3 Wheeler

The original Morgan three wheeler is a vehicle of great historic value. Introduced in 1909, and produced until 1952, it was one of the first motorised forms of transport providing economical motoring to the masses. In 2010, after a 60 year absence, the Morgan Motor Company took the decision to launch a vehicle that could have been seen as either madness or genius! A completely re-engineered 3 Wheeler was launched at Geneva in 2011 and has since met with critical acclaim from the motoring press, earning five-star reviews across the world.

The iconic design of the Morgan 3 Wheeler has been updated with 21st Century technology. Some things have not changed: the Morgan 3 Wheeler still holds long distance speed records for one litre cars set in the 1930s so why change the shape? The pronounced bullet shape and the exposed chassis and aluminium tub are accompanied by the aeroplane profile of the car's sides.

Centa managing director, Bob Arnott, is pictured holding the adapted CENTAFLEX-RS flexible coupling used in the Morgan 3 Wheeler



The shape is of a gentle yet powerful missile at the front leading to a beetle back tail at the rear. From the design viewpoint, the focus was set on making the car as close to an aeroplane as possible, while retaining handy extra space for driver, passenger and a holdall in the rear. But above all the Morgan 3 Wheeler is designed for one purpose alone, to make driving fun. A leather padded cockpit complete with aircraft instrumentation adds to the sense of flying on the road. The car is easy to control with compact dimensions offering a perfect view ahead and to the rear. The car seems to respond as much to thought as physical input.

Enhanced aerodynamic feel

Dynamism is further enhanced by what the Morgan design team calls a sporty "race on Sunday" design philosophy. The car's lines do not end abruptly but instead flow organically and echo the smooth shapes of a racetrack. The smooth profile makes the car look sleeker and lower. The sculpted bonnet and boot enhance the aerodynamic feel and the short overhangs front and rear emphasize the sports car sense of purpose. Safety is paramount with a reinforced tubular chassis and twin rollbars for driver and passenger. A sturdy V belt provides traction to the reinforced rear tyre.

The powertrain is a V Twin fuel injected engine mated to a Mazda five speed (and reverse) gearbox. This provides smooth "get in and drive" convenience with the thrill of extreme performance. The V twin engine produces high torque spikes while running, especially at idle speeds. A damper connecting the engine to the flywheel and gearbox is required to dampen the torque spikes and ensure reliability of the engine and drive line components along with adding additional comfort to the driver and passenger. One of the design issues was the lack of space available

for the coupling owing to the close proximity of the steering rack. To address these issues, Centa Transmissions supplies Morgan with an adapted CENTAFLEX-RS coupling.

The soft and durable coupling fits between the engine and flywheel and connects to the shaft that runs from the conventional five speed gearbox, via a Cardan shaft, a right angled shaft and belt drive to the final axle drive. The outcome not only provides a robust and totally reliable solution, the new drive is maintenance free and importantly, requires no further lubrication. Morgan spokesperson Matthew Welch says: "The introduction of the Centa drive components has transformed the Morgan 3 Wheeler, much improving the drive and feel of its drivetrain."

Centa managing director, Bob Arnott, says: "We set out to enhance the drive line and by considering the existing angles of the components, were able to produce the improvements in the transmission that Morgan was looking for. The introduction of the CENTAFLEX-RS coupling means that there are no splines in the driveline, which is a distinctive advantage for reliability. Morgan has a policy of continuous improvement and Centa's drive solution, which was designed exclusively for the 3 Wheeler, benefits their reputation for superb and iconic sports cars."

Centa has been manufacturing flexible couplings for mechanical power transmissions for 35 years and using their extensive knowledge of engine technology, have been able to transfer skills founded in marine drives, mine trucks and other large vehicles, into cars. The result is that the new Morgan three-wheeler now has a superior drivetrain that has substantially reduced vibration at high speed and requires no maintenance.

With over 1000 vehicles sold, in 2014 Morgan decided to reimagine this car with an extensive list of substantial improvements. These include a stiffer chassis to improve handling, revised steering geometry for increased high speed stability, more efficient cooling for urban driving conditions, improvements to the drive line to improve driver and passenger comfort, and new aesthetic options.

www.centa-uk.co.uk

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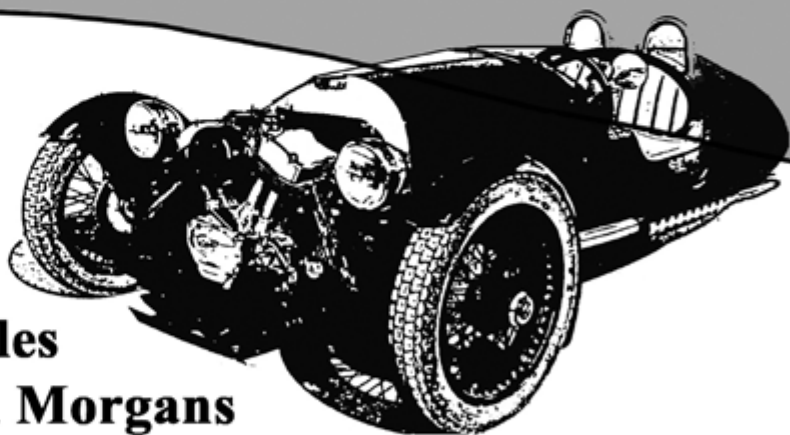
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