

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 10/14

Lake Mirror Classic Lakeland Florida October 16 - 18, 2014

Finally, it appears the rain has stopped in central Florida. This is the time the snow birds return and everyone really begins to enjoy being in Florida. The heat and humidity are no longer a challenge. And, this is the time of the year that there are cars shows everywhere. Lots of hot rod cruise ins, parking lot shows, speed fests for exotic cars and we even have motorcycle shows - generally something for everyone.

And, one show, the Lake Mirror Classic, now in its 15th year, does it all. And they include boats and new cars. Other than planes, if it has a motor, the Lake Mirror Classic has it included. With all this going on, you would expect it to be a big show. And it is. It typically has more than 600 show vehicles on display surrounding the restored 1920's, art deco-inspired Lake Mirror Promenade in downtown Lakeland, Florida. The venue is a huge attraction for folks (the show advertises that it attracts some 35,000 spectators) and this glorious Florida weather doesn't hurt.

The Lake Mirror Classic is really several events going on simultaneously. There is a limited entry, judged Concours d'Elegance, a Hot Rod Rendezvous and an Open Car Show. Since Lakeland is not too far from here, I decided to take two cars. The Series 1 Drop Head Coupe went into the judged Concours, and 'Ugly Betty' the red Plus 8 was included in the Sports Car group at the Open Car Show. We linked up with Tom and Kathy Coryn who have a lake house on Lake Eloise in Winter Haven Florida. (Winter Haven has some 50 lakes within its borders, so this is a prime location for those that enjoy water sports and the like. This is also home to the historic Cypress Gardens (now Lego Land) and the famed water skiing acrobatics.)

Winter Haven is quite close to Lakeland so they offered us an overnight spot at their lake house and as Tom and Kathy hadn't participated in the Lake Mirror Classic previously, they'd join us for the show. Tom put his beautiful blue 2005 Aero 8 in the Open Show and was appropriately placed into the exotic car group. Tom's lovely red 1960 Plus 4 4 Seater was left at home. So with Tom's Aero 8 and our two cars, GatorMOG would have three Morgans at the Lake Mirror Classic. Unfortunately others had prior commitments or other conflicts (race car prep, concerts, etc.)

We trailered the DHC and drove the Plus 8 down to Winter Haven on Friday afternoon. Andrea chose to drive the SUV and pull the trailer and I drove the Plus 8. Something about air conditioning and other creature comforts. I was perfectly pleased with that arrangement, as I find trailering somewhat dull. Anyway, a short 90 minutes later we were there. Tom met us at the front drive and masterfully backed the trailer up his driveway. Something I could never do, but Tom's years of experience hauling boats and his race car trailer made this look easy.

Once everyone had arrived, Gibbs, the Coryn's Golden Retriever puppy was locked up and we all piled into Kathy's new Audi A6 and headed to dinner at a favorite spot. Tom drove. Lots of discussion as to what button was what in the new

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car. Dinner was great and came none to soon. I was hungry and thirsty, and to be truthful, I was somewhat anxious before the big show.

I don't know why, but I do get spun up before these shows. It's probably because I feel I have to be 'on parade.' I think this is a hold over from my earlier days. The car is what it is, and I wipe and shine and do what I can to be sure I am not embarrassed, but it's the personal performance bit that gets me a bit riled. I feel I must be properly dressed, at least comparable to the judges. Then present the car to the judges, and do this well, answering any questions intelligently, and I need to point out certain features that will make the car stand out from the competition. I feel that if I don't do all of this well, I've let down the Morgan. (Andrea has figured out that I can be somewhat difficult to deal with during this period of time, so she avoids me if she can.) And then, once the formal judging is over, I relax.



Photo - Lakeland Ledger, by SALLY INCE

Well, all went well on Saturday. This show was very well organized. Specific locations for the trailer, specific routes to travel around the show field, specific gates for the various cars to enter the show field, and designated times to arrive at the gates. I guess with the number cars they had to manage, this was all necessary. Luckily, the instructions for getting the DHC and the Plus 8 on the field were very similar. The only confusion I had was once I arrived in the DHC. I had changed the Concours class I was originally slotted in (Post War to 1972?) as it was obviously not correct, and this late change confused the parking volunteers a bit. But, after that, it was all good. I was parked in a beautiful location just off the art deco-inspired Lake Mirror Promenade, looking directly at the water.



1938 Wolseley Grand Prix Race Car.

Typically, judging starts pretty soon after arrival, so I scurried around, cleaning up the last bits of dust and muck I picked up getting to show field from the trailer parking lot. I vacuumed the carpets and de-linted the cloth top. All good. Now where are those judges??

Well, it was a good two hours before the judges showed up and until judging is complete I was stuck at the car. I could see all the other neat cars around me but couldn't leave. Finally they showed and were very attentive and somewhat inquisitive, looking up and under the wings, inside the bonnet, inside the cockpit, but never asked to me to start the car or make anything work. Too bad. I spent a good while making sure stuff worked.



1961 Daimler Dart. The owner bought in for 100\$ in 1974 when he was 15.

There were many American cars in the combined shows, as expected, but still the product of the British auto industry was well represented. Austin Healeys, MGs, Triumphs and few less common cars such as a Daimler Dart SP250 Race Car. Also represented were Arnolt Bristol (partially British), Rolls Royce, Bentley, certainly Jaguar (old and new) and even a 1938 Wolseley Grand Prix Race Car. All well presented. And of course there were our three Morgans, and two others. A lovely red 1964 4/4 from Stuart Florida, and an inaccurately restored (embarrassingly so) 1947 F Super. I

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saw this this car some years ago and it hasn't gotten any better. I couldn't bring myself to take a picture of it and if it was mine I would not show it in public without correcting the very obvious flaws. I am certainly Ok with a modified Morgan if the modifications are done to make it safer or road worthy, but I certainly wouldn't try to show one so obviously modified, in a proper car show.

Before lunch, Andrea and I walked up the streets of downtown Lakeland lined with cars. The Open show had it all. We went up to see if the red Plus 8 was still there and found it adorned with a 'Sponsor's Choice' Ribbon. Quite unexpected given the huge number of wonderful cars in the Open Show and then we walked up to Tom Coyrn's Aero 8 and it too had been given a 'Sponsor's Choice' Ribbon. Wow!

Back down to the DHC and the formal Concours. We met up with Tom and Kathy and ventured out to see the rest of the Concours field. That's where we found the other two Morgans, but also wooden boats, motorcycles, the historic race cars and the exceptional display of 'Cars that Excite.' Tom found a few muscle cars that took him back to his youth. There were also some vintage 'Cars of Interest' that were very special. My favorite had to a 1924 Ford Model T truck, unrestored, presented as a 'Telescoping Apartment' (a camper). It had slide outs! Sleeping area, cook stove, storage, etc. Amazing!

Then it was back to the Drop Head. We were parked right next to the registration tent and that provided some shade, a table and a few chairs. There was also a bench right by the promenade next to the car. We alternated between the bench and the table and chairs, depending on where the shade was. It wasn't overly warm except when out in the sun.

I answered a bunch of questions, put kids in the car for photographs and generally enjoyed the venue. It turned out that the Drop Head Coupe received a judges special award as a numbered placard was placed on the windshield. I wasn't aware of this until Tom pointed it out. We were three for three! I had an award sequence number of 49, so I got in line, at the designated spot and followed along until the podium. Ford Heacock, of the Heacock Insurance company, was the chairman of the Concours and presented us with a crystal bowl. Very cool! We couldn't have asked for more. A beautiful black 1938 Bugatti Type 57C won the Best of Show.

After the show we found the trailer, loaded the Drop Head and followed the GPS back to Tom and Kathy's lake house. A few cold libations and then out to dinner. Again a lovely meal, but I was bushed. Exhausted from my stint 'on parade' and being out in the sun all day. We went to bed early and slept late.

Sunday was another beautiful day. We found a spot for breakfast and then back to Tom and Kathy's for a ride around the lakes in Tom's boat. We stopped at the area roped off for Lego Land. This used to be Cyprus Gardens and they still had some of the flavor of the famed water skiing demonstrations. We watched from the water which probably



Tom Coyrn's 2005 Aero 8 with Sponsor's Choice Ribbon.



Ugly Betty gets a ribbon too!



Three for three. Amazing !

provided us a better view of the water skiers than those in the Lego Land Amphitheatre. After watching the skiing exhibition, Tom gave us a wonderful view of the many of the connected lakes of Winter Haven from the boat. The lakes are joined by canals and each seems to have their own personalities. A wonderful collection of communities and some amazing properties. We left mid afternoon for the short drive home. Another exhausting, but **GREAT**, weekend!



Lego Land (the prior Cyprus Gardens) Skiing Pyramid Exhibition



Sunrise at the back of Tom and Kathy's lake house.



GatorMOG Awards at the Lake Mirror Classic.



Be sure to see the rest of the photos on the MOGSouth web site www.mogsouth.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 directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box [Note: Most of the videos I listed in the last issue duplicates. Not sure how that got missed, but my apologies. These videos are all new. Ed.]

The Party (1968) – Ending (Last scene of the movie "The Party" (1968), directed by Blake Edwards, starring Peter Sellers.)

Real Drivers: 2012 Morgan 3 Wheeler (Michael Hardyman's M3W story is one filled with more experience than most owners probably achieve; Michael has put over 10,300 miles on his car since he received the car, and has explored in that time much of New England and Vermont.)

Muscle Biplane Morgan Thrill on the Hill July 2014 (There is a Morgan Logo . . .)

Caramulo Motorfestival 2014 Morgan Plus 4 regularity hill climb (Rallying in a Plus 4 over some pretty twisty bits.)

Drifting Contest - Fifth Gear (Tiff has the challenge of trying to drift three cars, the Caterham 7 Supersport R, Morgan 3-wheeler [Not really sure this is a good idea? Ed.] and the Ariel Atom 3.5.)

Morgan 3-wheeler (Another on the M3W but this one includes not only a spirited drive, but castles, lunch and dogs!)



NOT YOUR AVERAGE BEER TRUCK:

1930 MORGAN SUPER AERO VAN blog.hemmings.com Kurt Ernst

1930 Morgan Super Aero with custom van body. Photos by author unless otherwise indicated.

Ron Garner has a taste for the unusual, as demonstrated by his four-plus decades of Morgan ownership. While his current collection includes both three- and four-wheelers, none stands out in a crowd quite like his restored 1930 Morgan Super Aero trike with a custom-built van body, affectionately dubbed the “Porta-Pub” for its built-in beverage-dispensing apparatus.

Ron brought his one-of-a-kind Morgan to the 2014 Hemmings Motor News Concours d’Elegance (where he took second place in the Prewar European class), and his rig proved to be among the most popular cars on the show field.

In the early 1970s, while still a graduate student in Los Angeles, Ron acquired his first Morgan. Fortunately, the car was not a pillar of reliability, which introduced Ron to a cast of characters in the Southern California Morgan community, including Gerry Willburn. It also showed him the diversity of Morgan vehicles, but one in particular stuck with him: A British auto parts delivery van built upon a 1930 Morgan Super Aero, powered by a 42hp, 1,000cc Matchless V-Twin shifted through a two-speed transmission.

The van body was the creation of Alexander Fraser, who started an auto parts business in Purton, Wiltshire, England, during the 1960s. To handle the Morgan’s increased weight, Fraser replaced the original AJS engine with a 42-horsepower Matchless MX4 V-Twin, added stouter front wheels and hubs from a later-production three-



Ron, starting the Matchless V-twin to the delight of the crowd.

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speed Morgan and fitted hydraulic brakes to the front wheels. Equipped with many parts from his own catalog, the Morgan served as a rolling billboard for Fraser's vintage parts business. Not content, or perhaps financially unable, to sell from a high street shop, Fraser fitted a trailer hitch to the Morgan and took his ware on the road throughout England, bravely towing a four-wheel gypsy caravan behind his distinctive trike.

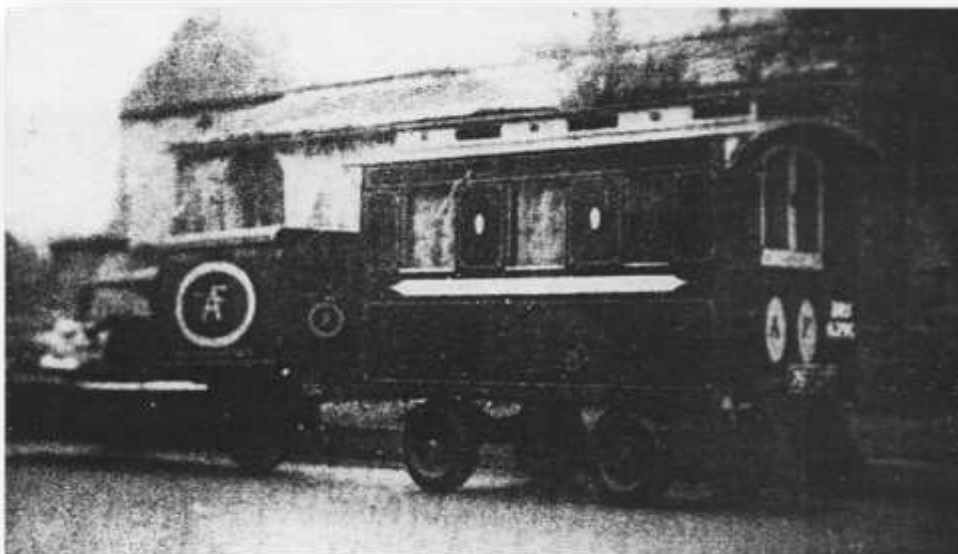
Fraser and the Morgan parted ways in 1970, and by 1972 the van had hopped the Atlantic and crossed the continent, winding up in Southern California. Fast-forward to 2006, when Ron and his wife Kathi, now living in Hull, Massachusetts, ran into old friend Gerry Willburn at a Morgan gathering in Maine. Somewhere along the line, Willburn, still in Southern California, became the third American owner of the Super Aero van, which lay disassembled in the midst of a long-forgotten restoration project. Despite this obvious obstacle, Kathi knew how much her husband still wanted the Morgan, and wasted no time brokering a deal with Gerry to buy the boxes of parts [...].

After shipping the crated Morgan from California to Massachusetts, a serious restoration effort began in 2007. Lost over the years was the Morgan's radiator, which necessitated the laborious task of building one from scratch, complete with a newly fabricated radiator surround.

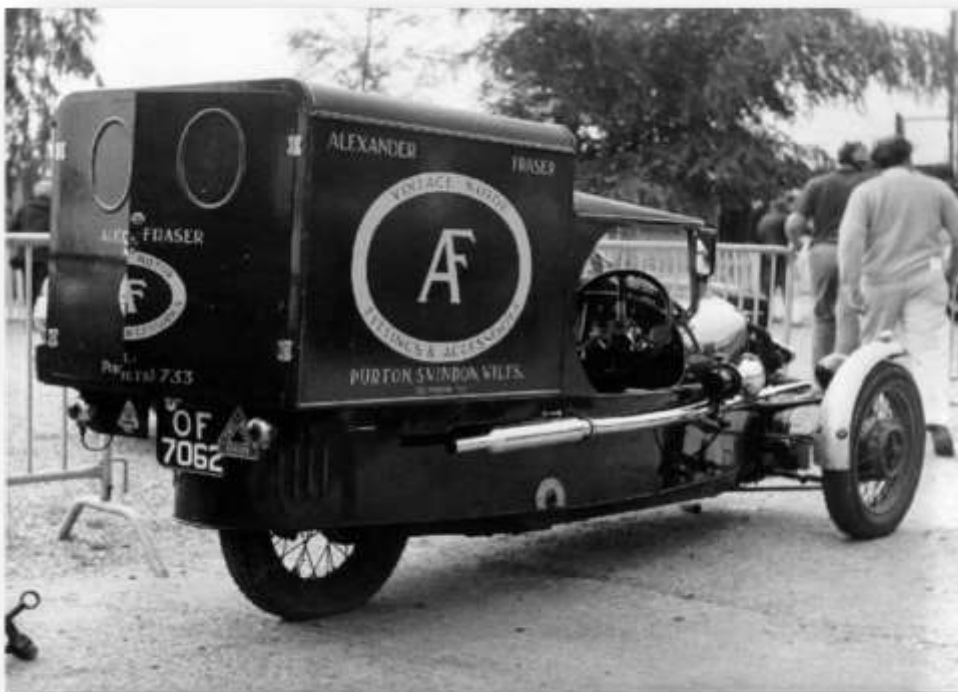
The bonnet had to be recreated as well, as did the trike's ash wood body frame, long since damaged by insects and wood rot. The effort would take 4 years and the end result was a "beetle back" 1930 Morgan 3-wheeler.

The van body, which remained in remarkably good shape over the decades, was repainted and fitted to the Morgan circa 2012. **With no need to peddle auto parts, and with a daughter and son-in-law who brew beer, the choice of what to do with the van seemed obvious: Mount a few five-gallon kegs, cool them with dry ice, install taps below the suitably appropriate portrait of Queen Victoria and turn the van into a "Porta Pub" for friends, relatives and concours - goes to enjoy.** (Hemmings Editor's note: on the day of the 2014 Hemmings Concours d'Elegance, the taps were dispensing apple cider and iced tea. At least that's what Ron told us.)

Ron admits to driving the Morgan on a regular basis, though he hasn't tested its claimed top speed of 85 MPH and won't tow a trailer, despite the existing hitch. As Ron said to us, "Even without the trailer, it barely stops," and Ron's not one to press his luck. It took him more than three decades to land this particular Morgan in his garage, and another four years to get it restored; rebuilding it again isn't on Ron's bucket list.



In-period image of the Morgan towing the gypsy caravan. Photo courtesy [MadAboutMorgans](#).



The Morgan during its years with Alexander Fraser. Photo courtesy [MadAboutMorgans](#).



THREE-WHEEL CAR MAKES AN UNLIKELY COMEBACK IN BRITAIN

<http://www.telegraph.co.uk/> by Edward Malnick

The three-wheel car, made famous by Del Boy, is experiencing an unlikely comeback as a result of a new vehicle introduced by the family-owned firm Morgan Motor Company. Morgan had planned to produce just 400 Three Wheelers, yet it has already sold 1,400.

With Del Boy [*Fictitious character on popular BBC Sitcom. Ed.*] as its champion, the three-wheel car has never been taken as seriously as more traditional vehicles. [...]



Over the past century, the family-owned firm has hand-built thousands of cars from the same factory buildings in the spa town of Malvern, Worcestershire. But the Three Wheeler, developed by a team of 10, has rapidly become the firm's single most popular product. Morgan had planned to produce just 400 Three Wheelers, yet it has already sold 1,400. New customers find themselves on a waiting list several months long. The firm is even considering an electric version of the vehicle. Morgan puts the success of the car, which costs around £32,000, down to the fact that it harks back to a bygone era while providing the "exhilaration" of a modern sports car. [...]

s such as ceramic exhaust pipes. The cars' ash frames are each crafted from wood from Lincoln or Norfolk.

Jon Wells, the head of design at Morgan, said the idea for the new vehicle surfaced in 2009. "We thought, 'wouldn't it be nice to have a centenary vehicle which harked back to our heritage?'" he said. "Initially we thought it would certainly generate some success. "We have quite a loyal customer base and we were thinking in the realm of 400 to 500 cars sold in the initial spike. But then we sold 1,000 cars in the first year and that was much more than we expected. "We are building about 500 a year. It represents about 50 per cent of our production now, which is a lot more than we expected."

Mr Wells said the Three Wheeler was most often a secondary car for motorists and was seen as a "luxury item". He acknowledged that three-wheel cars had been made famous by Reliant, notably in the form of the shabby yellow Reliant Regal van driven by Derek Trotter in *Only Fools and Horses*. But he insisted that the M3W has garnered a prestige far removed from Del Boy's car, because it has 2 wheels at the front, rather than at the back, so "stability is not an issue".

The M3W, which has a motorcycle engine, is also designed to have the appearance of a fighter plane, with the driver's seat ensconced in a leather-clad "cockpit". The starter switch has even been designed to resemble a "bomb release."

The Rev Adrian Murray-Leslie, chairman of the Morgan Three Wheeler Club, is a former vicar who used to drive around his parish in Edale, Derbyshire, in his Morgan 1928 Super Aero. The 67-year-old is now increasingly seeing the Three Wheeler at rallies, while his club's treasurer is among the growing ranks of owners.

Morgan was founded in 1909 by Henry Frederick Stanley Morgan. Last year, Charles Morgan, the firm's strategy director and the last family member working there full-time, was sacked in a move that both he and the company refused to discuss. The firm is still owned by the family, with Mr Morgan holding around 30 per cent of the stock.

Morgan halted production of the original Three Wheeler in 1953, partly due to material shortages in the years after the Second World War and partly because of the rising popularity of four-wheel cars. The new M3W was launched in 2011 after a hiatus of almost six decades. Owners have insisted it can "hold its own" against traditional cars. Lee Cliff, 54, sold his Porsche Carrera 4 to buy a M3W as a second car to his Mercedes. He bought one from a new batch last year and has taken it on journeys around the Lake District and Yorkshire Dales as well as to circuits such as Silverstone.

He said: "I liked the idea of the old Three Wheeler but they were so impractical I forgot about it. I wanted modern mechanics. Once I got a test drive of the new model I more or less put a deposit down because it is such a hoot to drive."

With only two seats, it has become, he said, a "bone of contention" with his wife, as it cannot accommodate the couple and their daughter at the same time. But he added: "You always find the long way home – never the most direct way. Hopefully it will be a future classic."

The innovation has, however, caused some friction among Morgan enthusiasts who fear it is little more than a gimmick.

"The responses aren't always rational and are rooted in the fear that the things that you are used to are changing," Mr Murray-Leslie said. "Apparently there is one person who each time he gets the club bulletin goes through it with a pair of scissors and cuts out all the references to the new models."



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Timothy Everest

Fine tailoring

[I found this quite interesting, not that I personally want a bat imprinted Morgan, however the making of a producing this unique car is kind of neat. The story is best told through the pictures of the process. I hope you enjoy it as well. Ed.]

According to Wikipedia. **Timothy Everest**, MBE (born 1961) is a Welsh bespoke tailor and designer who has, according to Vogue, "dressed some of the world's most famous people". Born in Haverfordwest, Wales, he moved to London in his early twenties to work with innovative Savile Row tailor Tommy Nutter, where he learned the art of bespoke. Everest was one of the leaders of the New Bespoke Movement, which brought designer attitudes to the traditional skills of Savile Row tailoring. Everest has been running his own tailoring business in the East End of London since 1989.



I've known Charles Morgan for a few years now, having met him at Goodwood, and he's become a firm friend. I'm a great admirer of his company, which produces some of the most beautiful, outlandish, and classic cars out there. We've been looking to work together for a while, and after the success of the Superdry Three-Wheeler last year we decided the London Collections show we were planning would be the perfect opportunity for a collaboration.



We agreed to create a specialty version of the Morgan Roadster using the bat tattoo print which runs throughout the TE + Horiyoshi III clothing. My designer Ruth and I travelled to the Morgan factory in Malvern a few weeks back to oversee the application of the bat design, which was very exciting to see develop before our eyes (in fact, I've never seen Ruth quite as excited).



Using Ruth's preliminary sketch as a guide, each bat was painstakingly hand-applied by two specialists, the process taking around 4 hours from start to finish. The car certainly attracted a lot of attention from the mechanics working nearby, with many asking what our "crazy" design was for. All agreed though that the finished article was a show-stopper, taking photos left, right and centre of the Batmobile Roadster.

As did we!

As well as overseeing the wrap, we were also lucky enough to tour the factory to witness the full Morgan-making process. It was quite incredible to see how an expertly hand-bashed piece of aluminium is attached to a precisely-crafted wooden frame which creates the basis of these powerful and beautiful machines. I could see many parallels between Morgan and my own business (home-grown skilled work, hand-craft, attention to detail, etc) so it was inspiring to see another British craft business in full swing.







ST. MICHAELS

Concoeurs d'Elegance

25 - 28 September, 2014



Finally, a break from the garage. Since the Spring Meet in Charlestown, SC we haven't been able to get our schedule sorted out to participate in much Morgan related. We had to attend a family function in Atlanta the same weekend as the MOGSouth Fall Meet in Dillard, so we couldn't play then. And, I was really ready, having been sequestered, for most of the summer, in the garage with another propane Plus 8 conversion. Up to my armpits in Morgan, but nothing much beyond the garage. Not that I don't enjoy 'fiddling with the spanners' but there is more to these cars than greasy toil. This trip to the eastern shore of Maryland came none too soon.

I have had this event, the Saint Michaels Concoeurs d'Elegance, on my radar for some time. It is such a pretty place. The last time I was out on the eastern shore of Maryland was MOG 18, the MCCDC meet in 1986. It was our introduction to MCCDC, our first Morgan event on the east coast, and it was a superb weekend with some 115 Morgans at an exceptional venue. I remember it clearly as Andrea and I had just driven our 4/4 across the US from Washington State. We arrived with some 3,000 miles of bugs in the grill and a windshield that was caked with 'stuff' and was barely usable. We missed the Rally but the Concoeurs was the next day. Two classes for the Concoeurs that year. The 'Driven' class and the 'Elegance' class. Well, after 3,000 miles, I thought we will fit nicely into the 'Driven' class. Not so fast! The 'Driven' class was only for those participating in the prior day's rally. We were to be in the 'Elegance' class!

Go figure . . .

Fast Forward to 2014. I try to take the 1938 Series 1 DHC out to at least one good Concoeurs each year (and I like to go to shows in places I haven't been.) That way I can justify it as something more than just garage art. This was the eighth annual St Michaels Concoeurs d'Elegance, a Mid -Atlantic regional show that attracts an eclectic, but stellar group of cars.

I hadn't been to this show before, so it got on the calendar. They accepted my application and the 1938 Series 1 DHC would be in the 'Pre War Sports Car' class. This is always a tough class for the little Morgan and I don't hope to win anything, given the typical competition. The art deco Delahayes, Delages, Bugatti's, Maserati's, etc., are typically included in this class. And the owners of these cars, justifiably, invest huge money in their restoration.

I have sort of gotten used to it, when anyone sees 'Morgan' they think sports cars. And truthfully, I personally I do like these other cars.

They are all good company for the Morgan, albeit a bit fancier . . .

It turns out that the eastern shore of Maryland was also home to Karen and Chuck Bernath (GatorMOG from Jacksonville, FL) some time ago.



View from the hotel room balcony. Only a partial view. . . of the water, but full view of the Concoeurs show field. I ran up to the room in the middle of show to take this picture.

Karen was a school teacher and Chuck worked in the Maritime industry. They had a plan to travel north to see one of their adult sons, Chris, who still lives there and then proceed up the coast to see other relatives in Boston. They synched their schedule with ours, and offered to travel with us. They also graciously gave us a room and a bed in Jacksonville, FL a few hours up the road to break up our drive. We stayed with them Wednesday night and then traveled to Virginia Beach on Thursday. Virginia Beach is home to Richard Lipski and Peggy, good friends of ours from MCCDC and recently of Arlington VA. We all met for dinner, and it was typically beige (fried and battered) as is the norm at a seafood restaurant (Bubba's Seafood Restaurant and Crab Shack in Virginia Beach.) A great opportunity for a visit, and certainly Morgan related discussions occurred. Well, we shut the place down. They had to dim the lights to get us to leave. Good times.

Friday morning came too early but we headed north across the Chesapeake Bay Bridge and Tunnel. I had never been this way before. The bridge - tunnel complex is a 20 mile crossing of the Chesapeake Bay joining mainland Virginia (from vicinity of Virginia Beach) to the eastern shore. The complex is a number trestle style bridges with two mile long tunnels going under ship navigation channels. Quite an engineering accomplishment and it does provide a wonderful view of the water. I however, was a bit too preoccupied, trying to keep the car and trailer on the bridge and out of the water, to enjoy the view. Andrea enjoyed it though. Once onto solid ground, we had a good, peaceful drive to the site of the Concours, the Hyatt Regency in Cambridge Maryland.

The Hyatt is the typical resort with lots of activity and a myriad of facilities. There were several weddings, conventions and other stuff happening, along with the Concours.

We arrived mid afternoon on Friday and the weather was a bit overcast but dry. Good thing as I had to clean the car. I had loaded it into the trailer after days and days of rain in Florida. The mud was caked on the wheels and the under side of the wings from just the short drive into the trailer. Had to be done, as I didn't want to be embarrassed on the show field. I cleaned the underside and had Andrea clean up some spots I missed in my preparation but soon we were done and off to our hotel room. I asked for a water view room when we registered. "Sorry, but we only have a partial view room," was the reply. Ok, partial view is better than no view. Well, it turns out that the partial view looked down the length of the 18th hole of the golf course and that was the hole that the Concours cars would adorn. Our room's view was perfect! Not only that, turn your head slightly to the right and it was a water view room.

Friday dinner was in Secretary Maryland, a short drive from the hotel, at the Suicide Bridge Restaurant. The legend is that loads of folks jumped to their death off the bridge. Hard to believe as the bridge is pretty low and the water is pretty shallow. Ok, so the food was again beige, but the restaurant offered a buffet for those in our party with an appetite. Chuck and Karen were staying at with their Son, Chris, and his girlfriend, Cheryl, who also joined us for dinner. A good crowd, making for good conversation and certainly a Morgan topic or two.

Saturday was amazing. We opted out of the Concours tour, and let our own personal guides show us the area. Chuck and Karen drove us all over the eastern shore but the stop at the Chesapeake Bay Maritime Museum in St Michaels was the highlight.

This small museum is a collection of buildings that showcase the various treasures of the Chesapeake Bay, from the work on the bay fishing for crabs or oysters, to playing on the bay, with sailing and other water sports. All done very well, with interactive exhibits for the children and the children at heart, and some great dioramas. (And yes, we played with stuff ... it was all too cool to resist!) Chuck and Karen had been here many times but not lately, so much was new for them.

Sunday was the show and the morning started with fog. Interesting I thought, as I had dealt with fog at Amelia Island. The car never gets dry. You wipe and wipe and wipe ... We went out to the trailer and got the car onto the ground. It was fine, no drama. Now to drive it onto the field. Well, there was a bit of a mishap and the on-field directions were off, as I was directed to somewhere wrong, but then they figured it out and I was



Chuck and Karen Bernath (GatorMOG - 1963 Plus 4 Four Seater) Our tour guides of the eastern shore.

redirected to the appropriate spot, and I was in good company, right between a gorgeous 1937 Alvis and a 1935 Steyr 220, and parked. I asked Andrea to work her magic and she wiped and wiped and wiped. My class included a recreation of the Ralph Lauren 1936 Bugatti Type 57SC Atlantic and a blown MG PA.

Actually, British cars were pretty well represented at the show. There were a number of Jaguars (XK120 and XK140), Rolls Royces, Bentleys, the MG PA and Alvis in my class, a Sunbeam, a two tone Arnolt Bristol (mostly British), a white TR4 and re-bodied racing TR3 and an sumptuous red and black Austin Healy 3000. So, at least the little Morgan wasn't the only car to leave a little oil on the lawn.

The show was well planned and executed - definitely a tribute to the organizers. I've been to many shows and a good number of them were sheer chaos. For this show, the cars were arranged along the 18th hole of the golf course at the Hyatt and it was wonderful to walk the line and just enjoy the cars. The number of cars were limited and generously spaced, the crowds were manageable and the car owners accessible and anxious to discuss their treasures. This relaxed ambiance is gone from the bigger Concours.

Steve Beer from Canada was also at the show. He was down with his lovely wife Jenny and a Rolls Royce client of the Reg Beer Coachbulder / CMC Enterprises (The only Canadian Morgan Dealer.) I first met Steve, and his brother Martin, many years ago at the MCCDC meets but I hadn't seen him for some twenty years. The Rolls Royce of their client was also blue and black and we took the opportunity to photograph the two cars together. Every time I see the pics I just have to chuckle.

Dennis Simon, <http://www.centuryofspeed.com/>, was also there. Dennis is the Morgan owner and automotive artist that I featured in Vol 2, 2011 of the MOGSouth Newsletter. I'd never met Dennis before, but oddly enough, I was wearing the Morgan neck tie he designed. I should have had him sign it!

Our class judging went early and I know I didn't really do justice to the provenance of the Avon Coupé however, I must have said just enough, as we were selected as 2nd in Class behind the wonderful Steyr 220. The Alvis was selected for a special award and pulled from the class. A lovely trophy and a ribbon. Something cool for the Morgan garage's trophy case.

The trip home was long. I-95 was pretty much the route. We stopped on Monday night in Lumberton, NC and the drove the rest of the way home on Tuesday. A long and tiring trip, but a worthwhile one. The location was as gorgeous as I remember and the show cars were superb. And, although unexpected, the little Morgan did really well!



The wonderful Alvis that was in my class. This was the car heading out for the tour.



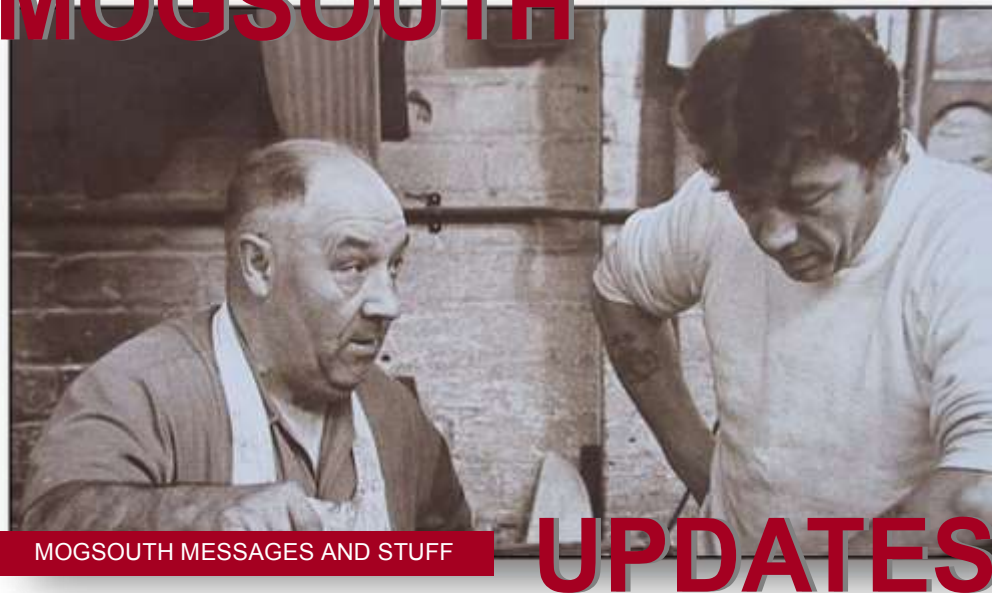
Some folks have a whole team of 'people' to prepare their cars. But, they don't have Andrea . . . The Steyr 220 is in the background.



Steve Beer's client was showing a Rolls Royce in a similar livery. We just had to take a photograph. I knew the Series 1 was small but . . .



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Morgan activities abound for those of us in the southern climes. We have to be thankful for where we live and be careful not degrade our brethren up north, even though they have packed up their cars for winter.

We still have a lot of the year left. The MOGSouth Christmas Party date and location is set. Not much time left to make your intentions known so don't procrastinate.

Also, the GatorMOG contingent is at it again with another Noggin in Florida. Races at Daytona, and a Concours in Winter Park. All part of the plan. Morgan doings at they're best. Come on and play!

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 !!

2014 MOGSOUTH CHRISTMAS PARTY. 6 DECEMBER, WAYNESVILLE, NORTH CAROLINA

David and Sarah Chiles will host the Party. The 2014 MOGSouth Christmas Party will be at the Waynesville Inn, 176 Country Club Drive, Waynesville, NC (828) 456 3551, www.thewaynesvilleinn.com Rooms/ single or double \$89 plus 7% tax. Rooms will be held until November 6th. Reserve individually under "MOGSouth".

Meals must be reserved and prepaid to David Chiles. **David MUST have your reservation and payment in full by November 5.** Call (336) 880 5851 or email David DMC923@northstate.net with your reservations and mail your payment to P.O. Box 129, Jamestown, NC 27282. The total cost will be **\$30.75 per person.**

The menu includes Homemade Soup, Green salad, Fresh Fruit, Mushroom Stuffed Chicken, Pan Seared Scottish Salmon, Potatoes Au Gratin, Roasted Medley of Vegetables, Applewood Smoked Bacon Green Beans. Plus the chef's choice of desserts, with coffee, decaf coffee, or tea.

MOGSouth Noggin - 5:00PM - 7:00PM, and again at 8:30PM (following dinner.) Dinner will be at 7:00PM.

Sunday's highlight will be the announcement of the MOTHER COURAGE AWARD recipient for 2014. Cheers,

David

GATORMOG FALL GATHERING - 15 - 16 NOVEMBER, DAYTONA / ORLANDO

The Plan is set for 15 - 16 Nov. Saturday we'll go to the races at the **Daytona 'Historics.'** HSR and GatorMOG are working a parking scheme in the infield at the track for Morgans. Following the racing, the group will travel back to Sanford for a **Party at Mark and Andrea Braunstein's** house Saturday evening. The hotel for those coming from afar is the **Hampton Inn in Lake Mary** (850 Village Oak Lane, Lake Mary, FL 32746). We have blocked out rooms for Fri 14 Nov and Sat 15 Nov under 'GatorMOG' **You must call the Hotel to reserve your room. 407-995-9000.** (89\$ + taxes) includes free WiFi and Free Breakfast. Hotel is only 35 Miles to Daytona International Speedway, 10 Miles to the Braunstein's House, and 15 Miles to the Winter Park Country Club.

The plan for Sunday is for us all to be spectators at the newly relocated (now at the Winter Park Country Club) **Winter Park Concours d'Elegance** on Sunday. Call Rick Frazee at 407-620-0507 with questions.



AND OTHER THINGS YOU SHOULD KNOW !!

MOGSOUTH 40TH ANNIVERSARY (SPRING 2015) MEET UPDATES!

As of **September 2014**, I believe we have of the weekend schedule confirmed. This means we have started the registration process. You must Register for the event and make your own hotel reservations. See the ACTION REQUIRED section, below.

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. As is the norm for all our meets, there will be a complimentary hospitality suite (or designated location), at the Hilton Garden Inn, provided by the MOGSouth treasury, open each evening, for Morgan 'Noggin and Natter.'

ACTION REQUIRED

- **HOST HOTEL** - **Hilton Garden Inn**, Aiken South Carolina. 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 above, to see the hotel's web site.
- **REGISTRATION** - You must register for the Meet. We've made it easy. Simply go to the MOGSouth Website at this link (www.mogsouth.com/40thAnniversaryMeet.htm) and download the Registration form. Annotate your likely (or not) participation in the meet's events, buy your meal tickets and purchase meet regalia. We won't hold it against you if things change. For the meals and regalia, we have included prices. Select what you want, add up the total and send us a check. We will have meal tickets and the regalia items for you when you arrive 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 and 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.





It has been fairly quiet lately without much reference to the Morgan Motor Company in the press. I guess this is good.

I was always told to focus on the things that were important and do these things well. The fanfare will come soon enough.

There still seems to be some linger impact of the Charles Morgan affair. The MMC has to be ready for litigation it seems and has held aside funds to cover the costs.

It will be interesting to hear about the climate at the MMC when Steve Morris visits with us at the 40th Anniversary Meet next Spring.

LEGAL CASE STALLS MORGAN PROFITS DRIVE www.insidermedia.com/

Profits have more than halved at iconic sports car maker Morgan Motor Company as it was forced to make a £320,000 provision to cover a legal dispute with its former boss. Sales at the Worcestershire-headquartered company, which has been making three-wheeled vehicles for more than a century, nudged up to past £35m in the year.

Former managing director Charles Morgan was ousted from the business in October (2013) in a controversial move by other members of the manufacturer's founding family. A war of words has since taken place between Morgan and the company in the press and on social networking site Twitter.

Charles Morgan, who is still a shareholder in the business, was replaced as managing director in March 2013 by operations director Steve Morris to be brand ambassador and concentrate on international development before being pushed out later in the year. He is taking Morgan Motor Company to an employment tribunal claiming unfair dismissal. The case is continuing but Morgan Motor Company has made a £320,000 legal case provision which it said in the latest accounts related to damages and fees awarded against the company post-year end.

It contributed to a fall in profits at the group in 2013 with operating profit slipping from £1.7m to £732,000 and to a similar amount on a pre-tax level. Revenue nudged up from £34.9m to £35.1m despite income from the UK and Europe dropping from £12.2m to £11.7m and from £16.4m to £15.3m respectively. Sales to the rest of the world made up for the shortfall, climbing from £6.3m in 2012 to £8.2m.

"The board looks forward to a successful 2014 with continued consolidation of existing markets and growth in new markets around the world," the accounts said.

Morgan, which also has showrooms in Beijing and Shanghai in China, launched its latest three-wheeled model in 2011, almost 60 years after the last one was built, helping it accelerate sales from about £26m to current levels.

It makes more than 1,000 vehicles a year at its Malvern facility, with about 50 per cent being the three-wheeled variety.

MORGAN BOSS DISPELS RUMOURS OF STALLED SALES www.autocar.co.uk/

Morgan is on course to hit its sales targets for 2014 and hasn't been affected by Charles Morgan's departure, says company boss Steve Morris. Morgan managing director Steve Morris says the British sports car firm is set to meet its sales target in 2014 after sources close to the company suggested new car sales had stalled since the departure of former chief Charles Morgan last October.

Sources told Autocar that while the used car and maintenance parts of Morgan's business were performing well, it was having a "very difficult year" for new car sales and waiting lists had gone down from around a year to almost nothing.

This, one source said, is because customers are still disgruntled at Charles Morgan's surprise departure last year, and

are uncertain of the direction the company is heading under new management. Subsequently, the source claims the business is “a weekly concern”.

However these are all allegations emphatically denied by Morris, who told Autocar the firm was “on target to achieve budgeted numbers for 2014” and the situation was “very straightforward”, although exact numbers, including the 2014 target set in November 2013, were not revealed.

He did, however, state the mix of sales between the 3 Wheeler and the Malvern-based company's traditional and classic models was good.

He added: “The departure of Charles Morgan has not had any impact on vehicle sales notwithstanding the negative comments that Charles has made in various media platforms from time to time.” He also said he was “disappointed” to learn of the allegations. On the subject of waiting lists, Morris said there were a lot of “Morgan myths” surrounding this. The company head office officially quotes six months, but depending on the business model of its 60 dealers worldwide this can be shorter or longer.

[I have no doubt that we will be given a good, first hand, account of things at the Morgan Motor Company in May at our 40th Anniversary Meet. I would think that Steve Morris, who will be our guest speaker at the banquet, will provide us with an accurate picture of the current state and future plans for the Morgan Motor Company. Ed.]

THIS WILL TAKE YOU BACK TO THE FIRST CAR YOU FELL IN LOVE WITH

[HTTP://JALOPNIK.COM/](http://jalopnik.com/)

If you got into cars following in family footsteps, you might remember that first time you ditched your Hot Wheels to stroke the roadster your old man had tucked in the barn. If you're still wondering how people become "that obsessed" with autos, well, just [\[click on the video link\]](#). Driving gloves might not be your thing, but the visuals on this video (The Gloves - <http://vimeo.com/106301562>) are simple and spectacular. Besides, who can't appreciate a multi-generational Morgan?

Here's what the movie's Art Director Justin Barrow had to say about the film, and what his own father's Morgan meant to him and his son:

I wasn't aware of it before making the film, but now realize that there is a beautiful common thread with my relationship with Morgan. As a child I grew up knowing my Father always desired a Morgan but never really knowing why. Around the age of 9, I started buying him a Corgi model Morgan whenever I had the chance. He now has a small, but meaningful collection of models. However, I don't think his collection ever really quenched his desire for a real Morgan... That is until 6 years ago, when the +8 (Snowy), came into our lives. I remember him phoning me on that day but not speaking, just revving the engine and letting me shout down microphone at him! He can be a real character when he wants to be! He'd never had the money before and to be honest even if he did, he would of rather have spent it on his family than himself. He was a carpenter and a hard working one at that!

I am now 37 and with hindsight, my relationship with Morgan has been a long one, but it feels like its just getting started... My father and I took many trips together in the Morgan and I frequently take my three boys for evening rides. The boys play contentedly for hours in the car, which seems to sum up Morgan to me - it's a vessel for creating memories... And now? I truly understand how influential that little white car has been throughout my life.

Video: Supreme [I simply loved this and thought you might as well. Ed.]





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.

Joe Topinka even put together a Friday evening Noggin at a local Fernandina Beach watering hole and we had quite a few folks (MOGSouth members and others) turn out for a (pint or two.) Perhaps we can do something along these lines again next spring. If you plan to attend, send us an email at 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.

EURO 2014 - What a Difference 5 Years Makes . . .

EURO 2014 had over 400 registrations with Porsche - being the featured marque - with over 150 entries. The weather was perfect for a car show, sunshine, moderate temperature and low humidity. Back in 2009, when Morgan was the featured marque, we had 44 Morgans and a typical British day with an all day drizzle. On this recent beautiful weekend, we had only 2 Morgans. I suspect that others would like to have registered, but registrations were closed 2 1/2 months before the event, due to the large number of entries.

Ellis King, with Norris Haynes aboard, came from NC and earned several awards in his 2005 Roadster. Lee and Trisha Gaskins brought their 1967 +4 DHC. It showed well and received many very nice compliments. Some may remember this car was previously owned by K.W. Ballentine and was in storage over 30 years when the Gaskins' purchased it several years ago. This was it's coming out party after the long confinement. Gordon and Sue King, Morgan owners, attended EURO in one of their Porsches took home some awards. We met a new couple, Gary and Judy Heck from Georgia, who were considering the purchase of a Morgan and ended up purchasing it soon after the EURO meet. They stopped by Spartanburg on the following Sunday and mentioned they finalized the purchase - a 1960 +4 DHC, had joined MOGSouth and made reservations for the Christmas party. That's jumping in with both feet.



Photo Lee Gaskins



Photo John Tulebitz via Lee Gaskins

For those who haven't attended one of the EURO events, it is more than a car show. There are some special events included in weekend, including a tour through the upper part of SC, test drives of new BMWs on skid pans, autocross in BMW vehicles and rides in BMWs on their test track at 150 mph. The attendance is limited to all European makes and next year the featured Marques will be the French vehicles.

Lee Gaskins



CAR REVIEW: THE MORGAN ROADSTER 3.7L MAY BE UNWIELDY, BUT IT'S A JOY TO RIDE <http://www.cityam.com/>

Sometimes life throws you a curve ball – my drive in the Morgan was one. This was no ordinary road-test; no private jet awaited at the Harrods terminal at Stansted, the London Morgan dealership simply arranged for a Roadster to be delivered to my home.

The plan then was to drive 400 miles to Andy Murray's delightful new boutique hotel, Cromlix House near Dunblane, whizz over to Gleneagles for a spot of clay pigeon shooting, then back to the Cromlix for an evening of fine dining courtesy of the Roux brothers, followed by a tasting of The Balvenie malt whisky. Who needs a jet?

Morgans have always looked the same. Park seven of them side by side, as we did at Cromlix House, and you'd be hard pushed to tell the £33,000 4/4 from the Aerosport that costs over £100,000. Only the three-wheeler stands apart. One man who can tell the difference, though, is Nigel Smith, owner of The London Morgan dealership based in Kensington's Astwood Mews. He can also offer you a hand-built car to your personal specification, which is a pretty incredible thing, when you think about it.

I drove to Scotland in the Morgan Roadster, which is powered by a 3.7-litre Ford V6 engine. It took most of the journey to get the measure of it, my senses initially battered by the firm suspension, the noise and the wind. Perhaps 400 miles with the roof down was asking a lot.

At speed, though, things got better. I flew up the A1 to Scotch corner, skimmed the Yorkshire Dales on the A66, then headed north on to the A74, warming to the experience as the Morgan's foibles slid away.

The view down the car's long bonnet is Spitfire-esque, English to the core. When you have the courage to exploit it, its performance lives up to this billing. The 280bhp V6 roars and the Roadster cracks on with Porsche 911 levels of acceleration. You can chirp the rear tyres changing into third gear.

And with the roof down (it's an obligation to drive a Morgan with the roof down as much as possible) it feels even faster. Yet there's a dichotomy about the experience. You commit to buying into a model that was designed in the middle of the last century. Ok, the most expensive models have modern BMW engines and other oily bits, but my £46K roadster was truly a motor of its time.

That explains the hard ride, lack of ABS brakes and sliding plastic side windows. Aficionados applaud this, claiming the rough edges are all part of the Morgan experience, the mystique. To be fair, improvements have come along – the instruments in the Roadster are very smart even if the speedometer is way over in front of the passenger.

The hood, apparently, is now much easier to use, though electric opening and closing is still a distant dream. But the clincher is that, with familiarity, you can get to really love this new "old" car. The Morgan is charming and fun. What's more, everyone else – bystanders and other motorists – seem overwhelmed. Over two days I had a dozen conversations about it with strangers. And who can blame them? The Morgan's certainly a curiosity.



The Morgan Roadster in all of its glory



A look inside the Morgan Roadster

CELEBRATING MORGAN <http://simanaitissays.com/>

[I, like many of you I suspect, grew up reading Road and Track magazine. I found many of my cars featured and discussed and dissected but still venerated and loved on the pages of that magazine. As time progressed the cars changed, also the writers and artists (like Bill Motta) also moved on. So ended my subscription and I guess this era in my automotive evolution. One of my favorite writers from this period and later however is Dennis Simanaitis.

I found his website <http://simanaitissays.com/> and it felt like Christmas all over again! And, he is still writing about Morgans! This piece and the short bio are from his website. Enjoy! Ed.]

About the Author

Thanks sincerely for coming by.

Dennis Simanaitis sees this website as an opportunity to share enthusiasms with kind readers, including those who followed his 33-year career as Engineering Editor at Road & Track magazine. Before that, he worked for the Society of Automotive Engineers (now SAE International). He was Associate Engineering Editor for its monthly Automotive Engineering magazine; later he served as Manager of its Member Relations Division. An earlier career was teaching mathematics at the College of the Virgin Islands on St. Thomas. His educational background is in this subject, with a B.S. degree from Worcester Polytechnic Institute; an M.A. from Western Reserve University; and a Ph.D., specialty: dynamical systems theory (sort of differential equations without the dirty bits), from Case Western Reserve University.

He has managed to get this far in life without ever having a real job. His good fortune seems to be continuing.

© Dennis Simanaitis, SimanaitisSays.com, 2013

THIS YEAR, 2014, the Morgan Motor Company is celebrating a 100th anniversary, which I find a perfect opportunity to recollect Morgan's 75th anniversary that daughter Suz and I attended in Malvern Link, Worcestershire, U.K., back in 1984.

The arithmetically unchallenged may question the authentic date on which to base an anniversary, 1909 or 1914. Come to think of it, Morgan also celebrated anniversaries in 2010 and 2012.

Clarification comes in understanding what's being celebrated.

In 1909, H.F.S. Morgan built his first 3-wheeler, a nimble configuration that qualified as a motorcycle and thus evaded the Inland Revenue's stiff taxation of automobiles. A Morgan trike was exhibited at London's 1910 Olympia Motor Show. In 1912, H.F.S. officially formed the Morgan Motor Company, Ltd. And, in 1914, the current works was established on Pickersleigh Road, Malvern Link, about 140 miles northwest of London.

Be prepared for a 2022 celebration; Morgan's first 4-wheel prototype was built in 1922. And 2036; the 4/4, as in four wheels and four cylinders, was introduced in 1936. And, if you're still around, 2052; the last trike left the works in 1952.

In any event, back to the 75th and a Morgan nugget shared at the time: Of the approximate 50,000 Morgans produced by 1984, it was reported that half were trikes.

There was a grand celebration in June 1984 when Morgan enthusiasts from around the world converged on Malvern Link.

Festivities included an official Noggin and Natter (read: cocktail party), car exhibits, competitions and plenty of lunches, dinners and get-togethers.

The North American contingent, close to 80 strong, held a boisterous dinner at Upton-on-Severn's Star Hotel, presided over by Maurice Owen, who doubled as Morgan's director of development



Peter Morgan, son of H.F.S., father of Charles, proudly displays an anniversary cake.

and engineering.

Dear Maurice (pronounced English fashion, “Morris”). He described a special “No Parking—Police Order” sign posted in front of the Star Hotel: “That’s to leave room for interesting older Morgans.

“It’s actually our sign,” he confessed, “but every so often, the police pick it up by mistake so we have to go fetch it from them.”

The Pickersleigh Road works are set on a mild slope where cars are alternately rolled down—and laboriously pushed up—from station to station. In those days, the receptionist offered a one-page guide to work stations and simply said, “Mind the forge, now.”

Daughter Suz’s high school graduation was a good excuse to take her on the trip. A high point for both of us was being asked to marshal at the celebration’s Prescott Hill Climb competition.



Suz and I flagged at Prescott’s Pardon Hairpin. The action was great.

R&T

reported all these activities in its December 1984 issue. Artist Ken Dallison devised a wonderful array illustrating “A (Malvern) Link with the Past.” [\[See next page. Ed.\]](#)



A rally of Morgans, old and new, was part of the celebration.

Suz and I spectated along the route and watched a rolling museum of my favorite marque.



Maurice Owen, director of development and engineering, in communication with the Morgan empire on state-of-the-art equipment.



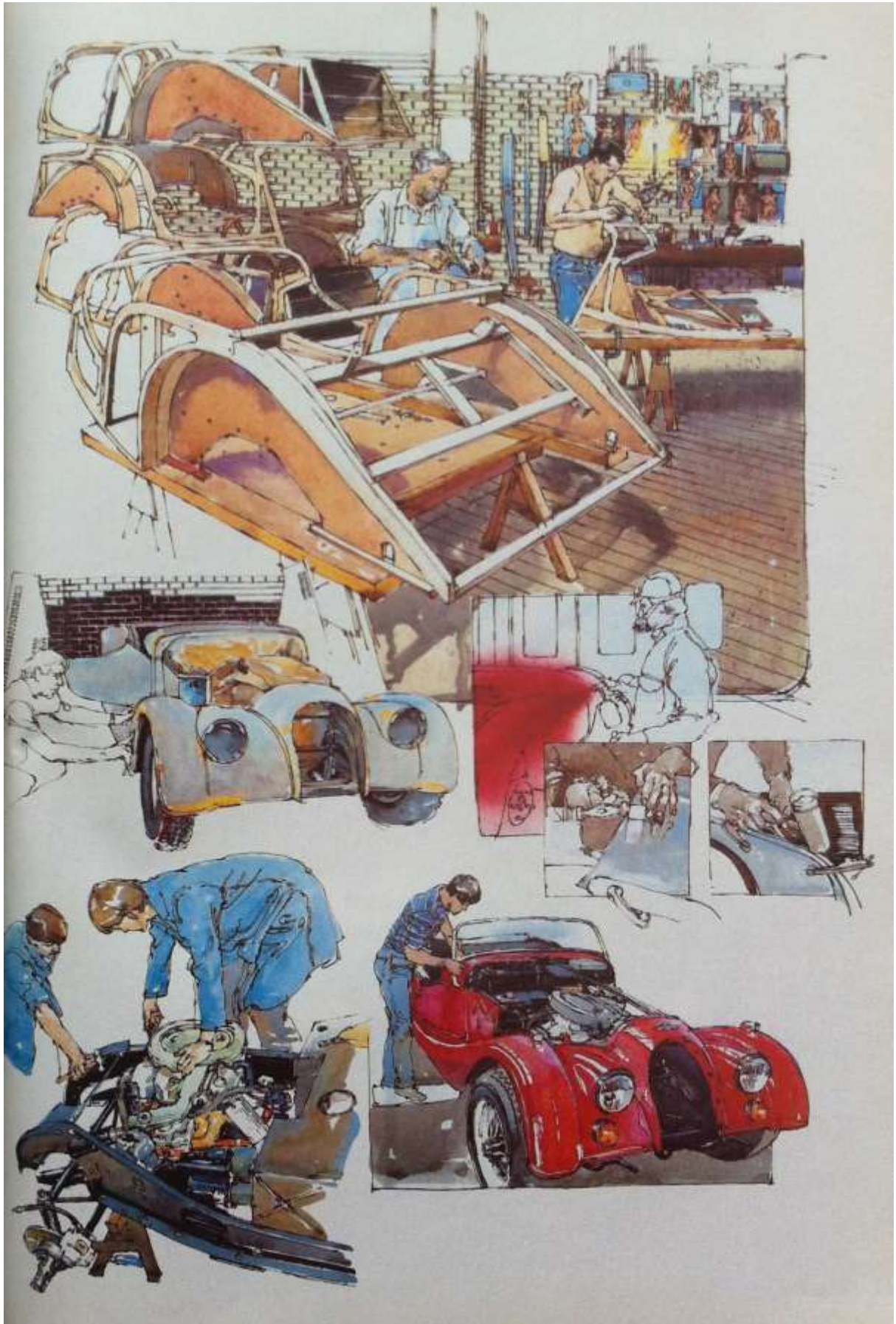
Bill Fink, Isis Imports, U.S. Morgan agent, prepares the Star Hotel for its role during the celebration. That’s a California flag to the upper left of the Lucas banner.



One of my prized possessions is a Royal Automobile Club sign designating the rally route. It fell off a tree after the last car passed.

Yes, this fall was hastened by my snipping its ties.
ds





Illustrations by Ken Dallison, R&T, December 1984. [I had my 1981 4/4 when this R&T Issue was published. I still have it today, somewhere in my library of all things Morgan. This illustration was plucked from Dennis' website. Ed]

MORGAN



MORGAN TECHNOLOGY INFO

TECH

It's odd that the daily driver is used to transport the dogs, take garbage to the dump, haul garden dirt and just about any mundane task you can think of - *But, it's always ready and able to go when asked.*

On the other had, the Morgan is pampered, polished and shined, treated with 'kid gloves' and used only when the sun is out - *And, it disappoints at times.*

I have had my share of the 'jump in and No Go' experiences with my Morgans over the years. This past week was another.

The moral of the story is to *Drive Your Morgan Often !*

UNSTICKING A STUCK CLUTCH . . .

I recently had the unfortunate situation of jumping into the Plus 8, starting the car, depressing the clutch but then couldn't shift into reverse to pull the car out of the garage. Its clutch just wouldn't disengage. I could shift into gear when the engine was stopped. I then tried to start the car, while in gear, but it only lurched forward or backward. Still no luck.

I suspected what had happened but didn't have time to confirm my suspicions until later in the day. Yup, stuck clutch!

This 'sticking' clutch is a common problem of cars that don't get driven every day and live in places where there is humidity or dampness in the air. (Humidity and Florida??) Many in the MOGSouth region will have this problem as well.

The clutch disc sits between the flywheel and the clutch pressure plate. These surfaces are polished smooth during normal operation but when they sit, with moisture present, they develop rust. And, this rust causes the flywheel and pressure plate to stick and preclude the clutch from disengaging, e.g. won't go into gear.

The solution is simply to break this rust connection. Everyone has a method for this, but I have found that the easiest on the car is as follows.

1. Safety First - You want to make sure the car is **OUT** of the garage and not near anything that is hard and might cause damage to the car or injury to yourself if the car lurches forward. I move the car out into the driveway, some 25 feet from the garage, and pointed away from the house.
2. Jack up the rear of car - With the ignition **OFF**, you want to get the drive wheels (e.g. the two at the back of the Morgan), off the ground so that they can spin freely, not touching the ground, when the car is in a forward gear. I use my hydraulic floor jack, but other jacks and jack stands will work just fine. And, I get the rear tires a few inches off the ground. Whatever you do just be sure it is in a safe configuration before proceeding.
3. Warm up the car - Turn the ignition **ON**. You want to warm up the car's engine and get a nice steady idle. The logic is that the warmth of the running the engine will aid in dispelling any moisture still present, expand the metals in the clutch assembly and help break down the rust connection.
4. Get in the car and again turn the ignition **OFF**.
5. Shift into **High Gear**. I used 5th on the Plus 8, but if you only have a 4 Speed box, 4th is fine.
6. Now turn the ignition **ON** and engage the starter motor. Keep the clutch pedal depressed. The starter will start the engine and the rear wheels will begin to spin.
7. While keeping the clutch pedal **Depressed**. Simultaneously **Press on the Brakes** using a medium force (some folks say apply the brakes 'gently' while other say 'forcefully.')
8. It really doesn't take much, unless the clutch is really, really stuck. There are more drastic methods but this one has worked well for me and it should work on just about any rear drive car with a manual transmission.



1933 MORGAN THREE-WHEELER [HTTP://WWW.AUTONET.CA](http://www.autonet.ca)

British cyclecar is powered by a J.A.P. V-Twin motorcycle engine with a single chain-driven rear wheel

This year it looked like **North America's biggest annual British car show**, at Bronte Park near Oakville, Ont. on Sept. 20, might be completely washed away. But right on cue the rains stopped, the sun came out and the cars started to arrive in earnest.

One of those cars caused quite a stir when it rolled onto the show field and took its place in the Morgan section.

Morgan owners are a clannish lot and everyone seemed to know the owners, David and Pauline Smith, and clustered around with greetings and good natured bantering.

Then again, it's not likely there's anyone in Southern Ontario's Morgan community who hasn't met the Smiths, from St. Catharines, and their car – a 1933 three-wheeler that they brought with them when they immigrated here in 1967.



David bought the car in the U.K. in 1966 and used it as his daily driver for a year before coming to Canada. Was Pauline his wife at the time? “Unfortunately, yes,” she says with a twinkle in her eye.

David remembers that the Morgan cost him £40. “That’s the price of two cylinder head bolts today,” he says with a laugh. “When I got the car it was in pieces. I put it together in a week.”

And that matter-of-fact statement shows the simplicity of these legendary vehicles, which company founder H.F.S. Morgan started making in 1909. He built the first three-wheeler for his personal use, but it proved so popular that the Morgan Motor Company was formed the following year, producing both one - and two-seat models. All of their vehicles used a three-wheel setup – two steering wheels in front and one drive wheel in the rear – until 1936 when the company built its first four-wheel automobile, the 4-4. Three wheelers survived until the outbreak of war in 1939.



The 1933 Morgan is as rudimentary a vehicle as you will find. Driver and passenger sit low, with legs straight out, and the tiny windscreens offer little protection from onrushing air. The cockpit is tight, but occupants must be careful not to stick an arm outside lest they get burned on the exhaust pipes that run the length of the body on both sides.

When new, Morgan's three-wheeler was classified as a cyclecar by the British government and road taxes were less than with four-wheeled vehicles.

David believes his Morgan was the company's display car at London's British Motor Show in 1933. That vehicle had emerged from the Malvern Link factory painted red, with cream wheels, and there still are traces of the original red under the car's present white paint job.

Much of David's car has been rebuilt, including the fenders (he drove it for 40 years without any) and some of the ash wood framing for the steel body panels. The wooden floors, however are original.



Most three-wheelers used the J.A.P. V-Twin motorcycle engine, mounted ahead of the chassis. In 1933 it made 37 hp – more than adequate for a car that weighs less than 230 kg. Some J.A.P. engines were air cooled, but David's is water-cooled, with a 3-speed chain drive on the single rear wheel. (Up until 1933, Morgans used only two speeds.)

A brave man, he has had it up to 137 km/h on the banked track at Pocono Raceway in Pennsylvania.

Starting is via a hand crank, and under what is the hood in a normal car is a 4 - gallon gas tank and another 1 - gallon reservoir for oil.



One of the things that stands out about David's "Mog" is the steering wheel. When the rim began to deteriorate 40 years ago, he wrapped it tightly in string.

He admits that while it gives the car some of its devil-may-care character, it needs to be redone. He also is thinking of painting the vehicle, returning it to its original factory red.

The Morgan Motor Company still exists in Malvern Link, England, assembling fewer than 1,000 cars each year – all by hand – including a modern version of the three-wheeler that was added to the lineup in 2012.

There always is a waiting list and **no new Morgan is legal for sale in Canada.**

[When I was up at the St Michaels Concours, I spoke with Steve Beer of the only Morgan Dealership in Canada, CMC Enterprises, and he was lamenting this problem and mentioned his discussions with Linda Eckler of Morgan Motors of New England trying to work out ways to get cars into Canada. It would seem that the Canadian rules are worst than ours in the US. Hard to believe! Ed.]

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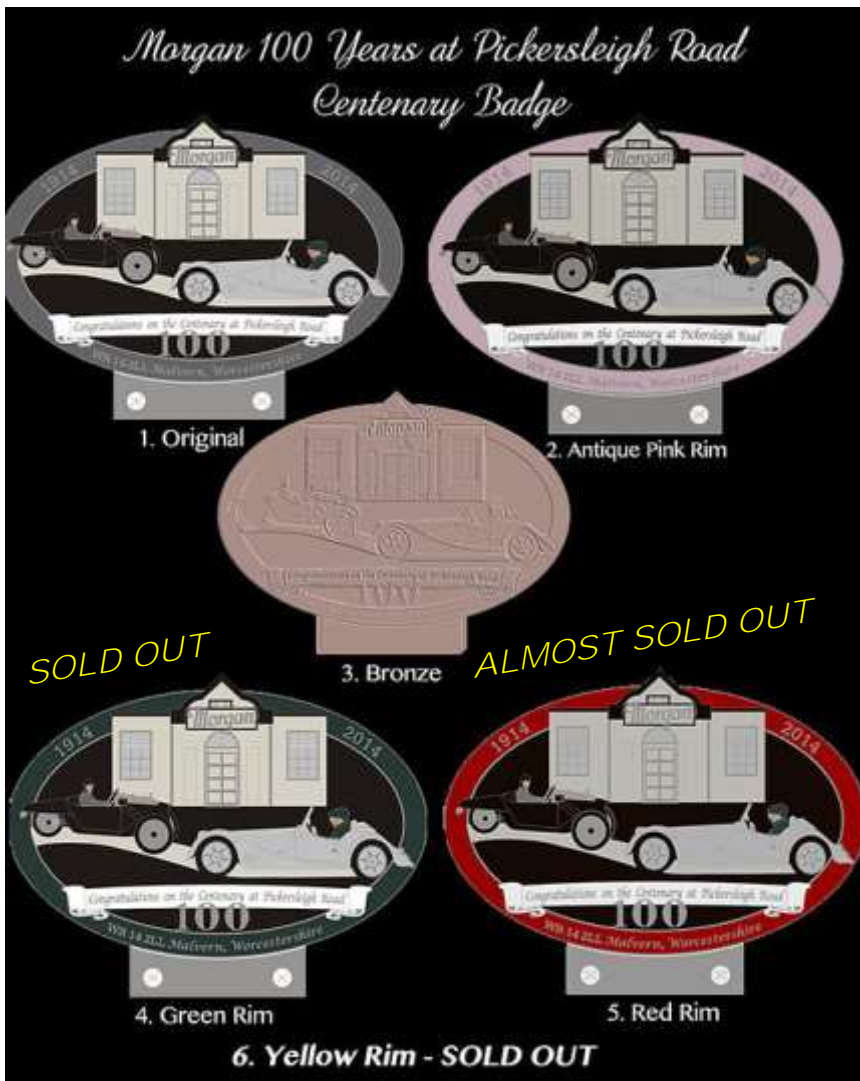
MORGAN RELATED CHRISTMAS GIFTS?

FANCY A WEE DRAM ?

Distilled and Bottled for the Morgan Sports Car Club by Glenfarclas Distillery for the Scottish International Morgan Gathering 23-25 June 1989 available at www.thewhiskyexchange.com for only **550£**



MORGAN CENTENARY BADGE 100 YEARS AT PICKERSLEIGH ROAD



Hermen Pol (Morgan Enthusiast and Badge Collector) commissioned a special badge to commemorate the Morgan centenary at the Pickersleigh Road site.

This badge depicts Captain Albert Ball in a Morgan Grand Prix 3 Wheeler (introduced in 1914) as well as a 2014 Morgan Plus 8 Speedster. Both cars are shown meeting in front of the Morgan factory on Pickersleigh Road, in honor of the 100 year span between the introduction of these Morgans and the factory's long standing success at this location.

Deliveries are currently scheduled to be in time for the holidays. **Current availability is dwindling** so I feel it is safe to assume to pricier versions will have been pre - ordered; and the remaining styles are priced Stateside at \$100 per badge plus shipping.

The design is being interpreted in different varieties: 100 of the Original (numbered badges) as well as a version in cast bronze and special editions with colored rims. Morgan devotees may e-mail me (Tcherek Kamstra) directly at isis@morgancars-usa.com for more information or call 707-303-6203. Hermen Pol has allotted to me a small number of badges, in order to keep some of my design within the USA!

Tcherek



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

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

Wanted English Ford 100E Engines

I'll consider most any condition. Contact Rick Frazee 407-620-0507 or 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.

Morgan Car Badge Collectors

Hermen Pol's website www.morganhistoryinfoshop.com has added a number of web pages for car Badge collectors. There is a **COLLECTORS FAVOURITES** where you can share your passion with others. A page for **WANTED car** badges. A new **THREE-WHEELER** page. And, a **NEW ITEMS** web page with new limited edition badges. Also other types of Morgan regalia are offered. Also he has other regalia. Send Hermen an email at plus4plus@live.nl to discuss.

1970 PLUS 8 FOR SALE !!

British Racing Green, Tan Leather Interior
3.9L Rover Engine, Original 3.5L included, if desired.
Holley 390cfm, MSD Electronic Ignition
Right Hand Drive, 4 Speed Moss Box, Spot Lights, Bumpers,
Weather Equipment.
Contact **Peter Olson** @ (404) 403-8197 for Price and/or more details.



GUD OIL FILTERS ??

Having lamented to Chuck Bernath that I had exhausted my stock of oil filters for my 1938 DHC, Chuck remarked that he in fact has a small stash of filters left over from his Series 1 ownership days. These are not your ordinary screw on oil filters nor are they readily available. The one on the car came from ebay. Well, a box from Chuck arrived in the mail and to my amusement, this was more than just any old oil filter, it was a 'G.U.D' oil filter. From the box, this filter was manufactured in the UK, however after a little internet searching I found that G.U.D. filters are now very large in South Africa. The application listing on the box does say Morgan 4/4 (Standard Engine). Thank you, Chuck! *Mark*



FORMULA 1 AUTOMOTIVE WIZARDRY TO A MORGAN MATCHLESS V -TWIN?

CAN'T BE MUCH DIFFERENCE - CAN THERE ??

If asked, I would associate the Formula 1 cars and teams as the most advanced in the automotive world. I am sure there are those that might want to argue but . . . It is all about technology and tactics. And **Ross Brawn** symbolized both. Ross Brawn is no longer part of Formula 1, having just recently retired, after more than 30 years in the sport. However, his Formula 1 achievements are unmatched.

It was at Benetton and Ferrari where Brawn masterminded Michael Schumacher's seven world titles. He also lead Ferrari to six consecutive constructors' titles (1999 - 2006) and in 2009 won the constructor's and driver's championship (Jenson Button) for this own team, Brawn GP. Then in late 2009 Brawn GP was sold to Mercedes and Ross Brawn became Team Principle at Mercedes. He still retained a 25% stake which was finally sold to Mercedes in 2011.

So with all this high tech automotive experience and the financial wherewithal to buy anything with wheels, he buys a three wheeled Morgan, a **1938 MX4 Super Sport?**

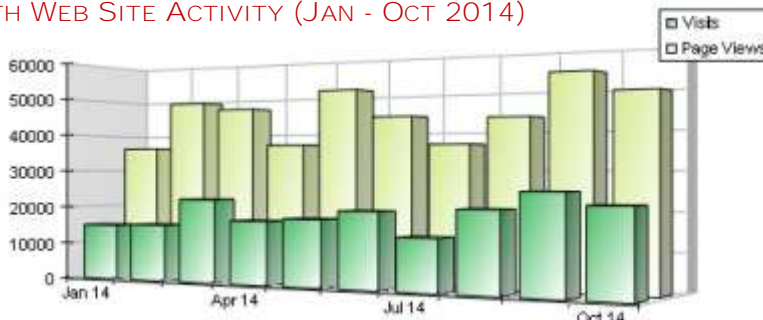


Go figure . . .

And, he joined the Morgan Three Wheeler Club (his name is shown as a new member in the club Bulletin) so I guess he wants to be able to get some technical help . . . I guess anyone can catch the **Morgan** bug . . .

MOGSOUTH WEB SITE ACTIVITY (JAN - OCT 2014)

The site is quite busy, averaging 45K page views and almost 19K visits monthly.



Did You Know?

PETER MORGAN DROVE A FERRARI?

We all know that HFS Morgan had a treasured Rolls Royce even though he produced the Morgan Motor Car.

Peter Morgan also had another love, his cherished Ferrari. Peter had a blue 1973 Ferrari 365 GT4 2+2. This car was first delivered to Andrew Grima, London, who was a Jeweler to the rich and famous. In this capacity he met Peter Morgan. Peter loved the car and bought it from Andrew in November 1973.



Peter registered it with his traditional number 'AB 16' and maintained ownership of the car until his death in 2003. It was subsequently sold in 2005.



The 365 GT4 2+2 was popular for those looking for a classic 12 cylinder (4.4L) Ferrari. It sported six Weber carburetors to feed gasoline to those 12 cylinders.

The 2+2 configuration offered a bit more room in the car although the rear seat was really not all that useful.

There were only 521 of these cars produced (with a few more prototypes.)

The car has changed hands a number of times since Peter owned it, but it is hopefully in the hands of a true motor car enthusiast.



New for 2014, The **MORGAN ROADSTER '65** Porsche Medium Ivory, Yarwood Kensington Vanilla Leather

NEW 2014 MORGAN 3 WHEELER Brooklands Edition, Brooklands Green

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

NEW 2013 MORGAN 3 WHEELER Black Cherry Metallic!

NEW 2013 MORGAN 3 WHEELER Porsche GT Silver!

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

2010 MORGAN AERO SUPERSPORT

2005 MORGAN ROADSTERS: Silver Blue Metallic, Grey leather

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

2003 MORGAN PLUS 8 Brooklands BRG/Stone leather

1983 MORGAN PLUS 4 Aluminum bodied.

1967 MORGAN 4/4 SERIES V British Racing Green

1964 MORGAN PLUS 4 Four Seater, Ivory

1962 MORGAN SKIMPY SAN BRG/Tan Leather

1962 MORGAN PLUS 4 SUPERSPORT ROADSTER Soft Yellow body/Black

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

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

1959 MORGAN PLUS 4 FACTORY LIGHTWEIGHT Regency Red/Tan

1935 MORGAN 3 WHEELER MX4/SS Barrelback

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

OTHER MARQUES

New 2014 Allard J2X

2012 ZOLFE ROAD ROCKET

New PERANA Z-ONE

PERANA Z SILVER

2010 BMW Z4 S Drive M Spec

2008 Tesla ROADSTER

2004 Honda GOLDWING



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1909



2014 US (and a few International) EVENTS

2014

The 2014 Fall Meet is behind us and now only a few regional events are on the calendar. The club does have one big event left however, our 2014 Christmas Party and the 2014 Mother Courage Award Presentation.

David & Sarah Chiles have again volunteered to Host in Waynesville, NC. Thank you!

And, for those in Florida, the next GatorMOG Noggin has been set 15 - 16 November and will incorporate the Daytona Vintage 24hrs and the Winter Park Concours.



The 2014 MOGSouth Events Calendar Is Here!

These dates should help in your 2014 planning. We already have dates for the Spring GatorMOG Noggin, the MOGSouth Spring Meet and a few other events. We still need to more of the local regional events.

- **GatorMOG Noggin**, Orlando with trip to Daytona, Nov 15 - 16, Hotel **TBD**
- **HSR Classic 24hr Race at Daytona**, Nov 12 - 16, Daytona, FL
- **Winter Park Concours d'Elegance**, Nov 14 - 16, Winter Park Country Club, Winter Park, FL
- **MOGSouth Christmas Party**, Dec 6, Waynesville Inn, Waynesville, NC - David & Sarah Chiles Hosting

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.

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Events shown in Red Text are MOGSouth sanctioned events, Blue Text are outside the US and those shown with an * will have MOGSouth participation.

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MOGSOUTH REGALIA MOGSouth Car Badges are available again! If you don't have your badge, it's time to get one. 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 - I had to order new ones myself as mine got lost in the laundry. It is good to have something to affix to your shirt other than the 'Hello My Name Is ...' sticker. Get these from Randy.** Also, let us know what else we need in the MOGSouth regalia bin. We haven't spent a lot of time and money buying things that no body wants, so we don't have a stockpile of regalia items. Let us know in person or send an email (mogsouth@yahoo.com) and we will get them made up. Also send us and email if you have an idea or a need for other MOGSouth regalia, hats, totes, shirts, etc.

The MOGSouth Christmas Party will again be in Waynesville, NC at the Waynesville Inn. See Details inside.

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 material to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 10/14

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

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