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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 2/15

## All British Classic Car Show Boca Raton, Florida

February 14 - 15, 2015

I have to believe that the ever changing weather is keeping many of you inside as I haven't heard of a lot of Morgan outings from up north. Well, here in Florida, we too are challenged by the weird weather. It's cold here, not Boston cold, but cold enough for Florida. The weather speculators on the TV predict a high of somewhere around 60° F., for the weekend. Yikes! I'd best have the quilt ready and the heater warmed up for our trip to Boca Raton.

Andrea and I wanted to go south to see Barbara and Gil Stegen so the Gold Coast Club's All British Classic Car Show seemed to be an appropriate excuse. ***And, it's Valentine's Day. How romantic!***



Jay Sclafani's 2013 M3W

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A quick run down the coast in the Plus 8 on Saturday morning to Lake Worth is the plan (it's a three hour run to Lake Worth, which is just about 15 miles north of Boca Raton). So all is going fine, the weather is crisp but clear and the car is running well. Two hours at highway speed and we need to stop for gas. A Shell station just off I-95 in Jupiter, FL looks to be the spot. I fill the tank while Andrea visits the sundry shop for a soda. I go to start the car and nothing. No clicks, no whirs, no nothing. Silence! Great! Silence is always a good sign! It seems Ugly Betty's electrical gremlins are back. Andrea is standing there looking, well . . . **And, it's Valentine's Day. How romantic!**

I push the car away from the pump to a vacant area under some trees and open the bonnet. Yup, it's all still there. Again, I turn on the power (I have a power cut-off switch) and turn the key. Again, nothing. Not even the typical clicking the starter solenoid gives off when the battery is weak. I try the lights and turn indicators, and all of these seem to work. Lights, but no starter. So, I surmise, I have power, but just no power to the starter. I dig out the tool bag and rummage around for the multi-meter. It's not there? Rats, I want to figure just what is what. I call Gil Stegen to let him know we will be late and to alert him to my problems. Gil, who is only some 45 minutes away, offers to collect up his multi-meter and come to assist. I then call Rick Frazee to seek wisdom. I send some pictures from the phone and we talk about the bits and bobs under the bonnet. Poking and prodding and even photos don't reveal a clear culprit. Andrea is still standing there . . . and I don't think she is amused. **And, it's Valentine's Day. How romantic!**

Then, I find what looks to be fried wire in the wiring loom bundle going to the starter. Ah ha! Perhaps this is it. I cut off the electrical tape around the fried wire only to find that there is no fried wire. Only the residue of some wire insulation that had burnt at some time in the past. All the wires are good. Just about then, Gil drives up. I love it when the Cavalry arrives! Gil brings the multi-meter and we quickly put it to use. Well, it turns out that what I believed was no power, was just really low power. Only 5 volts. Not enough to turn the starter, but plenty to power the lights. I had recently replaced the original incandescent bulbs with LED that draw near to nothing with respect to amperage. Now, to me, the vexing thing was why would the car's battery be near death after two hours on the road, where it is supposedly being charged by the alternator, all along the way? Maybe the charging system has failed??

Gil suggests we jump it. Ok, but no jumper cables. Andrea and Gil run up to the local Pep Boys auto parts store and buy some jumper cables. We hook up Gil's truck to the Morgan. A few minutes to charge the battery and the Morgan fires right up. Ok, we are back in action. I reload all the junk we unloaded and Andrea is back in the car. We lead off, with Gil following just in case. All the while, I am watching the Volt Meter and seeing what appears to be the alternator charging the battery. I can't understand why we could drive for two hours, supposedly charging as we went, and then have a nearly dead battery at the gas station?? It had to be one of two things. The battery was not taking a charge or the Volt Meter was lying and the alternator wasn't really charging the battery.

We get to Lake Worth and I park the Plus 8 next to Gil's Plus 4 DHC in the garage. The easy thing to do is swap the battery. I couldn't remember when I last replaced this battery. Well, it turns out, I had never replaced this battery. It was the one that came with the car when I bought the car back in 2012. And, it was now six years old. Ok, so this battery is old and past it's prime. A new one may just fix the problem. There is a lesson here. As Rick Frazee reiterated.

**"Always put a new battery in any used car you buy. You don't know it's history and it's likely to fail, soon after you buy the car".** Point taken.

We measure the battery space in the car, go to local auto parts store and buy a new battery. As we go to put in the new battery, it doesn't fit. We can't get it up from the bottom past the brake lines or down from the top past the rear tube shock cross brace. The access is somewhat narrow. Ok, so we can get another one tomorrow. We put the old battery on the charger and went dinner. Gil and Barbara had picked a lovely Thai restaurant and luckily, we were able to get in and seated. The staff even brought the ladies a single red rose. **It was Valentine's Day. How romantic!**

After dinner we headed back to Gil and Barbara's wonderful home (on the water!) where we talked about their recent river cruise in Europe, looking at all their great photographs, and dreamed about a similar cruise Andrea has planned for us and the Rhine River. Perhaps in 2016. Then we went to bed.

Sunday morning came and we were up early, had some breakfast and visited briefly with Gil and Barbara's daughter, Tara, and their grand kids who stopped by on their way to the stables. Tara is an Olympic class equestrian and had a day at the stables planned. The grand kids, twin 3 year old boys, went along to the stables and Barbara was to baby sit.

Gil and I quickly checked the cars, unplugged the charger and planned our route to the show. The old battery was in the car, and the new 'it's too big' battery was sitting on the package tray waiting to be exchanged. The old battery will be fine to get us to the show, it just a short 30 minutes. . . . well, no it wasn't. Just two blocks from the show entrance the

old battery failed again. This time just cutting out as we motored along. The engine gave us a snap, a gurgle, a backfire and then no power. So close, yet so far . . . Andrea was again standing on the side of the road.

**Good thing it was no longer Valentine's Day. This was no longer all that romantic!** Ok, I had a new battery sitting on the package tray. I hooked it up, resting it precariously on top of the shock cross brace. Thank goodness my battery cables were long enough. Once connected to the new battery, the car started right up and we headed down the two blocks, right into the show. We soon found our position and unloaded the car. Time to clean things up and make the car presentable.

There were already two other Morgans there, in addition to Ugly Betty, and another space waiting on a preregistered 1971 Plus 8 owned by Gary Eidson (not yet a MOGSouth Member) from Fort Myers, FL.

Already in place was Jay Sclafani's (Boca Raton local) gorgeous orange 2013 M3W. Jay modified his M3W with the Empire front suspension kit and this has solved his bump steer problem. Jay is already or hopefully will soon be a MOGSouth member.

The other Morgan there was a 1981 Plus 8 belonging to the Scheff's from Fort Lauderdale, FL. This 1981 Plus 8 was originally a Bill Fink propane turbo car which had been converted by the prior owner. Interestingly it was painted the same livery as my propane 1981 4/4 (Royal Ivory with Regency Red wings). Just lovely. It touched a cord. And, this 1981 Plus 8 had only 4K miles! (I have 90K on my 4/4 and all on propane.)

Since this was an All British show there were lots of other shiny cars that we all know. Some were very nice and I found more things I would have loved to take home, if only I had a bigger garage . . . The early Land Rovers were great, as was a 1934 Austin 'Rat Rod. The 1935 Rolls Royce was exquisite (it won Best in Show!) and the sole motorbike, a Matchless 500cc twin, was a thing of dreams. A great show and well worth all my misadventures!



I suspect that we may be regulars at this show. It's not far and it was great fun!

*Mark*



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## PLUS 8 PERFORMER - AN ORIGINAL OWNER 1971 PLUS 8

*Still Driven and Enjoyed Regularly Along Alabama's Gulf Coast by Richard Lentinello*

*[A MOGSouth Member is featured in the April issue of Hemmings Sports and Exotic Car. Here are some excerpts from the print copy. There are more pic, specs, etc., in the magazine. The magazine is a good one, one of the few I still like, so a subscription is certainly recommended. Ed.]*

**W**hen the freighter *Atlantic Forest* docked in New Orleans back in August 1971, this Morgan Plus 8 was aboard. Its final destination was Mobile, Alabama, and the home of Dr. Tony McLaughlin. Now, 44 years later, the Morgan still resides in Tony's garage, a beloved possession that he will never let go of.

The first Plus 8 rolled out of Morgan's Malvern Links factory on February 16, 1967, but it wasn't until July 19, 1971, that our feature car, chassis number R7379, was completed and ready for shipment. Approximately 115 Plus 8s were imported to the U.S. during 1971, making it a relatively rare sports car today.

Like the Sunbeam Tiger, it was only fitting to equip a Morgan with a V-8, too. As luck would have it, one day in May 1966, company owner Peter Morgan received a visit from Rover director Peter Wilks, who was there to see if Morgan would be interested in selling his company to Rover. During their talk, Wilks revealed that Rover had just purchased from Buick the rights to build its all-aluminum 215-cu.in. V-8. Although Wilks wasn't able to persuade Peter Morgan to sell his company, he did agree to sell them Rover's new alloy V-8.

Because the factory was too busy trying to meet the ever growing demand for its sought-after Plus 4s and 4/4s, Morgan

### Owner's Story



*It is quite an experience to drive 1,500 miles on the front edge of a hurricane in a Morgan, which is almost guaranteed to make one claustrophobic. Needless to say, rear-view vision in the Plus 8 with the top up is a luxury that is unobtainable. Regardless, the best thing about Morgans is driving one. There's no experience like it-cruising down a country road with the roar of the engine reverberating in your ears, and your hand resting on the gear shift, ready for the next downshift to go around the car in front of you. The Morgan is a very simple machine, with the engine very accessible. Yet what I like most about my Morgan is that it looks classic.*

*[That looks like a MOGSouth hat! Ed]*

contracted out the prototype work for the Plus 8 to a racing engineer named Maurice Owen, who was also a Morgan enthusiast. Working out of a small research building on the grounds of the factory, Owen oversaw the construction of several mock-ups made to ensure that the fairly compact, and lightweight, V-8 would fit properly. The engine's greater width meant a new steering column had to be employed, so they adopted a new collapsible column that was manufactured by A.C. Delco-Saginaw. A thermostatically-controlled electric fan also had to be used, due to insufficient room for the stock engine-mounted fan. The only major alteration that had to be made from the standard Morgan body and chassis was that both had to be increased in width by two inches.

In his book *Morgan, First and Last of the Real Sports Cars*, Gregory Houston Bowden states: "In order to carry out the work as simply and as quickly as possible, Maurice used the traditional Morgan principle of 'make first and draw later.' This principle is not entirely peculiar to Morgans for, as Maurice points out, Sydney Camm of Hawker Aircraft built three airplanes before doing any serious drawing!" No doubt it was an interesting method of engineering and producing a car, yet, in the end, it all worked out quite well for the Plus 8.

Tony first became interested in Morgans when he spotted a Plus 4 parked on a street in London back in 1968, when he was there doing his three-month fellowship. He was immediately smitten with the Morgan's vintage appeal and vowed that very moment to buy one.

During a stint in the Army, while stationed in Louisiana, Tony discovered the December 1969 issue of *Road & Track* magazine, with its feature on the new Plus 8. He told us: "It hit me like a ton of bricks. There, in all of its pristine glory, was the car that I had to have. The Plus 8 had just begun to be manufactured, and the idea of owning a car with a shape like that and a V-8 was too much to pass over. I wrote a letter to the factory and received a very properly British reply from a Mr. Day, who was Peter Morgan's vice-president; he had been with the company since Mr. Morgan-father was in charge.

"So I sent him an order, stating what I wanted on the car, which included almost everything available as an option: bonnet strap, two-tone paint, luggage rack, spare tire cover, and a rear bumper. I also asked Mr. Day to please install an AM/FM radio. Incidentally, I asked, how much would the total package be? There

*Continued Next Page*

could be no dickering with this one. By return mail, he replied that they would be happy to supply me with the car as ordered, with the exception of the radio. He said that Mr. Morgan felt that a true sports car driver should be listening to the music of the engine and not of a radio, and thus made no provision for one in the car! After that, I have never once considered putting one in!"

In May of 1970, after another correspondence with the Morgan factory, Tony received this letter, and from company chairman Peter Morgan, no less: *"We write in reply to your letter, and we are pleased to inform you that the Morgan Plus 8 has now been approved by the Clean Air and Safety authorities in the U.S.A. However, delays will arise due to obtaining production components, and we do not anticipate that early examples of this modified car will be available until the end of 1970, or early 1971.*

*"Even at that time, the number of vehicles available will be limited because of the continued legislation concerning safety and clean air in the U.S.A., and we do not anticipate the appointment of many dealers. It is possible that most vehicles will be sold directly from our factory and under these circumstances, the estimated cost of the car will be in the region of \$4,800.*

*Thank you for your interest.  
Yours faithfully,  
Morgan Motor Company  
P.H.G. Morgan*



In November 1970, Tony finalized his order for the purchase of a 1971 Plus 8. When he ordered the car, he selected every option that Morgan offered at the time, which came to an extra \$150. "The car commenced its build in April 1971," Tony remembers. "I paid the balance when it was completed in June, and it was then shipped from London on the first of July, 1971. When I received the car in August, its odometer showed 150 miles; apparently, it had been driven around a bit, then down to the docks in Medway, southeast of London, to board the ship to the U.S." With the experience of buying a new Morgan overseas, without first seeing it or driving it, still vivid in his memory, Tony told us, "Then came the anxious waiting period. I was told it would be a five-month wait before the car would be finished, and then another six weeks shipping. I received the good news that it was being shipped, and then heard that it was being sent to the port of New Orleans instead of Mobile, and thus would take two extra weeks to arrive. I was finally notified of the car's arrival in Mobile on a freighter loaded with pipe! I could see my Morgan coming in delicately balanced on the top of a vast pyramid of drain pipes. Then on a Monday morning, I was able to finally take possession with very minimal red tape.

"However, driving it home would be something else: The windshield, top, and both seats were all packed in the back, so my first drive entailed my sitting on a cardboard box and attempting to get the shifter out of first gear, where it had frozen during the trip overseas. Fortunately, there was a Fiat dealership a few blocks from the docks that was able to help me. In fact, they drove the car around the block a few extra times, 'just to make sure it was all right.' I then drove it to my uncle's house and assembled the pieces. Following my arrival in Mobile in 1972, the Morgan served as my primary transportation for the next year. It was assisted by my ever-faithful 1965 Corvair Corsa, which I also still own."

Today, just about 44 years after taking delivery of his new Morgan, Tony no longer uses it as a daily driver, but thankfully it still gets driven regularly. "It has been in a well-deserved semi-retirement, coming out on days that would do justice to it—beautiful, partly cloudy spring or fall days with just a touch of nip in the air, enough to wear a sweater, but not enough to raise the top," Tony said. "It developed some wood rot in 1977, and I entrusted it to British car specialist Jean-Pierre Fontana here in South Alabama for all its repairs. Jean has been its confidant ever since."

During the last four decades, this Plus 8 has provided very reliable service, which was helped along the way by maintaining it regularly and driving it often in order to keep everything well lubricated. Tony said, "As with most low-mileage cars, moving rubber components dry out, and need replacement. I removed the auto-matic choke five years after getting the car, and replaced it with a manual choke. The handbrake is poor, and requires frequent adjustments. Otherwise, it's basically just an engine and seat and four wheels, so not much major to go wrong!"

Being a long-standing member of the South Alabama British Car Club, Tony tours with his friends throughout the scenic backroads surrounding Mobile Bay. After numerous enjoyable drives, Tony revealed that he wished his Morgan had overdrive. "The engine revs up pretty high at highway speeds. I have kept the original Moss gear-box in it, and resisted the urge, however. And due to its non-synchro first gear, you just don't speed shift this car."

A Morgan's ride is quite stiff, thanks to its fairly rigid sliding-pillar front suspension. Tony backed up that assessment by telling us: "It's said that if you drive over a penny in a Morgan, you can tell if it's heads or tails, and I agree! If you increase the tire pressure by just two pounds, you can feel the difference. At highway speeds, it's rock stable, but noisy, and has very quick steering. It doesn't wander, but its turning radius is like that of the RMS Queen Mary]"

Noted British magazine Autocar had the same sentiments after road testing a Plus 8 when it was new. "You must get used to being jolted hard over every bump in a way that would not have escaped unfavorable comment even before the last war. The driving position is definitely vintage; you sit close to the steering wheel and dashboard, but do not feel cramped even if tall." Speaking of feeling cramped, Sports Car Graphic said: "The driving position is, as ever, closer to Nuvolari than Graham Hill, although a leather-rimmed steering wheel is a smart and practical gesture towards modernity. There is none of this fancy finger-tip control business. Man! — you really steer the Plus 8 using steely wrists and hairy forearms." Regarding the performance of its 184-hp V-8, Tony uses unleaded premium and hasn't had any problems, although an occasional fuel additive helps. At cruising speed it returns about 27 MPG, but that drops down to about 17 MPG pretty fast when driven hard. Tony has calculated a 0-60 MPH time of about 6.3 seconds, and with its posi-traction rear, has surprised many Corvettes. Autosport magazine said: "Although the shape does not look very streamlined, the drag must be fairly low, as the car simply flashes up to 120 m.p.h. whether the hood is up or down."

Speaking of the Plus 8's very vintage shape, Tony had this to say: "The shape is almost sensuous, much like a female body. I never tire of admiring the curves, either when driving or just looking at it. There is great visibility, as [with] all roadsters, and it seems to bring out smiles in everyone who sees it. This is unlike many more expensive exotic cars, which just seem to exude 'I've got money.' Everyone can delight in a Morgan's appearance. I would like a bit more streamlining under the front, as the coefficient of drag is something like driving a brick, but the direct feel of driving it far outweighs something like that.

"The finest thing about Morgans is driving one—there's no experience like it: cruising down a country road with the roar of the engine reverberating in your ears, and your hand resting on the gear shift, ready for the next down shift to go around the car in front of you."

Perhaps the best quote about the Plus 8 came from noted historian John Bolster when he wrote in Autosport: "I always enjoy Morgans because they are cars built for the owner's pleasure. Some makes appeal because of their novel engineering features, but the Morgan endears itself by being predictably the same. With its powerful light-alloy V-8 engine and wider tires, the latest model is even more typically Morgan than anything that has gone before This is an exciting sports car with electric acceleration that is glued to the road, at a price which many of us can afford to pay."

"A Morgan is a way of life," Tony advised. "I have had more fun with this car than anything else I have owned over the years. To date, I have 37,543 miles on the Morgan; 18,000 miles put on it in the first 20 months. It is truly a part of the family, and has occupied a very significant part of my life. Thanks, Peter Morgan. You have enriched my life immensely."



# WHAT IT IS . . . IS A MORGAN 3-WHEELER

<http://www.petrolicious.com/what-it-is-is-a-morgan-3-wheeler> by Yoav Gilad

## “What is that?!”

The words still echo in my ears, more than a week after returning the car to Morgan West in Santa Monica, California.

There are probably hundreds of reasons that the Morgan 3-wheeler isn't for you, most of them related to practicality and the fact that you're not a superhero living in an underground lair in the sparsely populated English hill-country. No, the Morgan is certainly not for you.

Superheroes are used to attention and publicity, even if they are reclusive, and can handle it. You, my mortal friend, are not ready for the attention. Believe me. For while I am certainly no vigilante upholding justice, clad in tights, and leaping tall buildings in a single bound, I do enjoy attention. And I've also been lucky enough to drive some of the most outrageous cars in production: Ferraris, Lamborghinis, etc... But most people don't really care if your car is just over one meter high and very, very quick.

Apparently however, nearly everyone cares if your car has only three wheels and is doing its best impression of a

Supermarine Spitfire. Really. And for what it's worth there aren't any truly good reasons to perform a traditional road test



review of the Moggie because it is not a normal car or motorcycle (which it's classified as). So let's get over the specifics quickly and I'll tell you what makes this car so compelling.

The Morgan has a zero-to-sixty time. It costs something. It also has an engine, which burns a fuel, probably gasoline but maybe petrol. And it has two seats. Oh! And it can turn left or right.

If this isn't enough for you I suggest you check out YouTube where you can find literally trillions of videos about the Morgan's performance figures that will bore you into a coma. I'm here to tell you about the car's main selling point. And contrary to those videos' opinions, the Morgan isn't about fun, freedom, or bouncing around the open roads around your hill-country lair.

Consider those aspects bonuses.

No, the primary reason to drive a 3-wheeler is because you will instantly become the most popular person within sight. Driving this car turns you into U2's Bono, while he hands out hundred-dollar bills or papal indulgences (pick your poison). Allow me to share two anecdotes.

First, a couple of weeks ago on a Saturday morning, I headed straight to

Abbot Kinney Blvd. located in Venice, California to meet a friend for coffee. This street was named "the Coolest Block in America" by GQ magazine in 2012 because everything from their style guide could be found on this short strip. And while it may no longer be the Coolest Block, it's always one Lindsay Lohan shoplifting escapade away from the front page of the gossip mags.

My friend and I bought our coffee at Intelligentsia (the name should tell you all you need to know), and proceeded to lap the neighborhood on foot several times. Every single time we passed the Morgan, a different crowd was checking it out, taking photos, and oohing-and-aahing. Why? It's because it isn't really a car or bike. It's a curiosity, a conversation piece you strap into. It's a Disneyworld ride you can take with you.

Its two-liter, V-twin S&S engine even sounds like the little gas-powered Disneyworld cars of my family-vacation youth. That was the typical response wherever and whenever it was parked. But do people notice it while it's moving, I mean it's pretty compact and you don't sit up high like when you're on a motorcycle?

Yes. This might actually be the safest vehicle ever built because everyone sees it. If you're ever in collision in a Morgan you were probably moving too fast to be seen. Had you been driving a bit more slowly, people would have noticed and said, "omigod there's Bono and he's handing out hundred-dollar bills! Or are those indulgences?"

I saw so many people raise their phones while driving to shoot photos and video that I couldn't believe it. People would shout from moving cars to ask what it was, how much it cost, and how much fun it was. And at almost every single traffic light the window of the car next to me would slide down exposing an inquisitive, friendly face. Really? Yes.

Second anecdote: a public bus pulled up next to me at a light and the driver slid his window open. "Hey man!" he yelled. "Hey" I yelled back.



“What is that thing?!”

**“It’s a Morgan 3-wheeler.”**

“It’s got three wheels?”

Damn, that thing is crazy! It’s soooo cool.”

One of his passengers started yelling that his light had changed to green. Then the car behind the bus began honking.

“Where is it from?”

“It’s British.”

Honk.

“Where?”

“England. It’s from England!”

More yelling inside the bus. Honk honk *honnnnnnnk*.

“That is so cool!” Is it electric?”

“No, it’s gas-powered!”

I gave it a rev and his traffic light went yellow. There was more yelling and cursing inside the bus, the driver turned his head and yelled back at the passengers, then turned back to me.

“So you can just fill it up?”

“Yup!...”

“What is it again?...”

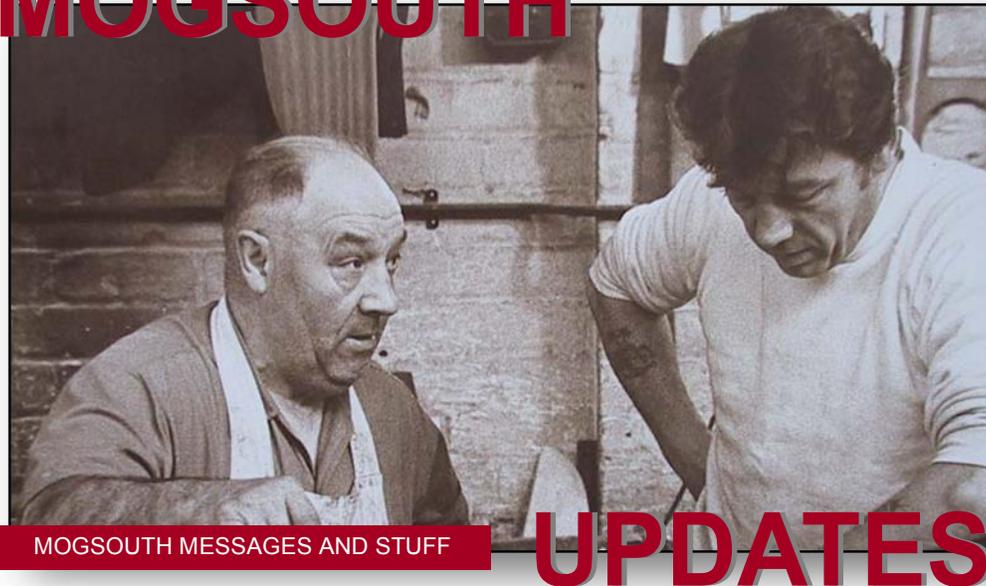
People don’t care about normal and that’s why they care about the 3-wheeler. It isn’t normal; it isn’t a car, motorcycle, or some other goofy contraption. It is pretty. And it’s a novelty that makes everyone smile. There are many reasons that the Morgan is a fun ride, but most important is that it isn’t from our world and turns you into a superhero too. Maybe what it is . . . is a transformer.



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# MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

## UPDATES

The Morgans of MOGSouth are getting rev'ed up and starting to motor about, as the winter snow subsides and the cold wind gives way to the sunshine of the spring.

If you aren't active just yet, it's time to get that car out from under the covers and give the locals sometime to talk about during their morning coffee.

I didn't see an Morgans during the Oscars but the big show for the MMC is the Geneva Motor Show in early March. A new Morgan is anticipated, but not sure what that means for us, here in the US. Stuff of dreams perhaps . . .

## MONTHLY CLUB GATHERINGS !!

### ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

**1st Sunday of each month**, as part of the greater Orlando British Car Club. Tire kicking at 0800 with Breakfast at 0830 (All British Car Owners or Fans Welcome) - **897 West Town Parkway, Altamonte Springs, FL 32714**

## Other ANNOUNCEMENTS Of Interest !!

### MOGSOUTH MEMBERSHIP ROSTER UPDATES

We are still trying to finalize the next version of the MOGSouth Membership Roster. This means that we need to have everyone pay their 2015 dues and update their contact information. The MOGSouth Membership Roster was last updated in 2013 so it's time.

We use an **Email contact list for communication**, so in order to receive communications from MOGSouth about upcoming events, newsletter availability, etc., you **must** provide us with your email address. I use the roster constantly and I suspect that many of you do as well. If there is information on the membership roster that you would prefer not be published, just let us know. We hope to have a new roster to distribute at the MOGSouth 40th Anniversary Meet in Aiken, May 1 - 3, 2015.

## MOGSOUTH AND MORGAN REGALIA IN AIKEN, SC

### COMMEMORATIVE ITEMS FOR SALE AT THE MOGSOUTH 40TH ANNIVERSARY MEET

MOGSouth isn't a club with lots of discretionary funds so there aren't usually a lot of Regalia items in inventory. We do have **MOGSouth Car Badges** on hand and they will be available at the MOGSouth 40th Anniversary Meet, should you need one, or need another? There will also be **GatorMOG Car Badges** available as the meet. And rumor has it that there will be a number of MOGSouth items as well.

Specific to the MOGSouth 40th Anniversary Meet (since we hope it will be somewhat special) we figured we'd best spend some of the club's funds on commemorative items.

If you have registered for the 40th Anniversary Meet you know we have T Shirts planned and have asked for sizes, quantities, etc., in the registration process. (If you haven't registered as yet, please do so very soon. See the next page of this newsletter for details and instructions on how to register and reserve your hotel room.)

**Commemorative T-Shirts** will not be the only thing available at the 40th Anniversary Meet, but we want folks to be surprised, so we aren't going to 'spill the beans' just yet. Rest assured we believe these items will go very quickly so you will want to be sure to get yours before we run out. **But, be sure to bring your check**

AND OTHER THINGS YOU SHOULD KNOW !!



# MOGSOUTH 40TH ANNIVERSARY (SPRING 2015) MEET UPDATES!

As of **February 2015**. (See below.) Also, the registration process is underway and working well. You must Register for the event and make your own hotel reservations. See the **ACTION REQUIRED** section, below. We have well over a hundred folks signed up and are very close to filling our hotel room block the Hilton Garden Inn. **It's starting to look like a 'who's who' of the US Morgan community.** This is a meet you definitely don't want to miss.

Again, as a reminder for those of you who may have missed it, the MOGSouth 40th Anniversary meet will be held the first weekend in May (1st - 3rd) 2015 in Aiken, South Carolina.

We have a full slate of exciting Morgan activities planned for the weekend starting Friday afternoon. The weekend activities will finish with a banquet on Sunday evening. So plan your travel time and hotel reservations accordingly. **You don't have to be a MOGSouth member to attend.** All members of the Morgan community are welcome, regardless of club affiliation or car ownership. Even if your car doesn't run, come anyway. We actually want to see you more than your car. As is the norm for all our meets, there will be a complementary hospitality suite, provided by the MOGSouth treasury, open each evening, for Morgan 'Noggin and Natter.'

## ACTION REQUIRED (TWO STEPS)

- **HOST HOTEL - You must reserve a hotel Room - [Hilton Garden Inn](#)**, Aiken South Carolina is the Meet HQ. You need to make your own reservations. You must call the hotel directly at **(803) 641- 4220** and mention **MOGSouth** when making your reservation. You should do it now. A block of rooms at the Hilton Garden Inn is being held until **17 March 2015** however it is likely that we will have to use the overflow hotel, the Hampton Inn. (As the two hotels are related, you just need to call the Hilton at the number above, and they will handle the overflow reservations, if required.) So don't wait to make your reservations. Don't forget, be sure to ask for **MOGSouth** to get the group rate. Breakfast and other amenities are included in the rate. Click the link to see the hotel's web site.
- **REGISTRATION - You must also register for the Meet.** There are far more folks reserving hotel rooms than registered for the meet. Not sure what that means. Go to the MOGSouth Website home page or this link ([www.mogsouth.com/40thAnniversaryMeet.htm](http://www.mogsouth.com/40thAnniversaryMeet.htm)) to download the Registration form. Annotate your likely (or not) participation in the meet's events, buy your meal tickets and purchase meet regalia. For the meals and regalia, we have included prices. Select what you want and send us a check. Your meal tickets and regalia will be in Aiken.

## HONORED GUEST

**Steve Morris, the Managing Director of the Morgan Motor Company** will attend the MOGSouth 40th Anniversary Meet and will be our Chief Judge at the Concours and the Guest Speaker at the Banquet.

## TENTATIVE SCHEDULE OF EVENTS (We believe this to be accurate but if things change we will let you know.)

- **Friday 1 May** - Afternoon **Gymkhana** vicinity of the Hotel. Dinner is 'On Your Own'. We will provide a list of recommended restaurants. It has been suggested we avoid downtown on Friday due to other events going on downtown so our list will include restaurants in the vicinity of the hotel. And, the hotel is close the Aiken Mall!
- **Saturday 2 May - Morgan Rally / Drive** to the [Augusta Sailing Club](#) on Strom Thurmond Lake which straddles the Georgia and South Carolina border. The Rally will include a **Scavenger Hunt** with questions along the route. A **Catered Lunch** will be provided at the Sailing Club. Following Lunch, the Morgans are expected in downtown Aiken for a **'Public' Car Show**. We have reserved the Aiken 'Festival Center' on Newberry Street for our show. We'll let the Aiken public select a 'Peoples Choice' Morgan. Our event is co-sponsored with Aiken County Historical Museum. FYI, **the Aiken County Historical Museum is considering a Morgan Car Exhibit during our stay in Aiken.** More to follow. Dinner is again 'On Your Own', but this time we'll provide recommendations downtown.
- **Sunday 3 May** - Mid morning formal **Judged Concours** with accompanying **Brunch** at [Rose Hill Estates and Stables Restaurant](#) in downtown Aiken. After the Concours, folks are free to explore Aiken or rest up for the **MOGSouth 40th Anniversary Banquet** at the [Woodside Plantation Country Club](#) on Sunday evening.

Be sure to put the dates on your calendar and make sure you register quickly. **Watch this space and the web site. But, if you have questions, please feel free to call or leave us an email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).**



# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

Rumors, speculation, wishes and bits of Photoshop renderings. We can't seem to find out much about the new Morgan 'Supercar' being unveiled at the Geneva Motor Show 3 March. Some of the buzz supposes it's a modified Aero Variant, as the current drive train is obsolete, with respect to European and American regulations. BMW has a twin turbo V - 8?

Others think it will be a modified Aero chassis with a lower priced drive train. A V- 6 Aero ??

And then there are those that suspect a tradition model with a new power plant to even out the current range offerings??

## THE BIG NEWS IS **No NEWS** . . . JUST YET!!

*[The Morgan Motor Company has confirmed what we reported on in the last issue of the MOGSouth Newsletter. A new Morgan car is about to be announced. And as is typical, the MMC will do it at the Geneva Motor Show in March. Next month's issue will have all the details so stay tuned. The speculation is rampant in the press. Normally there is some idea of what is about to be announced as some strategic leaks have been allowed, however this time the MMC seems to be leak free . . . Hum, a leak free Morgan ??? But, this leaves a void and the press have been voicing all sorts of speculation. Some of it is intelligent and possible, while others are purely comical. Ed]*



[www.topspeed.com/](http://www.topspeed.com/) British manufacturer Morgan has announced it will launch a new model at the 2015 Geneva Motor Show in March. The single teaser image Morgan has released so far suggests that the new vehicle could be related to the Aero Coupe and Aero Supersport models. Both represent a significant departure from the company's traditional

*Continued Next Page*

styling, seen on models such as the 4/4 and the Plus 8, featuring integrated fenders and front bumper, as well as a heavily revised rear end. Judging by the preliminary teaser (shown above), the Brits are likely to showcase the new version of the Aero in Geneva.

With no actual clue as to the identity of the new sports car except for the Aero front end, I'm inclined to believe this Morgan won't be an all-new car, but rather a slightly revised Aero with a new engine. The current Aero roster is motivated by BMW-sourced, 4.8-liter V-8 engines the Germans stopped using in the X5 SUV and the 5 Series sedan five years ago. With these mills unlikely to pass future emissions standards, Morgan may have developed or borrowed a new engine for the Aero series.

Morgan has been using BMW's N62 engine for seven years now, with great success. The secret obviously lies in the V-8's capability to deliver 367 horsepower and 370 pound-feet of torque. Combined with the Aero's low curb weight, both the Coupe and the Supersports boast power-to-weight ratios of 315 ponies per ton. On the other hand, these sports cars emit between 256 & 282 grams of carbon-dioxide per km, two figures Morgan will want to lower in the near future.

There is no indication as to what engine Morgan might use in the updated Aero, but I have a hunch BMW's latest twin-turbo V-8 is a good candidate. A V-6 plant is possible as well, but it all depends on whether Morgan wants to ditch the V-8 tradition the Aero 8 was built upon.

Of course, this new Aero-family model set to arrive in Geneva could also be a limited-edition version with bespoke interior features and subdued extras on the outside. We'll probably find out more in the coming weeks, as Morgan will release new teasers.

## **THE NEW MORGAN AERO SOUNDS LIKE A BEAST** <http://jalopnik.com/>



When Morgan introduced the Aero 8 in 2000, it was their first brand new car since 1948. Now, it's 2015, and they've made a new one. Oh, and it sounds like they kept the side pipes connected to a V8. Lovely.

The Aero platform was a big deal for Morgan since it uses an aluminum chassis instead of their traditional ash frame. It was also the fastest thing coming out of the famous factory on Pickersleigh Road by far, packing a 4.4 liter V8 from BMW mated to a six-speed manual sending 333 horsepower to the rear. The coupe version, the Morgan AeroMax was the crown jewel of Morgan's lineup with even more power on tap, while the Aero 8 went to Le Mans twice mixing that wood with some carbon fiber, which is the oldest people in Malvern probably think is a main component in pencils.

Fifteen years on, they felt it's time for a new one. ***Morgan's Chief of Design Jon Wells had this to say about it:***

***All I can say is that it is, as you have probably ascertained, an evolution of the Aero.*** A car that celebrates 15 years since the launch of the Aero platform at Morgan. Arguably the most resolved and exciting Aero model to date.

It sure sounds like it! [[Listen to the engine in a video listed in this Newsletter's video listing. Ed](#)] I'm guessing a V8 with side pipes, a sexy aluminum body, the most British interior you can think of packed with the finest leathers, tastefully exposed bits here and there and more power than ever before. What could possibly go wrong? It's a new Morgan Aero!

## MORE NEW DEALERSHIPS

### Motorcycle Dealership in Bury St Edmunds Opens Showroom,

<http://www.buryfreepress.co.uk/>

Krazy Horse will open the 6,000 sq ft showroom opposite its main site at Lark Valley Business Park, in Lamdin Road on Saturday, February 28.

It will feature cars from UK based Morgan Motor Company as well as Victory and Indian motorcycles from the US.

Paul Beamish, managing director of Krazy Horse, said: "We need more space in our main venue, more dealership space and more space for our workshops and this new acquisition will give us just that within a short stroll from our main site.

"We're delighted to now be a flagship main dealer for the Morgan Motor Company serving Suffolk, Norfolk and Cambridgeshire and with everything creatively displayed in next-door venues, we can guarantee that we will have something for everyone with a passion for motorcycles and classic cars."

One new member of staff has already been recruited - bringing the total employed by Krazy Horse to 31.

The business is looking to take on more staff this year for the new showroom.



Paul Beamish, managing director of Krazy Horse

To coincide with the venue's launch, Krazy Horse is staging an exhibition of photography by Merry Michau, who is an acclaimed professional photographer, motorcycle enthusiast and custom builder. Visit [www.krazyhorse.co.uk](http://www.krazyhorse.co.uk)

## VIRTUAL CARS: NEW MORGAN AERO COUPÉ, DI MATTEO BORTOLOTTO

*[The speculation as to what the new Morgan might look like is international. This is what one Italian artist envisions. But curved glass?? That would be a Morgan first. Ed.]*



<http://www.virtualcar.it/>

Matteo Bortolotto, 43 anni, ci invia questo interessante sketch che raffigura una ipotetica New Morgan Aero Coupé. Il modello è stato elaborato con l'utilizzo di Photoshop.



## AND ANOTHER TEASER . . .

23 Feb 2015



*[The original image as posted by the MMC on their facebook is as shown above. I then took this image and applied some digital magic to lighten it up and the image below is the result. I might have been able to extract more details if I had played with it more. But, it is definitely Aero derived. The rear is similar to (if not the same as) the current coupe and Super Sport. The wheels appear similar as well. The top is the big difference. Could it be a retracting hardtop or a fixed head coupe? My vote is for an electric, retracting hardtop (all the top end cars have them.) Side pipes are clearly visible but we don't have a clue about the drive train. Only the video (audio) of the engine running provides us with some idea, and to me it sounds like a V-8. I can't tell if it normally aspirated, turbo charged or supercharged though. We will soon know. Ed.]*



## **NEW STRUTHERS FOR MORGAN WATCH TO SHOW IN GENEVA,** <http://www.watchpro.com/>

Struthers London is to unveil the latest watch from its ongoing partnership with Morgan Motor Company at the Geneva Motor Show next month.

The new limited edition has been designed as a companion piece for a new Morgan car which will also be premiered at the show on March 3. The announcement will arrive one year after husband and wife watchmakers Craig and Rebecca Struthers revealed their first timepiece for the hallowed British sports car manufacturer, the Struthers for Morgan, at the same show. WatchPro named the Struthers for Morgan watch as one of its top ten Luxury Watches of the Year for 2014 in November. Founding director Craig Struthers commented on how far the pair has gone to mirror the design language used by Morgan in their latest watch, saying: "this new model will explore just how far you can push watch-car collaborative design. Simply putting a logo on a dial wasn't enough for us; we wanted to see how far we could mirror the forms and energy of the new car within our case design so that even without any branding, you could hold the watch in front of the car and see the synergy between the two."



Morgan's head of design Jon Wells has also been working closely with the Struthers on the new design.

He said: "we have had such an amazing year and shared many successes working with the Struthers. I have enormous respect for both Craig and Rebecca as designers and craftsmen. Discussing with them the thinking behind this car, and helping to translate its charm into an timepiece of this calibre, has been an incredibly rewarding experience".

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*[As previously reported in the MOGSouth Newsletter the MMC sold the GT3s to Richard Thorne. Well they are back on the track now and doing well as reported by <http://www.rtcc.co.uk/> Ed.]*

GT3 Test day report: 02/02/2015

### **SILVERSTONE 30/1/15 FIRST TEST!**

One of the pair of Morgan GT3 Aeros acquired by Richard Thorne Classic Cars for Roger Whiteside ran for the first time in several years at Silverstone last Friday. Richard drove the car initially and reported that the car felt very strong and remarkably stable on the wet track with temperatures hovering around -2! The circuit was late opening due to difficulties in removing a residue of snow and ice from the track, but conditions slowly improved during the morning.

The car performed faultlessly in subsequent stints with both Roger and William Plant at the wheel, providing some useful data for the team ahead of a total strip down in preparation for the Britcar 24 hour race April 23-26th. We have three drivers already confirmed for this race, Roger Whiteside, William Plant and John Emberson; we will announce the final driver in the next week or so!



## FACELIFT FOR BROOKLANDS, BIRTHPLACE OF UK MOTOR RACING

<http://www.bbc.com/>



Brooklands in Surrey, the birthplace of British motor racing, is to get a multi-million pound facelift to help restore it to its former glory, the BBC has learned.

The money will help bring part of its famous track back to life and rebuild its main hangar, which houses old aeroplanes including Wellington bombers, Sopwiths and Hurricanes.

It is the biggest heritage project Brooklands has ever seen. Duncan Kennedy went to have a look at the old track with museum director Allan Winn. *[You need to see the supporting video, listed in this Newsletter's video listing, to see the full potential of this effort. When done, it suspect it will be one of those places you just have to visit. Ed]*

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### NEW ROLLS-ROYCE SUV ANNOUNCED

Feb 18, 2015, [www.justbritish.com](http://www.justbritish.com)

*[Ok, with all the speculation as to the nature of the new Morgan being announced next month, I just have to wonder if Morgan will follow Rolls Royce's lead? Ed]*

British Prime Minister David Cameron was at Rolls-Royce's plant in Goodwood, Sussex, Wednesday on the south coast of England, and welcomed the announcement that the company, maker of expensive limousines, coupes and convertibles, would expand its model line-up with an ultra-luxury **SUV**.

"The all-new Rolls-Royce model, announced today, will herald a new chapter in the remarkable British manufacturing success story that is Rolls-Royce Motor Cars. It will guarantee long term sustainable growth, secure investment and jobs for the future, and ensure that Rolls-Royce Motor Cars remains at the pinnacle of British luxury manufacturing," said Torsten Mueller-Oetvoes, Chief Executive Officer of Rolls-Royce.

"The launch of the Phantom in 2003 marked the beginning of the renaissance of Rolls-Royce Motor Cars. Since then, we have set a new benchmark for what a super-luxury car should be – unique, hand-crafted, beautiful and rare. Often imitated, Phantom has never been equaled and continues to be hailed as 'The Best Car in the World' by our customers and media alike.

"Twelve years later, after the introduction of successful new models like Ghost and Wraith, Rolls-Royce stands proudly at the pinnacle of British luxury manufacturing, confirming our custodianship of this precious marquee," he said.

No details were available about when the car would reach dealerships, what it would look like, or how much it would cost.





# AMELIA ISLAND 2015 CONCOURS D'ELEGANCE

Just to give you some warning, the Amelia Island Concours will again have a Cars and Coffee event started last year. This event will be on Saturday 14 March **2015** event, on the same golf course where the Concours is held on the following Sunday. Over 250 classic and exotic cars from local car clubs will be displayed on the 10th and 18th fairways of the Golf Club of Amelia Island. **Vehicles must be pre-registered to participate!** 9 AM – 1 PM and it's Free!

We had a great turn out earlier this year (for the 2014 Cars and Coffee at Amelia) with three Morgans on the lawn and a few of us have already hatched a plan to attend again.

Hopefully, by putting this reminder in the newsletter we can generate more MOGSouth interest and participation.

**NEW !!**  
**Joe Topinka has arranged another Beer Call at starting at 5PM at the Salty Pelican. 12 N Front St, Fernandina Beach, FL 32034, (904) 277-3811. We had twenty or more folks last year, so you will want to be there!** If you plan to attend, send us an email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com) so we save you a parking space. Also, there is a sign up form we can email to you if you need it. Just send us a note via email to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

## What is this Morgan doing at a Exotic Supercar Show??

I am not all that fond of charities, not that I don't believe in charitable giving, I just don't like the big charities. I think their overhead structures distract from their supposed purpose and they cost too much. I personally prefer the smaller charities where you can see the impacts of your donations. The American Lung Association however touches a bit close to home as my Mom died of lung cancer. So when I heard of this local car show, in support of the local chapter of the American Lung Association, I thought I'd participate. The registration was a donation to the charity and it came with 'free' beer. Ok, now I was sold! Sign me up!

Well, at least the Morgan was red . . . Good thing as that was the only thing it had in common with the other cars. Rows and rows of Ferraris. Mostly all red. Only a few black, and some 'fly yellow'.

There were also a few new car dealers peddling their wares . . . Mercedes Benz, Audi, BMW and Rolls Royce and Bentley. Only one new Jaguar, the new F Type Roadster. I guess it was mostly a marketing exercise for the dealers, with a few privately owned cars (and a couple of classic cars) thrown in.



I was parked between the F Type and a new Fiat 500. The Fiat vendor must have thought the Fiat's engine was special as he kept starting the thing and revving it up. It sounded worse than my dirty, old vacuum cleaner (actually metal-on-metal screeching at high revs.) It was quite painful!

I actually had a great time as the Morgan appealed to many folks in the crowd, both young and old. You can only look at the high end stuff for just so long before you realize that you don't have 'movie star' good looks or the 'wall street mogul' wherewithal to own one. The Morgan however is much more attainable. I even had one older fellow, that didn't speak (not sure why?), give me the thumbs up and showed me a note he had scribbled down hurriedly. *'My first Morgan was a 1934 three wheeler!* Good stuff. I put a few kids in the car so that their folks could take pictures and talked with a few knowledgeable British car guys. All in all, a good day out. Oh, and the 'free' beer was good too!

*Mark*



## **TIC TOK, SABRINA, AND THE REVENGE OF THE WET LINER, by Dale Will**

*[This is quite a good book review written for the Vintage Triumph Register a year ago so the sources mentioned with the prices may be out dated. FYI, this book has been available since 2007, so check the internet. This book is not a very lengthy book and you'll find it a good read and very informative. My thanks to the VTR for this review. Ed]*

I recently had occasion to acquire a copy of "The Story of TOK 258; Winner at Le Mans." (by Ronnie Price and Richard Shepard-Baron (2005, 2012) This wonderful little book details how an alloy bodied Morgan Super Sport *powered by a tuned wet liner TR3 engine* managed to win the 2 liter class at the 1962 Le Mans 24 hour race. The Triumph factory TRS team claimed the same prize the prior year, albeit with a team motivated by the twin cam Sabrina engine. Price's book tells the tale of how a sole TR3 engine, with its push rods and cast iron, was able to repeat the Sabrina's performance at the most prestigious sports car race in the world.

The 50<sup>th</sup> anniversary edition of the book was expanded to include the memories of Richard Shepard-Baron who co-drove at Le Mans with Chris Lawrence. Price's fine text otherwise recounts how Lawrence acquired TOK in 1958, a Morgan Plus Four with a TR engine already two years old. He developed the car into a circuit racer on his own, and his successes lead to seeking an entry in the 1961 Le Mans race.

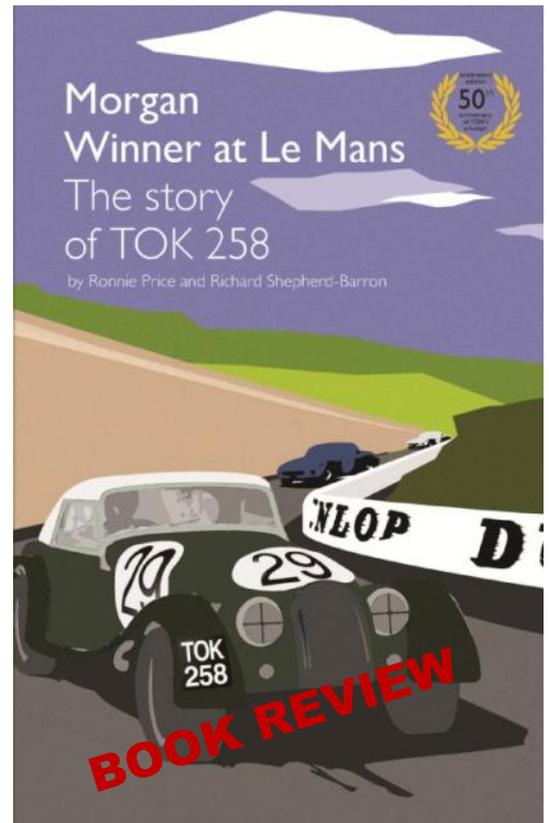
Price's book repeats a rumor that I have heard before and suggests that the Triumph factory used its corporate clout to *block* TOK from competing against the Sabrina. According to the book, the Morgan was accepted at the 1961 Le Mans and completed 2 days of scrutineering without any issue. Mysteriously, the scrutineering stamp was revoked at the last moment with a rather meek explanation that the organizers didn't want a "pre-war car with disc brakes" to be in their race. Rumors flew that what had actually happened is that Triumph told the organizers they could either have a team of three factory cars, or the sole Morgan . . . But not both.

No proof of Triumph's alleged intervention has ever been forthcoming, but the rumors are well accepted by the Morgan crowd. And to this day, little is said of TOK in the Triumph world (perhaps a reflection of the corporate loyalty that prevented the direct match race in 1961?). Who knows? What is certain is that no-one objected to the Morgan at Le Mans the year after, at which point the Sabrina team had been retired. Interestingly, the Morgan factory agreed to enter Lawrence as a factory effort, and repainted TOK BRG for this event, livery that it wears to this day.

Shepard-Baron's account of the race provides a colorful narrative. With only one car in the team, the drivers were cautious. Running at around 135 mph down the Mulsanne, they had to work past the slower cars while staying clear of the 180 mph missiles in their mirrors. However, other than a stuck starter motor giving a momentary fright, the TR engine ran reliably for the 24 hour race and at 4 pm on Sunday defied the skeptics by finishing first in the 2 liter class. TOK has become a legend, and the book describes its continuing life in historic races.

And what are we Triumph enthusiasts to think of this now? By comparison, TOK did not match the pace of the the winning TRS the prior year; The TRS that won the 2 liter class in 1961 (in 9th place) averaged 98.9 mph, while TOK in 1962 (14th overall) averaged 94 mph. Based on these numbers, if the Morgan would have run in 1961 it would have beaten the third Sabrina (91.24 average) but not the first two. We don't know whether a direct match might have inspired a less conservative pace in the Morgan camp. *[Ok, so this was written from a Triumph perspective. Ed.]*

Regardless of such conjecture, it seems high time that Triumph enthusiasts acknowledge and celebrate TOK's victory in 1962 just as Ford fans honor the success of the Cobra. We must remember that the Le Mans victory went to Morgan powered by Triumph. I for one feel that this accomplishment - the revenge of the wet liner - is a big part of the pedigree of the TR3A sitting in my garage. Anyone who is interested in this story would do well to buy a copy of "The Story of TOK 258." The book is 90 pages, softcover and illustrated in both color and black and white. It's available from Hortonsbooks.co.uk at £12.99 and MX Publishing USA or Canada at \$19.95, both plus shipping.



## **AS IF YOU NEEDED ANOTHER REASON TO VISIT THE 2015 AMELIA ISLAND CONCOURS D'ELEGANCE THIS IS BEING OFFERED AT THE BONHAMS AUCTION**

Lot 142 FROM THE ESTATE OF GEORGE FINK

### **1964 MORGAN PLUS FOUR PLUS SPORTS COUPE**

US\$ 130,000 160,000 [THE AMELIA ISLAND AUCTION](#) 12 Mar 2015 12:00  
[FERNANDINA BEACH GC](#)

1964 MORGAN PLUS FOUR PLUS SPORTS COUPE Chassis no. A 5758  
Triumph Engine no. CT29261 2,138cc  
Pushrod Inline 4 Cylinder 2 Weber Carburetors  
Approximately 140bhp at 4,650rpm 4 Speed Manual Transmission  
Sliding King Pin Front Suspension, Solid Rear Axle  
Front Disc, Rear Drum Brakes



### **The MORGAN +4+**

When the Plus Four Plus was introduced at the 1964 London International Auto Show, it was greeted by a chilly silence from the Morgan faithful. Yet, it would prove to be the key to the company's survival – and today is a much sought after rarity. The new Morgan, so different in appearance from the classically styled Plus Four roadster, disappointed windin your face "Mog" loyalists, who devoutly believed that the roadster's primitive inflatable bladder seats and less than forgiving sliding pillar/leafspring suspension made Mogs the one true remaining British sports car.

Company president Peter Morgan was determined to turn the page and bring the company his grandfather had founded at Malvern Link a half century earlier into the modern era. While the Plus Four Plus was built on the standard Morgan tube framed roadster chassis, it would feature – rather than a wood framed open body clad with steel panels – a fiberglass two seat coupe body with an unusual "bubble" top, fabricated by the firm of E.B. (Staffs) Ltd. in StokeOnTrent.

The tall, rounded roof was shaped, as Morgan lore would have it, to accommodate Mr. Morgan. He stood six foot four, and sensibly insisted that he be able to enter, exit, and drive the car comfortably. There were proper bucket seats, a full complement of instruments, a wood rimmed steering wheel and some space for luggage.

The Morgan faithful were having none of it. Orders began to dry up and the factory was forced to abandon its plans for an initial production run of 50. This reversal, however, proved to be a blessing. Fearful that the new model signaled the end of what they had worshipped for decades, prospective Morgan buyers hurriedly jumped on the waiting list for a new Plus Four roadster. This provided the firm with desperately needed cash, thus ensuring its long term survival. Only 26 coupes were completed and sold over a three year period, many of them to U.S. and Canadian enthusiasts.

### **THE MOTORCAR OFFERED**

This handsome Duck Egg Blue Plus 4 Plus has a known history from new, and was clearly chosen by British Sports Car enthusiast George Fink for its originality. Proportionately late in the production run, this is the 20th Plus Four Plus to have been built. Originally sold new to Gregory Nowakoski Junior, an American Foreign Service employee living in Saranac Lake, New York, Mr. Nowakowski elected to travel to the factory to collect his new purchase as many Morgan followers before him and since have chosen to do. Parting with £1,055, roughly \$3,000, he picked it up from the Works and exercised it a little on the home turf of the British country roads before shipping it to his home. Its factory dispatch date is recorded as September 12, 1964 and as new the car was actually finished in red.

Towards the end of 1976, he sold it to John Erickson of Yorktown Heights, New York for \$3,500. It quickly 'flipped' through a Hemmings advert which asked for \$6,000, at which point its new owner became Jerry Williams of San Francisco, California. Five years later, George Fink was able to acquire it, when it joined other unique examples of British machinery. Arriving back in Minnesota in 1983, it has remained with him ever since. At some time the car was repainted in the current Duck Egg Blue scheme which was a color offered in period by Morgan. It may have been retrimmed, but both have aged gently and provide a clean presentation today. [\[Go to http://www.bonhams.com/auctions/22530/lot/142/ for more information. Ed.\]](http://www.bonhams.com/auctions/22530/lot/142/)



## A DASH OF MORGAN'S SPICED VROOM . . .

*ZOG ZIEGLER was overjoyed to put the very special – and rare – Morgan Plus 8 Speedster through its paces.*

FEW brands attract such a loyal following as Morgan – who are quintessentially British and, after more than a century, still built in the UK.

For the last century, these bespoke cars have been hand-built at the factory in Pickersleigh Road, Malvern Link, Worcestershire.

Given the considerable number of fine British marques that have disappeared over the years, the Morgan story is a truly remarkable one.

They were established in 1909 by H.F.S. Morgan, who designed a three-wheel version that was reproduced and reinterpreted in 2011.

It was in 1936, however, that the first four-wheel Morgan was built.

The iconic Morgan Plus 8 was announced to the public at the Earls Court Motor Show of 1968.

The Plus 8 proved to be one of the most successful cars that the company have ever built and production continued for 36 years until the model was discontinued in 2004.

Today, cars at the Morgan factory are still coach built, including the latest Aero range, which launched in 2000 and has now been joined by the Aero SuperSports and its fixed-head sibling, the Aero Coupe.



Motoring journalist Zog Ziegler is a Morgan owner and a huge fan of the cars.



The Morgan Motor Company factory in Malvern Link, Malvern, Worcestershire

Motoring journalist Zog Ziegler is a Morgan owner and a huge fan of the cars.

So when the small family-owned company last year celebrated their 105th birthday, he jumped at the chance to drive the Morgan Plus 8 Speedster, the first car of a limited run of 60 to mark the anniversary.

DRIVING any Morgan is always a stirring experience, whether it is the feel of the car under your hand or the feeling in your heart, be it simply the long route to the post office or hooning down the Mulsanne Straight at the Le Mans race circuit.

Charged with the very first of a run of only 60 (the other 59 are yet to be built) is both nerve wracking and an

unadulterated privilege, and I can boldly state that every fellow road user and anyone with a camera who saw me that day driving the Morgan Plus 8 Speedster will agree.

Lord alone knows what was going on in the minds of the dozen or so Japanese teenage girls when they clapped eyes on it. Think of those screaming boy band fans and then multiply the cacophony by a factor of 12 and you should catch the tenor of my drift. Marvellous.

***So, what is this Plus 8 Speedster, apart from being the ultimate bull goose looney ever to appear from the Malvern foothills?***

The Morgan Motor Company last year celebrated its 105th birthday. For the last century, however, they've been hand-building their cars at the same factory in Pickersleigh Road, Malvern Link. Just think about that for a moment. The Speedster is thus a very limited edition of the modern Plus 8, created entirely to commemorate the factory's first century.

For your £70,000, Morgan will build your Speedster, effectively a wide-bodied classic Mogster stretched this way and that to fit upon the fine race-proven Aero chassis.

The engine, which makes light work of hefting the car along, is of V8 configuration and boasts an immodest capacity of 4.8 litres.

This BMW lump is a good thing here – trust me – pushing out 367 horses, good enough to thrust the car to 60mph in four seconds. The top speed is effectively governed by the size of the driver's bottle.

For no extra money at all, the Speedster comes entirely devoid of such fripperies as roof and windows. Your protection from the elements consists of a tiny low two half-moon aero screen.

Ask nicely, however, and the sales team may lob in a brace of door handles. The leather-clad interior is so heavenly, it could have been made by angels.

The Aero generation of Morgans of the last decade have always brought with them a sense of drama and theatre. The Speedster picks up the cudgels of the pantomime villain.

***Not to put too fine a point on it, what we have here is a hedonistic symphony in aluminium, steel and ash.***

Twenty-five years ago, I feared that nobody would even be allowed to build cars like this in the 21st century. I know we must all look ahead – and Morgan do, too – but not today.

Even on tickover, the Speedster sounds intimidating, like God clearing his throat having snacked on a Nissan Leaf.

Open the taps a little injudiciously and the basso profundo bark from two pairs of side-mounted exhaust pipes will set off car alarms, scatter the timid and wake the dead.

Driving up in the hills, the sophistication of the chassis and pinpoint steering felt at odds with the rawness of exposure to the elements and, try as I might, I could not unstick those very racy Japanese Yokohama tyres.

The Speedster No 1 drives through a six-speed box, complete with flappy paddles. I'd choose the six cog manual every time, though Morgan say the auto is quicker.

For three decades, I've driven Morgans. Even bought a few. And now I've driven the meanest, baddest and easily the most impractical of 'em all, which instantly promotes it to my favourite one yet, without a doubt.

***I can't remember quite so much frolicsome revelry whilst simultaneously being stone cold sober.***

***Hurry, while stocks last. [Another good bit about the Speedster. Perhaps one day it will find its way to the US. Ed.]***





Recently, I have had numerous members talk to me the problems associated with the Morgan accelerator roller. Even I have issues with it on longer drives.

This article outlines one solution to the problem. I have heard of others, however most opt for the after market 'organ pedal' with the 'Morgan' name cast into the metal.

I suspect that the solution Peter outlines here is quite a bit less expensive and something the DIY'er can easily do at home.

However, this solution does however require a small bit of skill (not to mention a welder) and a few bits of the necessary material.

## **GOT THE 'ROLLER BALL' BLUES?? THERE ARE ALTERNATIVES !!**

### **BUY THE VENDOR OFFERED 'ORGAN PEDAL' OR BUILD YOUR OWN**

**Peter Ballard's Experience** - It's funny how it is often the small things that drive us to distraction whilst we can accept things that in general are a far greater nuisance. So it is with the accelerator pedal in my 1963 4/4.

The factory fitted item is an aluminum roller connected to the operating arm. This is in general OK but after a time of driving I find that I ended up with a "hot spot" on the bottom of my foot. I knew there had to be a better way.

**[Several of the Morgan vendors]** show what is sometimes referred to as an "organ pedal" in their catalogue. This device screws to the floor and then rests against the roller to present a larger area for ones foot. I was kindly given one of these by Geoff in UK. When I got it home and tried it in my car, I was not much impressed and whilst it spread the load better was not as user friendly as I hoped it would be.

I decided to look at modern cars and see what they had, my Acura has an "organ pedal" floor mounted. My wife's Toyota has just a pad on a top hinged arm (yes I know they cause unexpected acceleration), other cars seem to have one or other of these types.

I figured that I could easily make up a curved pedal with a bracket attached to the back that would bolt in place of the roller. I knocked up a wood prototype and fitted it in place, first problem was the weight distribution allowed it to pivot downwards when my foot was not on it. A spring would be needed to hold it so it presented itself flat to the foot initially but could roll slightly as the pedal was pressed.

The solution eluded me for a couple of nights as I tried all shapes of springs, finally it dawned on me, a 'Thackeray' washer would do just the job preventing the pedal from moving when not being operated but allowing movement when being used.



The After Market 'Organ Pedal' - Photo Courtesy of Morgan Spares



The Wooden Prototype

I mounted the wood prototype and went driving; this gave me a far better feel, even though the pedal was flat rather than curved as originally planned.

Now for the final version. I looked around the local area to find an aluminium casting foundry, with no success, so back to the workshop. A dig in the junk metal box turned up a small piece of 1/2 inch thick aluminum that would make the bracket; this was filed to shape and drilled. Next a piece of 3/16 inch thick aluminum 1 3/4 inches wide by 2 1/2 inches long was taken and crudely given a slight curve (Big hammer and a round bar on the floor of the garage).

The two were welded together to create the finished product. Then a piece of rubber mat was glued in place and it was finished.

Final fitting has to wait for the car to come back from the upholstery shop, but I believe that the smaller size than the wood prototype will mean that swiveling is less important to give the comfort I was looking for.

*Peter Ballard*



Thackeray Washers



Parts Ready for Welding



Non Slip Rubber Applied



Quick Weld Job

### **GOMOG.COM is GOOD!!**

The online technical reference provided to us by the Canadian Club web site, [www.gomog.com](http://www.gomog.com), is a resource all of you should have bookmarked. I use it all the time. But, like anything else you read on the internet, you need to balance this source with others, and make sure what you are reading makes sense.

GOMOG provides some new information sources that are worth mentioning. Specifically for those with Fuel Injected Plus 8s. There is a very good, albeit lengthy, resource on the 'Hot Wire' fuel injection system. <http://www.gomog.com/allmorgan/HOTWIRE/HotwireEFI.pdf> Remember, Morgan Plus 8 fuel injection systems started with the 'Flapper' style fuel injection system which was introduced in 1983 or so, and continued to about 1990. Then the 'Hot Wire' was used in Morgans until 1996, when the 'GEMS' system was introduced. The Flapper and Hot Wire variations are really specific to the method of air ducting the fuel injection system, while the GEMS system involves differences in the oil pump, timing cover, etc. *[Note - take these production dates as you would any Morgan date. There were always overlaps when the MMC introduced a new technology, but continues to use the older technology until stores are depleted, this is especially true for the various Plus 8 EFI systems and those US Plus8s that had propane carburetors. Ed.]*



# HIRE A **MORGAN** IN SOUTH WEST FRANCE

If you have ever considered driving your own Morgan in France, then most likely you soon realised that the costs and logistics make it far too expensive.

CCSC can offer the perfect solution, with weekend or weekly hire and can also help with Hotel, Château and Gîte bookings, organising bespoke tours and providing airport pick-ups if required, to help take the hassle out of planning your dream classic car holiday in France.



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# MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details. You can reach us at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

## 'Fergus' Number Plaques Available !!!

The cost per plaque is **USD \$60**, postage per plaque is **USD \$3**, world wide. If paid per PayPal, an extra **USD \$2** will be charged. To order a copy, or ask for information, please drop a line to [fergushistory@hotmail.com](mailto:fergushistory@hotmail.com) (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email [jclax5817@aol.com](mailto:jclax5817@aol.com)

## Wanted English Ford 100E Engines

I'll consider most any condition. Contact Rick Frazee 407-620-0507 or [mog4@earthlink.net](mailto:mog4@earthlink.net). Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961.

## Morgan Books for Sale

Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". Contact David Crandall at [mogdriver@gmail.com](mailto:mogdriver@gmail.com).



## Plus 8 Alloy Wheels for Sale!!

Set of 5 Original +8 alloy wheels.

Like new. Could deliver at 40th Anniversary Meet. Don Smith [donaldnancy@gmail.com](mailto:donaldnancy@gmail.com)

## Morgan Car Parts for Sale!!

- 48 spoke, splined hub, 15 inch wire rim fits early British cars. Rim is clean and is painted in gray Primer. Best offer.
- TR-4A engine. Includes empty block (no sleeves or pistons), complete head and rocker assembly, crank shaft, 4 connecting rods, cam shaft, flywheel, distributor, timing chain and cover, oil filter assembly, intake manifold, fuel pump, valve cover, oil pan, and more. All parts are cleaned and oiled. \$125.00
- 2 each reflector lamps and bulbs for free mounted head lights for flat rad Morgan. Best offer. Contact Chuck Bernath at 904-210-5438 or [chuckbernath@gmail.com](mailto:chuckbernath@gmail.com)



## GREAT MORGAN VIDEOS ACCESSIBLE VIA THE MOGSOUTH WEB PAGE

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> (or you can go to [www.YouTube.com](http://www.YouTube.com) directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box. Be advised. Videos on YouTube may or may not be retained, so videos listed in old issues of this newsletter may have been removed for some reason and might not be available for viewing. Same thing might occur for videos on other internet servers. So best to watch them now !!

**Williams Morgan: Bespoking a Morgan Plus 4** (A bit of an advertisement but pretty interesting as they discuss modifications that can be done to improve just about any Morgan)

<http://vimeo.com/76814457> (Peter Morgan Interview. Not a YouTube video but if you click the link it should work.)

**Morgan World Premiere Teaser - Geneva 2015** (Another tease from the MMC. This is the new car. Can you guess the engine?)

<http://www.bbc.com/news/uk-31506646> (This is a quick video that talks to the restoration of Brooklands by the UK Lottery Fund. Not a YouTube video but if you click the link it should work.)

[http://nascar.sportsblog.com/posts/1687479/1979\\_daytona\\_500\\_full\\_race\\_video.html](http://nascar.sportsblog.com/posts/1687479/1979_daytona_500_full_race_video.html) (Not a YouTube video but if you click the link it should work. One of the best historic NASCAR races, if you have a few hours.)

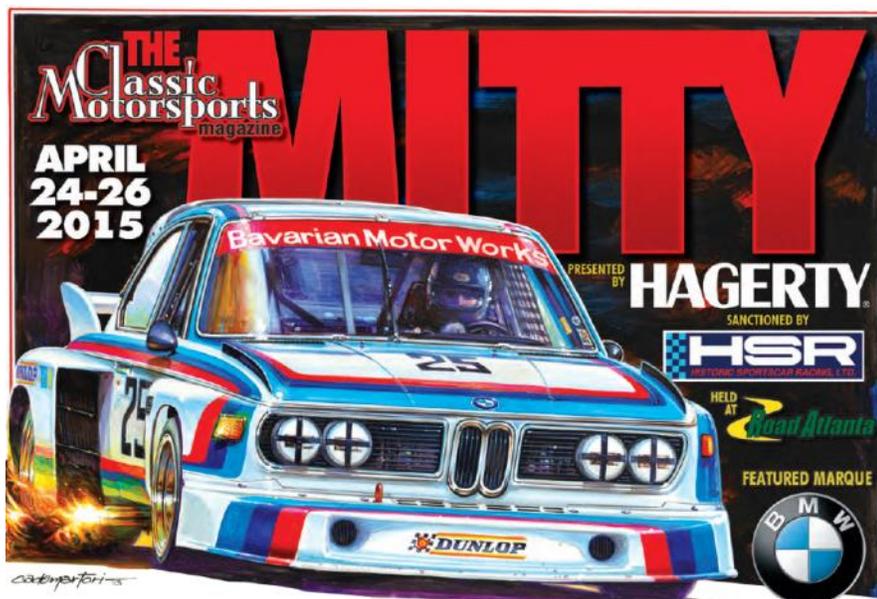
**vtrmoglantabooks** (Burt Levy driving Stacey Schepens Morgan 4/4 around Road Atlanta in 2013. And, a bit of an advertisement for Burt's Books . . . However, a good view of Road Atlanta from the driver's seat of a Morgan)



## THE 2015 MITTY AT ROAD ATLANTA !!

Last year MOGSouth made a major push to revisit the club tradition of attending the Mitty at Road Atlanta. We had well over a dozen Mogans in the infield and a good number of us took laps of the course. Stacey Schepens was there to put all those pesky Porches in their place with her ferocious 4/4. Also, Tom Coryn, MOGSouth and GatorMOG member ran his speedy MGB. All good stuff.

Well the 2015 Mitty is coming up, and again there will be free parking for the club in the Car Corral (Code **MittyBritish**). You will want to get your tickets now and put this great event on the calendar. I'm sure Stacey will be back and Rick Frazee, the head Gator in our GatorMOG contingent, will be racing his not so ferocious but plenty potent, yellow Frog Eye Sprite. Tom Coryn will likely be back with his pace setting MGB. I know the schedule is a little tight this year, but get there if you can. You won't be disappointed!! It's always a great time! And, when you're there be sure to cheer on Rick, Tom and Stacey!



### Bring your car and car club to the Classic Motorsports Mitty Presented by Hagerty!

The largest vintage auto racing event in the Southeast.  
Formula, IMSA, GTP and GT race cars

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- ...and much more!

#### Coker Tire Car Corral Benefits

- Best infield parking and Speedfest access available
- Free 10x10-tent rental if you bring 20 or more cars from your club
- Free Parking for Car Clubs!

Contact Rick Goolsby at [Rick@ClassicMotorsports.net](mailto:Rick@ClassicMotorsports.net) for more information on Car Club Corrals.



Go to [www.HSRTickets.com](http://www.HSRTickets.com) now to buy your tickets!

## Did You Know?

The Morgan has always been a car that offered more capabilities or 'value' than alternatives and at an affordable price.

### 1932 MMC BROCHURE EXCERPT



"For 20 years now it has been the aim of the Morgan Motor Co., Ltd., to produce a vehicle that will meet the requirements of that section of the public who desire the possession of a Light Car, but whose means, but for the "Morgan," would only permit a Motor Cycle combination. Our idea was and it to overcome the problems of Motorcycle discomfort and fatigue, and to enable the public to enjoy Light Car comfort, with greater speed and economy, but with considerably less initial outlay and running costs. With this aim still in view we shall continue to market the original Two-Speed "Morgan" on the already well-known and satisfactory "B" type chassis, and it will be agreed that at the prices shown we are offering the public a vehicle for which it will be difficult to find a substitute.

In addition to the above we are able to announce an entirely new model for 1932. This model is supplied in a very complete form, so that customers are not bothered with annoying amounts charged as extras. The bodywork is similar to the existing types for all models, except in detail improvements, which have certainly added to the appearance generally.

These alterations refer chiefly to the Family model, which has a better shaped bonnet and a Single Panel Windscreen, with a Suction type Screen Wiper. All the new models are supplied complete with Lucas Electric Lighting and Starting, and of course the usually Hood, Side Screens and Tools".

Continued Next Page



## **IT'S A MORGAN**

Well, we can't say we didn't ask for it. What we've proven is that, if you put an unidentified car that turns out to be a Morgan into an issue with a Morgan on the cover, you'll get mail. A lot of mail. One e-mail came from reader Dave Bondon, aka SuperDave, of Duluth, Georgia, and we're going to let him talk about the car, for reasons that will become obvious:

"It is a Morgan SLR. The letters stand for Sprintzel Lawrence Racing and it was built in 1964 to compete in Europe against the pesky Porsches. For over ten years, I owned and raced one of the three produced. Don't feel bad, nobody knew what it was back then either," SuperDave writes. "The Morgan SLR is a beautiful car. They are often mistaken for a Lotus or Jaguar or even a Corvette. All three are back in England being raced in various historic and vintage events."

He sent along a few photos from Mid-Ohio in 1990, and we're reproducing one here. (It's a digital photo of a framed print; as SuperDave explains, "there was no digital storage back then.") "That's me, with the SD hat on, and my wife, Marilyn. We are next to the Morgan Plus 8 prototype owned by San Francisco Morgan dealer, Bill Fink. Standing next to it is Morris Owens, who is credited as the one responsible for developing the Plus 8 within the Morgan organization."

Reader Wendell Bain sent a photo of Bill Fink, the San Francisco Morgan importer, racing his SLR, a car he has since sold. Wendell notes that in addition to the three SLRs built on a Morgan Plus 4 chassis, one was built using a Triumph TR4 chassis. "The drivetrain was Super Sports Morgan TR-4 with two Weber sidedraft carbs, header, cam, raised compression ratio, the standard Moss gearbox and Salisbury rear axle," he writes.

*[I saw this and immediately recognized those smiling faces in the middle of the picture. Ed.]*



NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!

NEW for **2014**, The **MORGAN ROADSTER '65** Maybach Himalayan Grey Metallic body/Black wings, two tone Anthracite/black leather/red piping; 340HP 3.7 Vee6 with 6 speed manual transmission

NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields

NEW **2014 MORGAN 3 WHEELER** ONE OF A KIND: S&S 2138cc engine, special exhaust, special suspension; Jaguar dark grey metallic, brown leather quilted seats, engine turned dash, leather covered steering column

LIKE NEW **2014 MORGAN 3.7 "ROADSTER '65"** Aston Martin Racing Pale Green Metallic Pearlescent 1,246 miles

LIKE NEW **2013 MORGAN 3 WHEELER** Imola Red

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**2005 MORGAN ROADSTER** Pozzi Blue

**1983 MORGAN PLUS 4** Aluminum bodied

**1967 MORGAN 4/4 SERIES V** British Racing Green

**1964 MORGAN PLUS 4** FOUR SEATER, Ivory

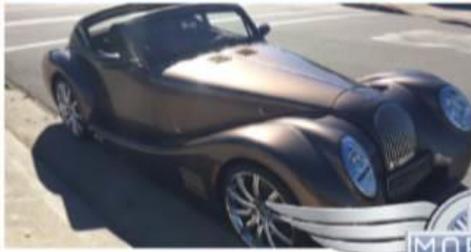
**1959 MORGAN PLUS 4 DROPHEAD COUPE** Kingfisher Blue, stunning restoration

**1959 MORGAN PLUS 4 FACTORY LIGHTWEIGHT** Regency Red/Tan

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# 1909



2014 US (and a few International) EVENTS

# 2015

Many of the 2015 events that weren't confirmed are now getting finalized. The MOGSouth 40th Anniversary Meet is set for May 1 - 3, in Aiken, SC.

The MOGSouth 2015 Fall Meet will be held in Rome GA October 30 - November 1. This is a change from earlier published dates, but there were just too many conflicts with other dates.

Make sure you adjust your calendars. More details to follow in future issues of the newsletter and on the web site.



## The 2015 MOGSouth Events Calendar

- **85<sup>th</sup> Geneva Motor Show**, Mar 5 – 15, Geneva Switzerland (Press Days Mar 3 - 4)
- **Amelia Island Concours d'Elegance**, Mar 15, Amelia Island, FL
- **British Motoring Club New Orleans 25th Annual Car Show**, Orleans Ave, Mar 21, New Orleans, LA
- **12 Hours of Sebring**, Mar 21, Sebring International Raceway, Sebring, FL
- **Carolina British Classics**, Mar 28, Columbia Speedway, 2001 Charleston HW, Cayce, SC
- **Orlando All British Car Show\***, Apr 11, Mead Gardens, Winter Park, FL
- **The Mitty at Road Atlanta\***, Apr 24 – 26, Road Atlanta, Braselton GA
- **MOGSouth 40th Anniversary Meet**, 1 – 3 May, Aiken, South Carolina (Details in this Newsletter and on Web)
- **Pinehurst Concours d'Elegance**, May 3, Pinehurst NC
- **Atlanta British Motorcar Day\***, May 3 **TBD**, Roswell, GA - Tentative
- **97th Running of the Indianapolis 500**, May 24, Indianapolis, IN
- **Triangle British Classic**, May 16, Raleigh, NC
- **24 Heures du Mans**, Jun 13 – 14, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 45\***, Jun 19 – 21, Gettysburg, PA
- **Pittsburgh Vintage Grand Prix\***, Jul 19 – 20, Schenley Park, Pittsburgh PA
- **Pebble Beach Concours d'Elegance**, Aug 16, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races\***, Aug 31 – Sep 2, Put In Bay, OH
- **Atlanta British Car Fayre\***, Sep **TBD**, Norcross GA
- **Goodwood Revival**, Sep 11 – 13, Goodwood Circuit, Chichester, W. Sussex, England
- **MOGSouth Fall Meet**, Oct 30/31 – Nov 1, Rome GA - Hosted by Gary and Judy Heck **\*\*CHANGED\*\***
- **Charlie Miller 'Big Muddy' Pub Crawl**, Sep 22 – Oct 4, Auburn IN to Cincinnati OH
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct. 3, Road Atlanta, Braselton GA
- **Euro Auto Festival\***, Oct 16 – 17, BMW Plant, Greer, SC
- **United States F1 Grand Prix**, Oct 25, Circuit of the Americas, Austin, TX
- **Hilton Head Island Motoring Festival & Concours d'Elegance\***, Nov 1, Hilton Head Island, SC
- **SVRA Vintage National Championship**, Nov 4 – 8, Circuit of the Americas, Austin, TX
- **Winter Park Concours d'Elegance\***, Nov 15, Winter Park, FL
- **Special MOGSouth Opening 'Wheels Through Time Museum,'** Dec 5 - Maggie Valley NC
- **MOGSouth Christmas Party**, Dec 5 - Waynesville, NC



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**MOGSOUTH REGALIA** MOGSouth Car Badges are available. If you don't have your badge, it's time to get one. The car badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. You'll want that badge, when you see what we have for you at the **MOGSouth 40th Anniversary Meet**. Please contact SuperDave Bondon at 770 330-6210 or [Dbondon@bellsouth.net](mailto:Dbondon@bellsouth.net) to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096. **Name Badges** - This is another thing you will probably need at the 40th Anniversary Meet. With all the folks coming, some we haven't seen lately, we'll need everyone to wear a name badge. **Get these from Randy**. We will have 'Hello My Name Is ...' stickers if you forget. There will also be other MOGSouth Regalia at the **MOGSouth 40th Anniversary Meet**. Let us know via email ([mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)) if you have an idea for other MOGSouth regalia, hats, totes, shirts, etc.

**Make sure Randy has your contact information correctly. We are about to print on the Membership Roster.**

We use an Email contact list for communication, so in order to receive communications from MOGSouth about upcoming events, newsletter availability, etc., you must provide us with your email address. To read the electronic newsletter you need Acrobat Reader. Download it free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060. Or send us an email to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

*Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or material to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).*

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 2/15

### Not a Member of MOGSouth? It's Easy to Join!!!

Dues for the calendar year are \$25. They are due and payable January 1st.

To join us, please mail your check payable to MOGSouth to:

MOGSouth c/o Randy Johnson, 296 Lakeshore Drive, Berkeley Lake, GA 30096

