

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 10/13

GatorMOG Noggin Sarasota, Florida 11 - 13 October, 2013

8^{5°} and Sunny. Barely a cloud in the sky all weekend. Top down, so a sunburned nose, but I'm certainly not complaining. *These are the sorts of weekends that vindicate Morgan ownership.* The Sarasota Noggin combined the imagination of Bill and Carol Stelcher, Gene and Betsy McOmber and Ron and Cathy Gricius. We visited three wonderful houses (with lots of toys to poke and prod), two great restaurants (no wonder I'm fat) and even had a spirited run on the bay, with 16 people and a youthful Belgian Water Spaniel, 'Enzo,' who was the first on the boat when someone said 'boat ride?'

The weekend started on Friday with lots of rushing about trying to get the house settled, the dogs ready for the sitter, the car packed and Andrea back home from work. We had a plan to be at the Frazee's at 1PM. I called Rick to let him know we were on track, and he said "let's shoot for 1:30." Great, I thought, a short reprieve. A deep breath, time to



The Morgans parked out front of Ron and Cathy Gricius' home.

Photo courtesy of Cathy Gricius

recheck and make sure everything was taken care of. And then we were off. Headed south with the top down, and Ugly Betty purring. We were a few minutes early and thought a drive through the bank to get some more cash wouldn't slow us down. Well, we failed miserably at the bank (not sure why) and drove off, arriving at Rick and Sam's at 1:35. . . late.

Then there were a few last minute details to attend to at Rick and Sam's, and we were both on the road. A seemingly circuitous route through Winter Park and Orlando and we were on the highway, cruising towards Sarasota. Our afternoon departure necessitated highway speed. The fun was to begin at 5PM at Bill and Carol Stelcher's home.

But, first we had to get there and find the designated hotel. We sped down I-75 at a good clip, until we stopped. Stop and go, stop and go, riding the clutch. The car heated up. We were in Tampa, and the sign said 'Crash - 3 Miles Ahead, Left Lane Blocked.' Stop and go for three more miles?? And, the temperature gage was now pegged, high. I have had this car for a year now, but never really gotten it too hot. I didn't have a clue whether the temperature gage was accurate, high or low. So we bailed. Rick and Sam continued on in the traffic, while we toured East Tampa on the back roads. Note to Self - Don't tour East Tampa in an open car, ever again! After some 10 miles of detour we got back on I-75, beyond the crash.

When we reached the hotel, there was a crowd of GatorMOG / MOGSouth Members already there, waiting for us to roll in. We had a great crowd for a local event. Folks came from all over Florida, and Perry and Ritamarie Nuhn even came down from South Carolina to join us.

We checked in quickly, found our room and changed those bits of my wardrobe that needed changing. Then back downstairs to join the group. We convoyed over to Bill and Carol Stelcher's lake-front house for Friday evening 'cocktails'. The directions provided were quite good and direct, however there were those (interestingly enough, they were local, actually from Sarasota) that chose to experiment. They arrived some thirty minutes after the rest of us.

Bill's polished two tone BRG and Black Plus 4 adorned the drive way to his house as we all found spots to park our Morgans. The house was wonderful and set amongst the trees on a very picturesque lake. I was torn between the beauty of the lake and toys in Bill's workshop. Bill had constructed a great showplace for his toys. The center piece was Bill's 1929 Ford Speedster race car surrounded by all the goodies one might need to keep it safe and competitive. The workshop had very high ceilings allowing Bill to park his racing car trailer inside as well. A sliding glass wall separated the working (dirty side) area of the shop from the cars (clean side). Very well laid out and extremely neat. Knowing Bill, I suspect it is always that way. That is something I envy, mine is all dirty side.

Dinner was close (less than a mile away?) at a local favorite, the Linger Lounge, an eclectic combination of water front dining and taxidermy studio. Al Roker, on the Food Network, once named this restaurant "One of the Top Five Weirdest Restaurants in the Country". I have to agree. From the menu to the walls. Just weird.

However, the food was really good, especially for those of us that could identify what it was we were eating.

The highlight of the evening however had to be the wonderful (?) karaoke singing in the room adjacent to ours. Luckily we were separated from the singing by a screened door and wall. Those attempting to sing must not have had any real friends because a real friend would have to tell them they stunk! They were really quite bad, both the girls and the guys.



The tail of Bill Stelcher's Speedster and Radiator Mascot.



The only thing worse than their inability to sing, was their inability to read. I hope they were drinking!

After getting our fill (of food and singing), we headed back to the hotel. It was dark so I flipped on the light switch on Ugly Betty, and pulled out of the restaurant parking lot. Something wasn't right. The lights worked, as I had rewired them a month or so ago. But, that was before I realized the scope of the botched electrical system I had on the car. The car ran but not well, stumbling along and the idle was around 2500. I made it back to the hotel, but it was obvious the car was not happy. Damn, I thought, the gremlin I had slayed on the way back from Huntsville was still alive and well. I just parked the car and went to bed.

Saturday was another gorgeous day. Light breeze and nothing but baby blue sky. The car was still balking a bit but I didn't have time to play with it, as we were off to the McOmber's, early, for a catered Omelet breakfast. It was only some 10 miles away and I figured I could make it there and back.

Breakfast was wonderful, and we sat by the pool, looking out over another tranquil lake. What a way to enjoy your morning coffee. Gene and Betsy just recently moved into this house, relocating to be near family. They had done a masterful job of decorating. And, Gene's toys were not neglected. He too had his 'workshop' (as well as his office) adorned with all the treasures, trophies and automobilia gathered from decades of Morgan ownership and racing.

To ease in serving the crowd, Gene and Betsy brought in a catering team for the Omelet breakfast. The Omelet Chef, Bob Horne, was retired from the Circus, and Sarasota is noted as the home of the Ringling Brothers Circus. After the breakfast clean up, Bob was kind enough to provide us with some inside stories about John and Mable Ringling and the circus. Fascinating and fun!



Gene McOmber's Workshop

After Breakfast the crowd scattered, some heading out to shop for antiques, some going to local museums or to the aquarium. I decided to use the time to sort out my car. We had a few hours of free time before the next schedule part of the weekend.

Once back at the hotel, however, I realized that the car was too hot to work on, so I wasted a little time to allow it to cool. My guess proved correct. I had wired the car's lights through another of the suspect circuit breakers. When I turned them on, something failed. This circuit breaker also controlled the power for the electric choke on the carb, causing the

carb to stay at fast idle. I did a quick field repair, rewiring the lights and electric choke to another power source, but I made sure it was not going through the morass of circuit breakers and relays. I simply used the one I had used before.

Well, the down side was that everything I had mucked with was now wired to the same power source - transporter room, phasers, flux capacitor, electric choke, fuel pump ... you name it. But, I was cautiously confident. It was wired with a 20 amp inline fuse. (One of the only fuses on the car.) I tested it . . . Started the car, turned on the lights, checked the choke. Everything seemed to work and returned to normal. If this one circuit blew, I was really doomed!

We were then off to Ron and Cathy Gricius' home for the afternoon. Ron and Cathy live on narrow strip of land that lays just off the west coast of Florida into the Gulf of Mexico, called Longboat Key. Water, water everywhere! We meandered along, taking in the sites and really enjoying the drive, as I was not longer worried about the car. It was seemingly too short a short drive, as we arrived fairly quickly.

Ron and Cathy have a *lovely* home (I meant to say 'exquisite') home, complete with a pool and boat dock out back. We mingled around a while enjoying the home, the hors d'oeuvres and the company, talking about this and that until Ron said something about a 'boat ride'.

Ron lowered the boat into the water and the family pup, Enzo, was over the gunwale and in. I think he's done this before . . .

No one really wanted to miss the ride, as the weather was wonderful. I think we had some 16 folks (and a dog) on the boat, probably a few too many. Regardless, it was superb. There was a lot of boating activity, with small motor boats, party boats, sail boats and others, taking advantage of Saturday afternoon weather. We motored around with Ron giving us commentary about all the waterside homes and venues.

Some areas in the bay are quite shallow but Ron masterfully navigated the boat around these spots and only once did we

come close to grounding, even with all the extra people. I was serving as ballast . . . and needless to say, I was asked to move around a bit.

After the boat ride we said thanks to our hosts and headed back to the hotel to shower and get ready for our evening dinner.

Although I was confident in the car, we didn't need to take it anywhere. The evening restaurant was conveniently located in the upscale mall adjacent to our hotel. Everyone gathered at the restaurant and we all had a wonderful meal amidst delightful company. This GatorMOG Noggin was a great success and a sincere thanks to our many hosts. Everyone had a wonderful time and plans for the next GatorMOG gathering is already in the works. We'll see you there!



Ron & Cathy Gricius' boat. Photo courtesy Cathy

- Karen & Chuck Bernath, Jacksonville, FL - 1963 Plus 4 4 Place
- Mark & Andrea Braunstein, Sanford, FL - 1986 Plus 8
- Mike & Georgann Bukata, Mount Dora, FL - Tin Top
- Tom & Kathy Coryn, Brandon, FL - 1960 Plus 4 4 Place
- Rick & Sam Frazee, Winter Park, FL - 2005 Roadster
- Ron & Kathy Gricuis, Longboat Key, FL - 2003 Plus 8
- Richard & Janet Ihns, Fort Myers, FL - 1950 Plus 4
- Gene & Betsy McOmber, Sarasota, FL - 1990 Plus 8
- Perry & Ritamarie Nuhn, Callawassie Island, SC - Tin Top
- Lionel & Lisa Olmer, Sarasota, FL - 2005 Aero 8
- Bill & Carol Stelcher, Sarasota, FL - 1965 Plus 4
- Bob & Carol Szymanski, Englewood, FL - 2005 Roadster

MY MORGAN RACING “BUCKET LIST” AND MORE....

Rich Fohl

It's all Tim Hund's fault he made me do it.....

It was almost 10 years ago when Tim Hund (good friend of John Sheally and mine) bought the ex- Wesley DeVoto Morgan 4/4 SCCA race car from Hayes Harris at Wire Wheel Classic Sports Cars in Vero Beach, FL. (Wesley had raced the car very successfully in H Production from 1983-1985 qualifying in the top three in '83 and '85 at the SCCA Runoffs... even leading the Runoffs for a while in '85.) We both had seen the ads for the car, but I already had three Morgans...one part time and two full time race cars....a '70 +8, a '62 +4 SS and the 2002 DeWalt Lemans Aero 8. So, Tim bought the car....and it satand it sat....and...you guessed...it sat.....Sooo, Tim had this great idea that I should have the car since I was racing Morgans and he was racing other cars.....

We worked out a deal and I obtained the car about six years ago.....and it sat ...and it sat...so I traded it back to Tim for a Honda S2000 T3 Race car that I raced for two years. But, I missed that 4/4...So after I had sold the DeWalt LeMans car and sold the +4 SS, I traded back the Honda for the 4/4. It was my plan to Vintage race, BUT that is where this becomes “Tim's Fault”....Tim insisted that I request SCCA to re-class the 4/4 into F Production and take it back to race in SCCA.....

In late 2010, I sent in a Request to Re-Classify to SCCA for the 4/4. After some time and discussion with SCCA (like....”what the heck is a Morgan”, etc..) the car was reclassified in FP. I was given slightly wider wheels (6” to 7”) but my weight was increased from 1540 to 1600 pounds. Wesley DeVoto had been “bumped” two classes from HP to FP in 1986 for reasons lost in obscurity, but never the less led him to stop actively racing the car at the end of 1986.

So I set about to refurbish the hydraulics, fuel system, install fire system, etc, etc...after a brief and problems filled test in 2011 (brakes locking up, shifter issues, and engine missing, etc...I sorted it all out and planned on racing it in 2012. Some life issues/health issues came up so I pushed my plans back a year to this year (2013) to coincide with the 50th anniversary of the SCCA Runoffs.

I had been to the SCCA Runoffs in 2009 in the Honda S2000 and fulfilled one of my racing “Bucket List” wishes. I then raced the Honda in T3 again in 2012 winning the Southeast Divisional SCCA National T3 Championship. But one of my ultimate dream “Wishes” was to race a Morgan at the SCCA Runoffs. At the first Runoffs in 1964, a Morgan (I think Baby Doll) was driven by Earl T. Jones and won the first C Production Championship. Nine more Morgan racers have been to the Runoffs since including 1966 EP Champ (+4), Carl Swenson, and 1981 HP Champ (4/4) Toly Arutunoff. No one has been at the Runoffs since Wesley DeVoto ran this 4/4 in 1986. I thought it would be wonderful to have a Morgan at the 50th Runoffs, so I set about my plans to do just that....



I had my concerns about running the Morgan at enough races to qualify for the Runoffs....the driver needs a minimum number of National Points in a specific class and enough races finished to qualify for a place in the Runoffs. I have a Spec Miata 1.6 race car. It turns out that this car, also, is a F Production car. Even though it is very under prepared for FP, if I added a Fire Suppression System, it would be legal to run the car in FP. If nothing else, The Spec Miata was reliable and relatively reasonable cost-wise to race for a season.

In January of 2013, I started out on my quest to qualify for the Runoffs in FP with the Miata and run the Morgan when I got to the Runoffs. First up was a SCCA National Double at Sebring in January, 2013. I went...I drove....I didn't come in last! I even finished the weekend with enough points to qualify (27) for the Runoffs...whoopee.....Now I just needed some more races. It was on to Road Atlanta in March. I ran a bit better... even keeping up and passing a Porsche 356 (he did pass me back later, but we won't talk about that....). More races, more points....I thought of just stopping racing the Miata and testing the Morgan, but I was having a lot of fun so it was on to VIR and Summit Point where I did a bit better every race....

At this point, I noticed I was in second place in National Points in the Southeast Division of SCCA. I was also very close to leading the new "Majors Eastern Division" in SCCA in F Production. So, it was on to New Jersey Motorsports Park, Thunderbolt track for the next round of National / Majors races. I did even better there getting a podium finish (3rd) both days...So then it was on to Watkins Glen for the final weekend of racing in the Majors Eastern Conference Championship....

things went well for me and not so well for a few of my competitors and I wound up winning the F Production Championship in the SCCA Majors Eastern Conference....



The racing 4/4 on grid first day of qualifying...



Rich, on the way to the grid for the Championship race



"Photo Op" after the last of the qualifying sessions

So now, it was just a matter of testing the Morgan and it's off to Road America/Runoffs in September. Well....the first test was early August at Summit Point. I got a call from my daughter, Katey, that she had gone into labor with her second child so it was back to Richmond. I missed qualifying, but it was worth it to see my grandson, Emmett....I tried to make the race, but a fuel line fitting fell out of the carb (how often does that happen!?!?) so nothing really learned...got that fixed. Then it was just days before having to leave for Road America when I planned to race at Summit again over Labor Day weekend.

Things were going "OK" until I went hard into Turn One, when the front end started to "shimmy" violently.....I have been there before (both Turn One and the violent "shimmy"...) ...manageable with brake modulation.....worn king pins and bushings!....no time to fix before I leave...a bit of panic (my son, JC, will say more than a little panic...) then talked to experienced Mog racer Greg Miller, who says, "heck, mine does that from time to time....He also recommended a bit more toe-in, which I did. He, obviously highly recommended fixing it when I got back...which I will.

Next, it was on to Road America and the Runoffs. JC and I arrived and set up to do the test day and qualifying sessions. After the test day, I noticed my times were just shy of the needed 115% to qualify to be in the Championship Race. So, I put on some new Hoosier slicks and went at it again....closer, but still a tad off....0.5 seconds to be exact. To be on the safe side, I spoke with the Chief Steward who assured me I could start, but to try another qualifying session. I went out againtrack was 2-3 seconds slower for the leaders, but I was still half a second short....Another trip to the Chief Steward... again...reassurancebut a definite YES, I would start "THE RACE".

This was particularly reassuring since Wesley DeVoto and his wife, Margo, along with long time British mechanic buddy, Andy Bennett, and most of his family were flying in from the UK to see me (and the 4/4) race.

Then, the time came...4PM, 09/21/2013...for the start of the SCCA Runoffs F Production Championship Race (50th edition)for me to live my "Dream".....and I did.....got the green flag...raced for all I and the car were worth...took the checked flag....started 34th....finished 22nd....no real drama....just a dream fulfilled.

You can even see the race online at www.Speedcasttv.com. Look for 2013 SCCA RUNOFFS: SATURDAY REPLAY. For the F Prod Race skip forward to 06:21 for the introductions and race.....hard to miss the #79 Yellow 4/4. Nice little narrative about the car from the commentators on the cool-down lap @ 07:11.

There were weird and tense moments before and during qualifying and race, but that's a whole other story....

Rich Fohl



Finally at the SCCA Runoffs



Margo DeVoto, Wesley DeVoto, myself and Andy Bennett





MORGAN MOTOR COMPANY NEWS

This one caught me by surprise. Having Charles move away from the day-to-day management role of Managing Director of the MMC wasn't all that shocking. Some people are just not well suited to people management.

This however is something else. I don't fully understand the reasoning behind the move, or the ramifications of the move.

There must have been a disagreement in MMC direction.

It will be interesting to watch the back and forth in the press.

Hard to say how this will all end, we can only watch from afar.

But for now, drive your car(s).

PRESS RELEASE 14TH OCT 2013 - MORGAN TECHNOLOGIES LTD. Board of Directors

Further to the decisions taken in January of this year, Morgan Technologies would like to announce that Charles Morgan is no longer part of the management team or Board of Directors of the company. Over recent months, and in response to the growth in volumes, model range and overseas markets, the management team has been strengthened across a number of different areas, reflecting the scale and complexity of an increasingly global business. Whilst these are significant developments for the company, setting it up to compete in an increasingly demanding global market, the family owners, Directors and team at the company look forward to sharing more news with the wider Morgan world that we believe creates an ever more exciting future whilst remaining conscious of the unique attributes of the Morgan brand.

CHARLES MORGAN HAS STEPPED DOWN FROM HIS CURRENT ROLE AT THE MORGAN MOTOR COMPANY, BY AUTOCAR, 14 OCT 2013

A release from the firm confirmed that Charles Morgan is no longer part of the management team or the board of directors at Morgan Technologies Ltd, a subsidiary of the main company.

Morgan was replaced as managing director of the company in March, with then operations director Steve Morris taking the role. At the time a statement from Morgan said: "Charles Morgan will concentrate on his vital role as the face of Morgan internationally, promoting the brand and selling the company's products worldwide."

It is currently unclear whether Charles Morgan will retain any involvement in the company.

In a statement Morgan Technologies Ltd said: "Over recent months, and in response to the growth in volumes, model range and overseas markets, the management team has been strengthened across a number of different areas, reflecting the scale and complexity of an increasingly global business."

CHARLES MORGAN ISSUES STATEMENT ABOUT EVICTION FROM FAMILY OWNED CAR MAKER <http://www.thetruthaboutcars.com>, 18 OCT 2013, FROM [Charles Morgan's personal blog](#).

As has been widely reported, I have been asked to leave the Morgan Motor Company by the board. It is a sad decision that I am appealing; I remain a major shareholder in Morgan. I'm proud to say I leave with the company's annual production volumes double what they were at the start of my tenure, with new export markets such as China opened to the company. Morgan remains a small but successful family firm.

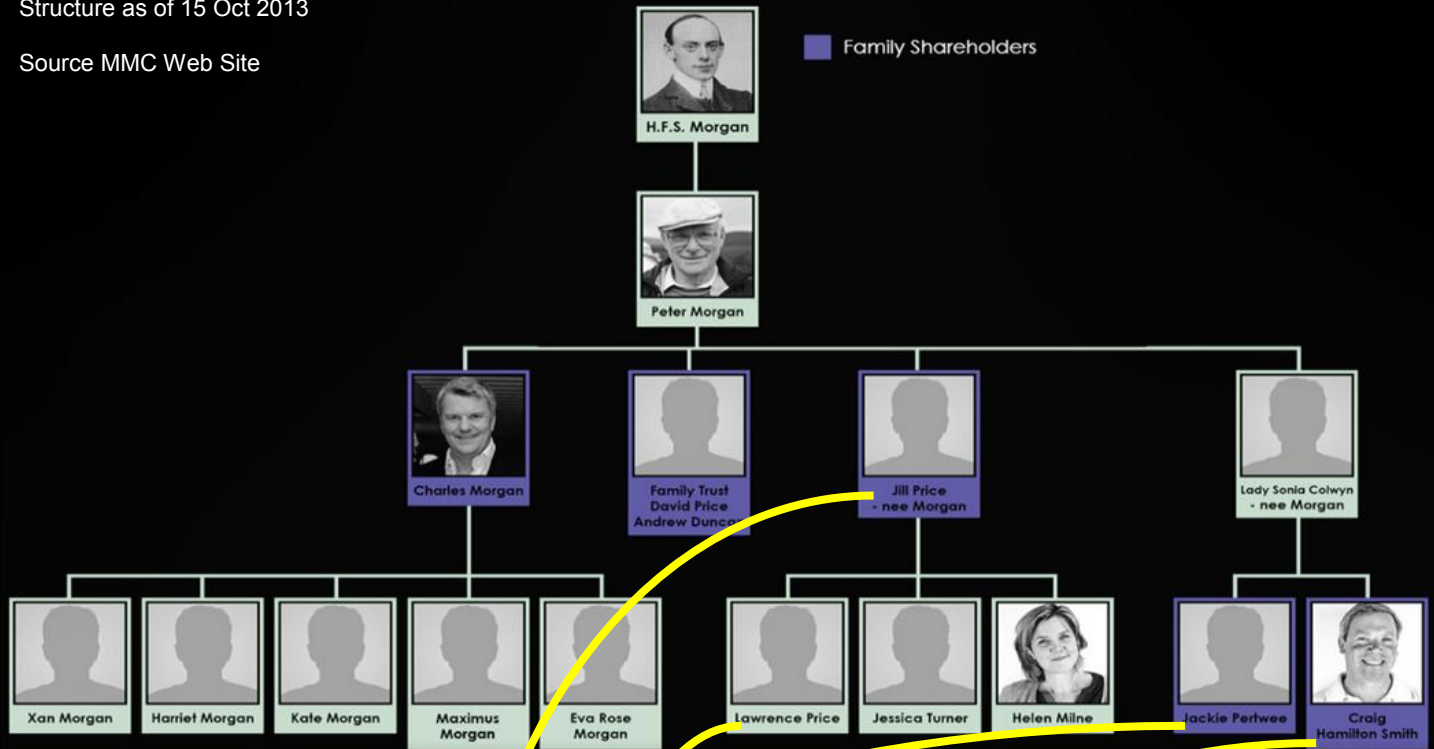
I'd like to be clear that I am not a tycoon but a family man – I inherited a company not wealth – and unexpectedly leaving its employment will be a hardship for myself and my family. Being asked to leave the company that bears my name is also extremely personally distressing. That is made more painful as today marks 10 years since my father, Peter Morgan, died and I feel him in spirit with me in this dispute.

However my primary concern is completely for the company I have spent 30 years helping to build, and specifically for Morgan's employees, who I hold in the highest regard. I want nothing but success for Morgan Motor Company in the future and remain committed to this goal. I am very grateful for the expressions of support received on twitter and elsewhere, particularly from the employees of Morgan. I will be making no further statements for the time being. CM

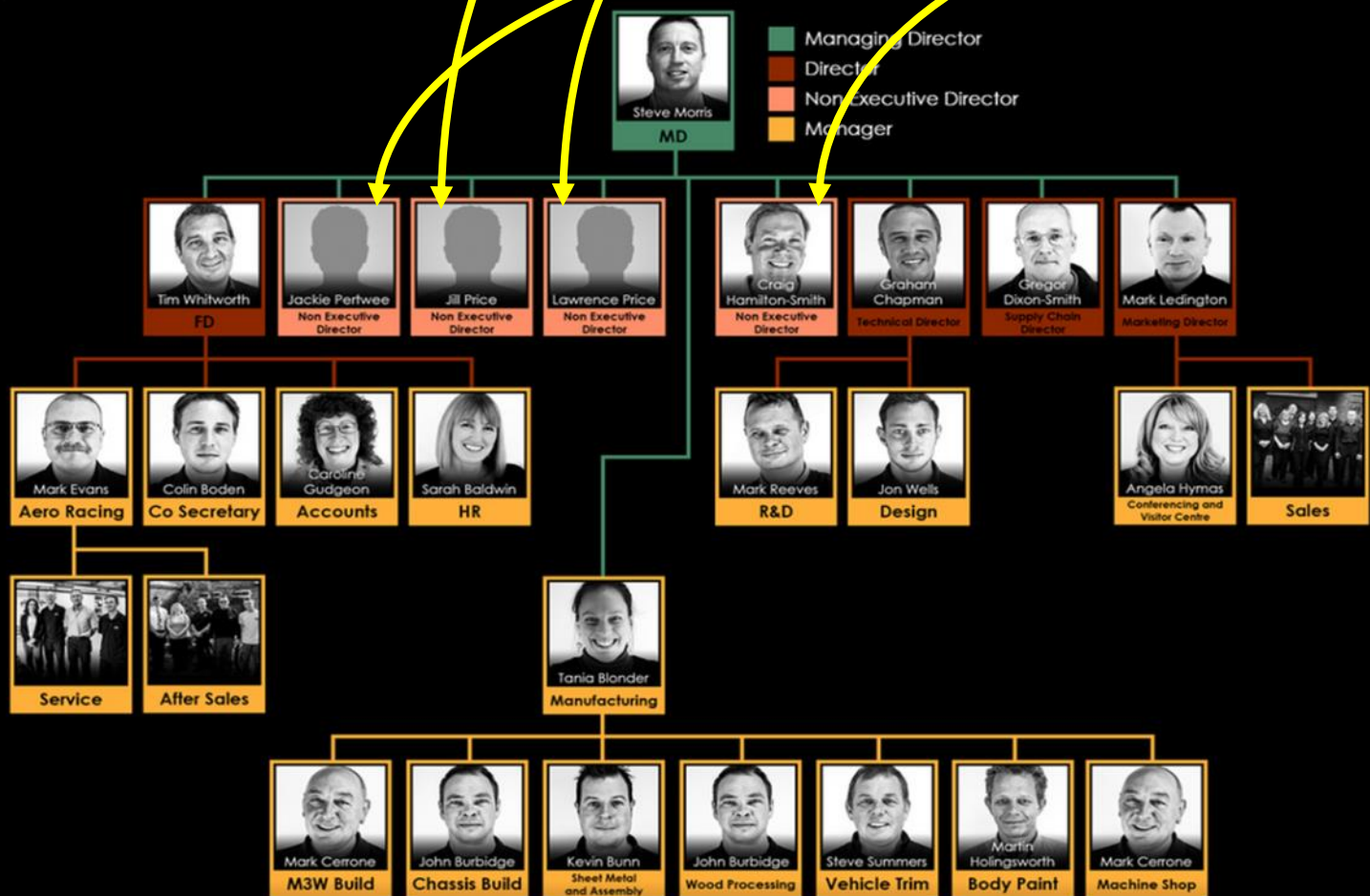
MORGAN FAMILY TREE

Morgan Motor Company
Structure as of 15 Oct 2013

Source MMC Web Site



COMPANY ORGANISATION CHART



27th ALL BRITISH FIELD MEET & AUTOJUMBLE IN SAFETY HARBOR FL

25 - 26 OCTOBER 2013

What's that they say?? Feast or Famine?? That's what it seems like. Nothing to do, nothing to do, then BAM! Too many options. HSR Races at Hutchinson Island in Savannah, GA or the 27th All British Field Meet and Autojumble in Safety Harbor, FL? (And, there were others . . .)

The racing was very appealing with MOGSouth members Bill Stelcher, Tom Coryn and Ray Morgan all running their race cars. Safety Harbor, on the other hand, is a highly recommended show and a little closer to home. It's proximity meant it could be done within the confines of the weekend. This is a real benefit to us, at the moment, as we are still conserving vacation days (we need all we can get to address family issues.)

In addition, we are currently 'Morgan' challenged. How, you ask, can a guy with four Morgans, be Morgan challenged? Well, Ugly Betty would be the car to take to Savannah, however Ugly Betty is back at the painters. (Yes, still Ugly.) I had a small blemish, self inflicted, (the result of excessive torque when I put the car back together), that needed to be fixed. This left me with the Propane 4/4 and the 1938 DHC. The Propane 4/4 could have gone to Savannah but I hadn't plotted a route with all the requisite propane stops, (and the F Super is still a 'super' pile of bits in my garage) so that meant the 1938 DHC was the only Morgan I had ready to go, and it's a show car, not a driver. So logically, we opted for the Safety Harbor show. Everyone else, however, opted to go to Savannah.

On Friday, 25 Oct, I packed the car and loaded the DHC into the trailer. I then sat at home waiting for Andrea to return from work. This Friday, like some others, she had worked late all week in order to take Friday afternoon off. Our target departure time was 1PM. Best laid plans . . . We finally got on the road, a few minutes after 2PM. The trip to Safety Harbor is all highway, and that is best for me when towing. When pulling that car trailer, I like the open space of the highway. Anyway, the trip was fine. No problems and we found our way to our hotel with ease (and a GPS).

We were staying the night in the Safety Harbor Resort and Spa. The Safety Harbor Resort and Spa appeared to be an older property, or at least the part of the hotel that we were in. There was a lot of character to the lobby, restaurant and bar area, with old wood, arches and leather furniture. It was quite nice however we didn't really take advantage of it all. We just headed through to our room, down one level. We had a ground floor room that had a door that opened out to a porch with a small table and a couple of chairs, and if you looked over a few roads you could actually see the water.

However, leaving late, meant we were running a little late. We dumped our stuff, splashed a bit of water on the face, and off again for the 'Meet and Greet.' The Austin Healey Club was running the event and they had successfully convinced a local restaurateur ('Tapping the Vine') that providing a hors d'oeuvres spread for the folks in the car show would translate into good business. The spread of goodies was great - cold cuts, cheeses, shrimp, and the like, and based on the line at the bar, and the wine and beer circulating with the crowd, I suspect the restaurant got all the business they wanted . . . and more. We left early and found some dinner and went to bed. The morning arrived with the shock of the wake up call, but the sunrise just outside our room was wonderful.

The Safety Harbor show is justifiably a very popular show and the town of Safety Harbor is very supportive. Main Street is the central hub of shops, restaurants, boutiques and art galleries, and the town allows this to be cordoned off for 10 blocks or so, the day of the show. The cars are arranged along both sides of the street. The pre-registration count I heard was 197, with a final count of cars around 230. Most British marques were represented, MG, Triumph, Lotus, Austin, Morris, Bentley, TVR, Morgan, Austin Healey, Nash Healey, Jaguar, Aston Martin, etc. And, the quality of cars (and a dozen or so Motorcycles) was superb! Even the motorcycles were special, including two Brough Superiors (a SS100 and a model 1150 (with a (J.A.P. V Twin) with a side car), a grand, thumping BSA 500cc single, several vintage Triumphs, and one of my personal favorites, a Norton 850. All good stuff and nothing that I wouldn't want in my garage, although many were beyond my financial reach.

Given all the competing events, a low turnout of Morgans was to be expected. There were only 2 cars on the street. Gene and Betsy McOmber were there with their BRG 1990 Plus 8, and we showed the DHC. Gene and Betsy had come over from Sarasota in convoy with others from their local club. One TR6 had an alternator bolt shear in route but it was quickly repaired. (Sometimes traveling in groups is good insurance . . .) Bob and Carol Szymanski also planned to show their 2005 Roadster, but some personal things got in the way. Fortunately they did make it to the show, but

unfortunately, their Morgan stayed home. Regardless, we all had a great time enjoying the wondrous weather and talking cars. We were given a nice spot, albeit without shade, right next to a diner which supplied us with a great breakfast and lunch, cold drinks and a bathroom. And, there was ample shopping for Andrea. Everything needed for a day out and about.

Needless to say there were lots of awards, but a few of note were the British Marque Award given by the Charity benefiting from the show's proceeds went to a 1929 Austin Chummy. The Best in Show award went to a gorgeous Bentley.

Interestingly the Best Pre-1950s Vehicle award went to the Brough Superior with the Side Car. Very well deserved.

The Safety Harbor All British Field Meet is a great local show in a very picturesque location. We enjoyed ourselves immensely and seeing the McOmbers and Szymanskis made the weekend even better. Even though our numbers were small, MOGSouth and GatorMOG were all well represented. Well worth the time and effort ... we will definitely be back, and we'd recommend it highly. See you there!

Mark

Morgans on Main Street, Safety Harbor FL - Oct 2013



Gene McOmber's Badge Array - Safety Harbor, FL



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SAVANNAH SPEED CLASSIC OCT 24 - 27, 2013



Packed up our Morgan Roadster Friday morning for the trip to Savannah's Hutchinson Island for the Savannah Speed Classic HSR Races. The 5 hour trip just breezed on by with clear skies and fall Florida weather. We arrived and went straight to the track hoping to catch Tom Coryn's last race of the day but only arrived in time to see Bill Stelcher and Ray Morgan finish their final Friday race and put everything away for the day. Saturday morning we made contact with everyone, all Morgan owners, Tom & Kathy Coryn, Bill Stelcher and his friend & mechanic Roy, Ray Morgan, and others who we found as the day went on - Pete Ballard and still later on, Gordon King. Gordon talked about his plans for the Spring MOGSouth gathering in March in Charleston, SC. He convinced us, we will be there.

Tom and Kathy had part of Tom's family to cheer him on in his very fast MGB. His final Sunday race saw him finish 3rd in class. Bill Stelcher with his 1929 Ford Speedster can be seen grinning from ear to ear as he finishes last but loving the whole trip. Ray Morgan was there with his new (to him), his very pretty Riley. I had seen early pictures of it and was looking for a burgundy color car. In its place sat a bright blue cloth covered race car. Seems that Ray had done some research after acquiring the Riley and determined that the aluminum body that came on the car when purchased was not what it originally had. Being the detailed person he is, off came the old and on with the new, older style body. He claims to have used some Morgan technology in building the new body and is still sorting the Riley out.

The track is located behind the Savannah Westin Hotel, within walking distance. It is laid out over relatively flat land with wide sweeping turns and tight S's, plenty of run off area in most turns. Regrettably, viewing is somewhat limited to the straight along pit wall and turns 3 & 4 where bleachers are set up.

The racing event is part of the Hilton Head Island Concours d'Elegance which is Nov 1st - 3rd. In my opinion it all could be held at this one location, as the race course is wrapped around a golf course. The golf course appears to be just the space needed for the Concours. Just add some infield paved roads and some more parking. Parts of the event could even be done in the Savannah Convention Center which is also on site and within walking distance. A great venue with a lot more potential. Cheers ya'll !

Rick & Sam Frazee



Ray Morgan in Riley



Ray Morgan leading Bill Stelcher



Tom Coryn going Fast . . .



L to R - MOGSouth Bill Stelcher in Ford, Perry Nuhn , Tom Coryn in MGB, Ray Morgan in Riley





Isis Imports Ltd. can now dramatically enhance your Morgan's performance - Plus 4, 4/4 or Plus 8. Options include engines from 175 to 505 bhp, 5 or 6 speed gearboxes, coil-over rear suspensions or complete restorations. Contact Isis for more information.



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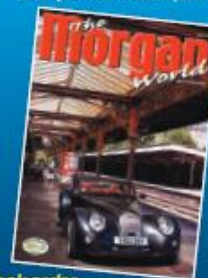
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Letters to the Editor . . .

'My '69 4/4 4 seater won "Best in Show" at the Britfest Car Show on the 5th of October in Myrtle Beach, SC. I was a little surprised, because there were some really nice Jags, Astons, Healeys, MGs, Triumphs, etc. at the show. Mogsouth's Winston Hoy was parked next to me in his beautiful red +8.'

Allen Ryals '69 4/4



Above - Allen's winning 1969 4/4 Four Place and Right - The 'Best in Show' trophy. Well Done!



[Allen, congratulations on such a tremendous accomplishment and well deserved. The car looks gorgeous! Congrats to Winston as well. Thanks to both of you for representing MOGSouth so well. Ed.]



Mystery Vehicle

It would appear that this red mystery vehicle has stumped the MOGSouth crowd. So we'll keep it for another month. This is another obscure car John Tuleibitz found in SC.

[If you have a guess send it to mogsouth@yahoo.com. Ed.]

John Tuleibitz is a past MOGSouth member who laments selling his Plus 8. Per John, "My 2011 Boxster suffered five total electrical failures in 2 1/2 years. All of them occurred in my garage. It turns out that something was turning itself on and off during the night, occasionally staying on long enough to totally drain the battery. The dealer did not even bother looking for that type of problem until the fifth time it happened when I forced them to get serious. Supposedly, with the help of Porsche NA, it is now fixed. But, thanks to the total incompetence and indifference of the dealer, I drove off their lot, turned left into the Mercedes dealer, and traded the Porsche on a 9900 mile old SL550. If your problem occurs again *[with Ugly Betty]* just look for an electrical component with German writing on it. That'll be the problem". JT



Did You Know?

STEVE MORRIS IS NOT THE FIRST NON MORGAN FAMILY MEMBER TO BE THE FACTORY'S MANAGING DIRECTOR

When Charles stepped down from the Managing Director (MD) role, in the spring of 2013, there was lots of discussion and angst.

Now in October 2013, Charles has again changed roles and according to the Press Release of 14 October, 'Charles is no longer part of the Management Team or Board of Directors'.

To be clear, The Morgan Motor Company has always been, and continues to be, owned by the Morgan family Trust. But, turning over the day to day operations of the factory to a non family member has been done before.

HFS Morgan was Chairman until his death aged 77 in 1959. However he turned over factory operations to Mr. George Goodall in 1937. HFS Morgan actually backed away from the Morgan Motor Company for personal reasons and relocated to Bray in Berkshire, UK over 120 miles away from Malvern.

Peter took over until 1959 until he was replaced as chairman by Alan Garnett from 2003 to 2006.

Charles became part of a four-man executive management team in 2006, and Managing Director in 2010.

These latest changes will undoubtedly add another chapter in the Morgan Motor Car history. But, I doubt it is time for 'The End is Nigh' placards just yet.



Mr. George W. Goodall

Photo - Ken Hill's MMC in Old Photographs



A VISIT FROM ... MORGAN CLUB DE FRANCE



'Tour Americal' is a classic car tour organizer that organized a trip through the eastern states of the US in October. The participant's cars were shipped from Antwerp, Belgium to New Jersey and three different groups traveled south to Miami over a 10 day period.



The tour group consisted of all sorts of classic cars to include Porsche 356s and 911s, Volkswagen Karmann Ghias and Beetles, Jaguar XKEs and XK 120s, and even a 1960s Corvette. A group of Morgans (and a Lotus 7/Caterham) from the Morgan Club of France contacted us to let us know of their tour and suggested that we link up along the way.

The tour route was somewhat flexible, however the recommended route took the group to New York, then traveling south through Washington, DC, through the Blue Ridge Mountains, to the colonial the Old South in Savannah, then down the east coast of Florida traveling through Daytona, followed by a trip Palm Beach and finally Miami.

One of the best things about the global Morgan community is the transparency of borders, language and culture. A Morgan owner is a Morgan owner, regardless of nationality. There is an instant rapport and comradery when Morgan owners gather together. And, meeting other owners is always great fun. Especially from far away places. We certainly didn't want to lose this opportunity so we looked at the map and the calendar and decided on Daytona.

I exchanged emails with Fred Perdigeon and finally called him on his French cell phone (undoubtedly the call was routed through France and back) to confirm the plan. Rick Frazee and I, traveled up to Daytona Beach and met Bob Wilson at the tour's designated hotel, just across the street from the Speedway in Daytona. Unfortunately, Andrea and Sam couldn't join us, and Lynn hadn't arrived in Florida as yet. Something about a new Grandbaby.

There were three French couples in their group. Fred et Sylvie Perdigeon, in a nearly new (2012?) Ivory 4/4 (Tour N° 946), Philippe and Sylvie Thoor, in their Green 90s vintage 4/4 (Tour N° 947) and Fred and Fanny Deneve, in the green Caterham / Lotus Seven (Tour N° 945). We were told Fred and Fanny were soon to become Morgan owners. Great!

The plan for the tour included a lap of the speedway. But, it turned out that the speedway laps took longer



than expected so we got a bit of late start when they finally did arrive.

After a quick drive through the craziness of downtown Daytona during the start of 'Biketoberfest' and along the inner coastal waterway, we soon found ourselves at Bob Wilson's home in Ormond Beach. Bob was a most gracious host, providing a wonderful selection of cheeses, wine and other delicacies. We drank, nibbled and generally enjoyed ourselves, pouring over Bob's vast array of automobile treasures, and the other wonders of his home. The garage bathroom was a 'special' hit with the ladies.

Then, as it was getting late, we needed to head out to dinner. We ate Billy's Tap Room and Grill, a Ormond Beach institution and a favorite of Bob's. Billy's

offered all sorts of seafood dishes, from Crab Cakes to Grouper, and everyone found something they would like, (even though there was quite a bit of French / English / French language confusion and more discussion with the waitress).

All in all we had a great time chatting about all sorts of things and ultimately made a number of new friends. Car Badges were exchanged with promises of more communication and hopes of future travel, and places to go, when next we get to France. *[Can you pick out Bob, Rick and I in the dinner photo?? Hint - all the Americans have facial hair and French did not? Hum . . . Ed.]*



The group at Billy's Tap Room and Grill in Ormond Beach, FL

New 4/4 Features

The French Morgan Club visit provided us with a new 4/4 to inspect.

Fred Perdigon's 2012 4/4 has many of the features and improvements we first saw on the 2005 US based Roadsters.

The top is integral with the body, as all new Morgan classic models.

The top also has the slotted windshield mount, again, like the Roadster. The lift-a-dots are mostly all gone, leaving only a few on the dash for the tonneau.

The dash is painted, and includes a elastic mesh net over the open glove box.



The instruments include a rev counter in front of the steering wheel, with a cluster gage and speedometer in the center instrument panel. Only four round, push buttons and two round multi-setting knobs. The warning lights are smooth. The weather equipment includes same, tighter fit seal of the side curtains along the windshield upright that is used on the Roadster. All appear to be improvements over the older cars. Nicely done! **Who said the cars never change??**

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

First Day Issue of new Morgan Stamp (Christmas Gift?)

Melvyn Rutter, the long time supporter of MOGSouth, has a very small supply of First Day Issue envelopes, featuring a great photograph of his Morgan Garage and the new Morgan Plus 8 stamp on the front. The rear of the envelope has two more pictures of the Morgan Garage, as well as short description of the Plus 8 and Melvyn Rutter's establishment.

There are very few of these left, and are being offered at a cost of £35 plus delivery costs in secure stiff packaging to prevent creasing.

A perfect Christmas gift for any Morgan enthusiast that also is a stamp collector!

Contact Melvyn directly at [<mr@melvyn-rutter.net>](mailto:mr@melvyn-rutter.net)

[But do hurry, they are going fast!!! Ed.]



'Fergus' Number Plaques Available !!!

Morgan owners of cars sold through Fergus who are looking for the Fergus stock number plaque now have a solution. Numbers will not be engraved in the plaque until there is at least 99.99% certainty about the number.

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 (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email jclax5817@aol.com

Wanted English Ford 100E Engines

Broken-Complete-Running or Not. I'll consider most any condition. Please contact Rick Frazee in Winter Park, Florida At 407-620-0507 Or mog4@earthlink.net. These motors came in Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961



Morgan Parts for Sale

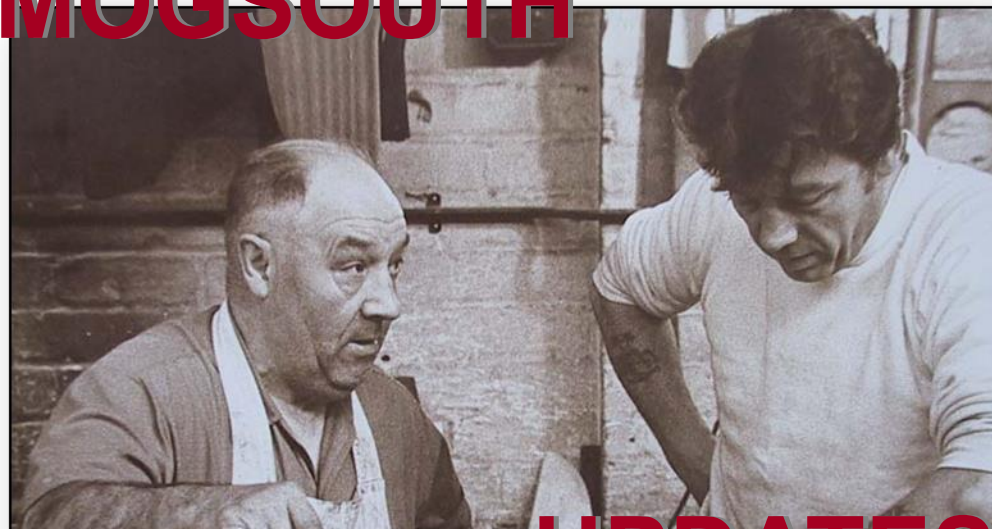
Series V 4/4, +4, 3.5L +8 - including lever shocks, +8 intake manifold & SUs, SU wedge air cleaner and more. See www.morganstuff.com for full list. I also get extra copies of the mother club's magazine, *Miscellany*. If you've never seen an issue, you should. Single copies of recent issues free upon request. Send your mailing address, lower 48 only, to David Crandall at mogdriver@gmail.com.

Morgan Library Additions

Need a Morgan gift? Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". David had a Holiday Season discount. He may still honor it. Contact David Crandall at mogdriver@gmail.com.



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Look here for announcements and other bits of information you need to know about what is going on in MOGSouth.

The Christmas Party will be in a new venue this year, the Waynesville Inn, in Waynesville, NC. We were unable to negotiate an appropriate agreement with the previously announced location.

The Christmas party is still scheduled for Saturday, the 7th of December with David and Sarah Chiles as hosts. You need to make your Inn reservations, and confirm your meal choice with David now. Times 'a wasting!

MONTHLY CLUB GATHERINGS !!

ATLANTA GA AREA MOGSOUTH BREAKFAST!

2nd Saturday of each month. Rexall Drugstore 3165 Buford Highway, Duluth, GA 30096

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 CHRISTMAS PARTY - 7 DECEMBER 2013, The Waynesville Inn, 176 Country Club Drive, Waynesville, NC (800) 627 6250, www.thewaynesvilleinn.com Rooms/ single or double \$89.. plus 7% tax. They are holding 20 rooms for us until November 7th. Reserve at the Inn individually under "MOG South".

Meals must be reserved and prepaid to David Chiles. **David MUST have your reservation, dinner choices and payment in full by November 15.** Call (336) 454-2888 or email David with your reservations and dinner choice at DMC923@northstate.net and mail your payment for dinner to P.O. Box 129, Jamestown, NC 27282.

Stuffed Chicken breast w/ salad, vegetables, bread and butter, coffee or tea and key lime pie, priced at \$24.00 plus 21% gratuity and 7% sales tax for **total of \$30.72** OR NY Strip plus above for \$34.00 plus gratuity and tax for **total of \$43.52**. Dinner will be at 7:00PM in a private dining room.

Cocktails in a private room - 5:00PM - 7:00PM and again from 8:30 PM - 10:00PM. Wine and beer will be served, along with light snacks. Waynesville has a very cute downtown area. well worth a visit. Cheers, *David*

MORGANS OVER AMERICA VI - 10TH SEPT 2015 AND GOING THROUGH 27 OCT (38 DAYS)

MOA VI begins in Savannah, GA. on Thursday 10 September 2015 and ends in Norfolk, VA on Sunday 19 October 2015. The plan is to visit five Canadian Provinces, eight US States, drive as far north as Ottawa Canada, and travel some 5000 miles. The theme for the East Coast MOA VI will be the conflict of war and how it evolved into the North America of today. We will visit some sites of the French/British War of the mid seventeenth century, the American War of Independence in the latter part of the seventeenth century, the British /American War of 1812 to 14, and the US Civil War.

*[We have been told that participation is limited to **only those that commit to ALL 38 Days**. It is an **All or Nothing** sort of thing. They will allow **no 'Day Trippers'**, e.g. folks that want to join for a day or a week, somewhere along the route. I was told that managing this was 'too hard.' I have talked with a good number of folks about this and have yet to find anyone that can commit to the full 38 days. However, should anyone in MOGSouth be interested, send me an email and I will provide you all the information I have. Ed.]*

AND OTHER THINGS YOU SHOULD KNOW !!

MORE MOGSOUTH UPDATES

3 WHEEL DRIVE LIMITED - THE ONLY 'MORGAN APPROVED' CENTRE OF EXCELLENCE FOR DRIVER DEVELOPMENT)

Colin Terry, the manager of the UK based M3W training concern is back in the US. He comes to Florida on a routine basis. He reports several enthusiasts have visited from the US to drive their three wheelers and participate in the training program. The also have updated their website www.3wheeldrive.co.uk and it looks to be pretty good. If you already have a new M3W or have urgings in that direction, take a look at the website. If you want to talk directly to Colin, use the Contact Us page on his new website.

MOGSOUTH 40TH ANNIVERSARY IS COMING UP IN 2015 - WE NEED A PLANNING COMMITTEE!

The idea of MOGSouth, a southeastern Morgan Owners club, began as in 1975 during meetings at the MCCDC Meets in the Poconos and Luray Virginia. In 1976, the club held its first meet in Myrtle Beach, South Carolina. The 25th Anniversary of MOGSouth was celebrated in Charleston, South Carolina in 2000. Charlie and Caroline King were our hosts for the celebration and it was quite an affair. I still have fond memories of the event.

Amazingly, MOGSouth is now looking at its 40th Anniversary in 2015, a little more than a year away. This being said, 40 years is a significant milestone, and we don't want to just throw something together. The best suggestion we've heard is to form a planning committee to work out all the details of the celebration. I want to form the committee before the end of the year, so that they have sufficient time to work the details. Questions that will need address include;

- *Where do we go?? And, When?? Short Event or Long??*
- *What is the agenda?? Special Activities?? Special Guests??*
- *Do We Have Anniversary Mementos?? If yes, What?? Car Badges?? T Shirts?? Dash Plaques??*
- *How do we pay for stuff??*

So, bottom line. **This is a solicitation for volunteers to be on the 40th Anniversary Planning Committee**, and any subcommittees deemed necessary. If you would like to participate, [send an email to mogsouth@yahoo.com](mailto:mogsouth@yahoo.com), and if you have an preference for any specific areas that you really want to work on, let us know.

MOGSOUTH SPRING MEET - 28 AND 29 MARCH 2014

I have booked the Creekside Lands Inn, for our Morgan group for **27 - 29 March 2014**, at \$69.99/night. (with tax, it comes to \$79.44/night) We can all stay together and it is an ideal location to go to Gordon King's house on Saturday, March 29 for Rally, Tour, Dinner, social at Gordon's fabulous location (visit his car collection) . All those details have not been finalized but he has invited us and we will go from there. Here are things that can be we know:

LODGING: Creekside Lands Inn, 2545 Savannah Hwy. (Rt 17) Charleston, SC 29414 (www.creeksidelandsinn.com)

DATES: Thursday, 27 March (for early arrivals who want to visit Charleston) Friday and Saturday, 28 - 29 March 2014

It's possible that rooms can be booked earlier at the Group Rate however none have been reserved. Start booking now.

RATE: \$69.99 + Tax/night (total:\$79.44) Cut off date is March 6th for "special rate"

CONTACT: (843) 763-8885 (use **MORGAN CAR GROUP** when booking - special rate)

Deidra Sigmon, Mgr. deidra@creeksidelandsinn.com

SCHEDULE OF EVENTS: Still in Work

THURSDAY, 27 MARCH. Early arrivals can visit Charleston and the environs.

FRIDAY, 28 MARCH. TBD

SATURDAY, 29 MARCH. LOW COUNTRY BOIL AT GORDON KING'S HOUSE

Fee will be \$20.00/person and this will be paid in advance after Jan. 1st. Fee will be sent to **Charles Miller, PO Box 6105, Hilton Head Island, SC 29938**

SUNDAY, 30 MARCH. TBD





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Sport Green (BRG) exterior

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2009 MORGAN AeroMax

2008 MORGAN Aero 8

2005 MORGAN ROADSTER British
Racing Green/Mulberry Red leather,
Green Fabric Top, 11k miles.

2005 MORGAN ROADSTER Silver Blue

1967 MORGAN PLUS 4 FOUR
SEATER Supersport

1965 MORGAN PLUS 4 FOUR SEATER
BMW Laguna Blue, new chrome

1963 MORGAN PLUS 4 FOUR SEATER
Ivory/Dark Red - REDUCED

1962 MORGAN FLATRADIATOR
Skippy San

1962 MORGAN PLUS 4 SuperSport
Roadster Soft Yellow body/Black

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

1953 MORGAN PLUS 4 ROADSTER
BRG, Brown Leather

1952 MORGAN Plus 4 Butterscotch

1935 MORGAN 3 WHEELER Ivory

1934 MORGAN 3 WHEELER Ivory



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For some reason there have been a number of questions about Morgan wood, especially where to look and what to do when you find the dreaded 'wood rot'.

My Series 1s and Plus 8s have been fine, but my 4/4 is another story. It predates the 'cuprinol' and when I took it down to repaint and re-trim I found rot throughout my door sills.

As Bill describes below, I too used the epoxy method to fix it. This seems to be the way to go, unless of course the wood is beyond help and needs to be replaced. Good Luck!

WOOD ROT By Bill Button (MOGNW)

The scourge of a Morgan. The body frames are made of Ash and very prone to rot. Water is the problem. Keep it dry and no rot. However the way a Morgan is built it is very difficult to keep the water out. Even if garaged, the water remains and does damage. There are various treatments to try to insulate from rot. I really do not think they work very well. A well ventilated dry garage is a big help, other than that I have no idea.

Rot usually manifests in the "Rocker, Sill and door posts. This is where water can seep in by the doors. The preferred repair is to remove and replace the damaged wood. This is often not easy and expensive if you have a professional do it. I am talking about "Alternative Medicine" in this tech article.

First how does one find the rot? Well I found it when I noticed the door post moving back and forth when I closed the door. After stripping the upholstery and padding that covers the sill, it was obvious that the rocker and sill plus the bottom of the door posts were badly rotted. This happened in less than 5 years, as 5 years ago I had this all exposed and it was sound. I use Epoxy to fix this problem. *I hate to suggest it, but one needs to remove this covering and inspect the wood now and again. If you can catch the rot early, then the cure is very much easier and less expensive.*

Epoxy is not inexpensive but its use saved me a lot of labor in this repair. The product I used is "Rot Doctor" www.rotdoctor.com It is available over the internet, delivered via UPS. The first defense is "CPES" a Clear Penetrating Epoxy Sealer. It's designed to be injected into the wood with a big hypodermic type needle, and then it distributes itself throughout the in a capillary manner. One drills holes into the wood and injects this epoxy using the injection kit supplied. It really turns this rotten wood into a solid piece of epoxy. If the wood is so rotten that wood falls out, they have a filler to fill in and replace this and maintain its structural integrity. *[I also used this brand of epoxy on my 4/4. I'm sure there are other brands available as well. Ed.]*

Next time you see my +4, open the door and take a look. I no longer have the upholstery covering this sill and rocker, instead it is a solid piece of Epoxy, with wood pieces in it. If I were to do it again I would do a nicer job. *Bill*

GOMOG www.gomog.com includes a few watch points for Morgan wood in their buyers guide.

- A quick way to give you an idea of the state of the car is to **check the wooden rocker below each door and the sill board that underlies it.** With the door open, press your fingers into the cabin's side padding to feel for softness in the rocker and look for loose tack pins in the threshold strip. *[Better still, if you can pull back the interior padding. Ed.]*
- Another check is to **look for cracks in the elbow panel because of the door being shut too hard, or problems in the wood behind.** *[Again, if you can remove the door panel, you will be able to see any rot better. Ed.]*
- N.B. The top part of the frame is long lasting. After 1986, the wooden members were treated at the factory with cuprinol, a wood preservative. However, provided the wood is sound, there is no reason to reject a pre -1986 car.



2013 EURO AUTO FESTIVAL 19 Oct 2013



Parking next to the Beer Tent - Free Beer!!

It was a dark and rainy morning, but nothing like 2009. About ten minutes of wiping after I parked my very black car and it was as clean as before it left the garage. While the day was not especially warm or sunny, the drizzle disappeared quickly and it was comfortable car show weather.

The show was very well organized this year. Registration was limited to 400, no day-of-the-event entries were allowed, and all parking spaces were pre-assigned. PLUS, there was free beer. Spaten brewery had a bar tent set up and offered up to three nice-sized cups of beer to everyone old enough to drink. Since I parked next to the sidewalk, across from the Spaten tent, I got to see everyone at the show.

A big weather-related worry on this damp morning was the fact that the featured marquee was Ferrari. These guys normally fail to show up at Euro if it's raining in New Jersey. But, this year, there were over sixty in attendance. The sight of all those machines, plus a bunch of Maseratis, Lamborghinis, DeTomasos, Alfa Romeos and Fiats made tromping through the wet grass worthwhile.

Morgans made a good showing with five cars in attendance. Lee Gaskins had the trike, David Chiles and Eric Cummins showed their Plus 8s, Ellis and Rachel King were there with the Roadster, and Jean Jenkins (non-member) had her '67 Plus 4 Competition model. It's one of the 42 built, and she bought it new. Like her Flat Rad, which wasn't on display, it has never been restored, but is in outstanding condition.

Morgans did well in the judging. Lee was a double winner, taking both the Corporate award, one of the top prizes at the event, and the People's Choice award for the Morgan class, voted on by all the show entrants.

The Morgan entrants voted David Chiles' Plus 8 as the best in class. Three first prizes for five cars is a pretty good day. Congrat's to all.

There were quite a few interesting cars on display. As a huge fan of all-wheel-drive station wagons, I had to pick the new Ferrari FF as one of my favorites. Even painted white (why would anyone do that?) it was still gorgeous.

All the British makes were well represented, and Porsche, BMW and Mercedes all had large displays.

The changes to the show this year were a definite improvement. **Put it on your calendar for 2014.**

John Tuleibitz



David Chiles' Plus 8 - Best of Marque



Eric and Ann Cummins' Plus 8



Jean Jenkins' '67 Plus 4 Competition



Ellis and Rachel King's '05 Roadster



Lee Gaskins' Matchless - Double Winner - Corporate Award and Peoples Choice Award



1909



2013 US (and a few International) EVENTS

2013

As the year winds down, the weather improves. The heat and rain have gone away. A perfect time to get the car out and enjoy owning the beast!

The year hasn't ended with respect to MOGSouth activities. We still have the Christmas Party on the Calendar. The location has changed so be sure to read all the information provided. Also, you have to choose your dinner selection and pay. See MOGSouth Updates Page.



- **Hilton Head Island Concours d'Elegance***, Nov 1 - 3, Port Royal Golf Club, Hilton Head Island, SC
- **Winter Park Concours d'Elegance***, Nov 8 - 10, Winter Park, FL
- **Formula 1 US Grand Prix**, Nov 17, Circuit of Americas, Austin, TX
- **MOGSouth Christmas Party**, Dec 7, Waynesville Inn, Waynesville, NC - David & Sarah Chiles Hosting * **New Location*** - See Details on MOGSouth Updates page in this newsletter

The 2014 MOGSouth Calendar is has been Started!

These dates are just the start to aid in your Spring planning. We already have dates for the Spring Meet and a few other events. Let us know if you have events to add.

- **All British Classic Car Show**, Feb 9, **2014**, Royal Palm Place, Boca Raton FL
- **GatorMOG Orlando Noggin**, Feb 22 - 23, 2014, Orlando & Vicinity, FL - Braunstein Hosting - **TBD**
- **Amelia Island Concours d'Elegance**, Mar 7 - 9, **2014**, Amelia Island, FL
- **MOGSouth Spring Meet**, Mar 28 - 29, **2014**, Charleston, SC - Charlie Miller Hosting w/ help from Gordon King
- **Orlando All British Car Show**, Apr 5, **2014**, Mead Gardens, Winter Park, FL
- **The Mitty at Road Atlanta**, Apr 25 - 27, **2014**, Braselton GA
- **Pinehurst Concours d'Elegance**, May 1 - 4, **2014**, Pinehurst NC
- **Atlanta British Motorcar Day***, May 10, **2014**, Roswell, GA - Tentative

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 directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box

Castle Combe Race Two - in HD (Great Morgan Racing)

Morgan 3wheeler am Nürburgring (Throwing a M3W around the old circuit)

Shelsley Walsh - Morgan Dealers Day 2013 (Dealers Day where you could drive the works cars or the dealers cars up the Shelsley Walsh hill climb. Interesting enough it is raining. Where do we find these sorts of roads?)

AutoCAD Customer Testimonial - Morgan Motor Company (For those interested in the magic behind today's design processes.)

Morgan Motor Company - Morgan car documentary - aero max (An interesting video with a little bit of everything, not just the Aero Max. Vintage three wheelers, four wheelers, and culminating in the Aero and Aero Max. I liked it.)



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MOGSOUTH REGALIA - Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. **At this price, you can buy two! But don't wait they are going fast!** Please contact SuperDave Bondon at 770 330-6210 or 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 - Believe me they are important. I showed up at the last GatorMOG noggin without my badge. Luckily Richard Ihns was kind enough to have a few of the stick on **'Hello, My Name is _____'** labels and a Sharpie, to boot. I hope not to do that again! **Have you found your badge yet?** If not, order one from Randy. And Much better than relying on the paper labels, like me. These leave a sticky residue and don't last too long.

We use the Email contact list for communication, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. Download Adobe Acrobat Reader free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060, or update your email by sending it to 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 contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 10/13

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

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

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