

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 10/15



Short sleeved shirts, cargo shorts and flip flops. Ain't Florida great??

Green, Red, Green, Red, Green, Red . . . Yellow?? What's up with that??

GatorMOG spent a glorious Florida weekend in Lakeland Florida. Lakeland is a little west (left) of center. (Some folks say that about me . . .) This was the fall Noggin or gathering of the Morgan Owners of Florida, aka GatorMOG, the MOGSouth chapter down on the Florida peninsula. GatorMOG tries to do something once during the Spring and once during Fall. It tends to be a bit too warm or too wet in the Summer. But, you don't have to live in Florida to participate, everyone is welcome.

Nothing too elaborate was planned this time, just a Friday evening Noggin (informal get together) and then participation in the Saturday Lake Mirror Classic car show.

Our weekend started actually on Thursday. (But, being retired, every day is a weekend!) We had Chuck and Karen Bernath come down from Jacksonville to our house in Sanford. Their yellow 1963 Plus 4, 4 Place ran smoothly and they arrived in the early afternoon. This broke the total trip up for them and gave us time to tell lies and play in the garage. Then we had a nice dinner out at an Irish Pub. There were a few things to do on Friday morning before leaving for Lakeland. I wanted to exercise the older Morgan before the weekend, so Chuck and I drove the DHC around the block and got it up to temperature. I am a firm believer in exercising my cars every week or so. I am afraid that they will rot, dry out, or otherwise fall apart if left too long.

Just a short trip around the neighborhood, then we would head south to Winter Park to get Rick and Sam Frazee. We were also going to have John and Debbie Stanley from Deland, Florida join us for the convoy. Well, best laid plans . . . John and Debbie planned to swing by our house Friday morning in their newly acquired 1990, UK Spec, Plus 8. Well,

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John's car exhibited the well known LT77 shifting problem and couldn't play, so the SUV was energized. So we were down to two Morgans (the yellow Plus 4 and my 1986 red Plus 8) and John's SUV. We left Sanford and headed to Winter Park to rendezvous with Sam and Rick and their 2005 BRG Roadster. Well, with all this excitement I forgot my little folder of maps and instructions, and my pills, etc, etc. Oh, well . . . I think old age is settling in.

The highway from Orlando to Lakeland is very boring so we chose the back roads for our trip south. It was quite a bit slower, but had a bit more to see (and a lot more stop lights). Finally, we arrived in Winter Haven, just up the road from Lakeland. We checked into our chosen hotel, the Winter Haven Hampton Inn, and headed out to a late lunch. Starving after all those stop lights. We found the Harbor Side Restaurant . . . just the spot for lunch. Gorgeous water views (we watched a sea plane land), an extensive lunch menu and cold beer. Just the thing. Then it was back to the hotel for a quick clean up and a rendezvous in the lobby for the trip to Tom and Kathy Coryn's lake house. I picked the hotel location to be very close to Tom and Kathy's lake house. I just wanted to have a couple mile drive that would allow us all to get there without drama. And, it worked!

Tom and Kathy were wonderful hosts. We arrived at the appointed hour, en masse, with a convoy of Morgans. They looked superb in Tom and Kathy's circular drive. Their lake house is perfect for entertaining, with a wonderful screened in porch offering vistas across the lake and a peek at the fleeting but spectacular sunset. Kathy had invited her high school friend, Bev Westmacote from Venice Florida, to join the in on the Noggin and it was great to meet her (now she just needs to buy a Morgan). There were lots of wonderful things to snack on and wine, beer and soda for the thirsty. It seems we like to eat and drink! Go figure . . . The Noggin conversations quickly evolved into current topics of high import . . . such as babies, puppies, Morgan upgrades and of course Andrea's favorite . . . auto parts. Entertainment, apart from the spectacular views, was provided the world famous Gibbs and his squeaky toy.

Then, there was a selection of BBQ'd wonders to tempt the palate. Chicken and pulled pork and salad (I don't think this was BBQ'd?) and more. Tom and Kathy went overboard. But, no one was complaining!! More libations and then it was dark and time to leave. We had to depart the hotel at an early hour (8AM) to get to Lakeland on time. (The Lake Mirror Classic has to be the best organized show I have ever been to). Every car is given a spot and a time to arrive at the show field. No long lines of cars trying to get in, overheating or worse, while folks figure out just who you are and where the silly car you are driving is supposed to go. For this show, it is straight in and immediately parked. Perfect!

This year, we negotiated with the Lake Mirror Classic organizers to get a designated Morgan spot, unlike last year where the Morgans were scattered all around. We contacted the organizing committee to politic for colocation this year. They understood our plight but had a 'rule.' This rule specified a minimum number of cars to get a designated spot . . . they told us we needed at least 10. Ok, so where do we find 10 Morgans, and what do we promise to get folks to discard any other plans and come out and play with us??

Well, our 'well intentioned' effort worked. We had more than 10 Morgans register for the event, and so we got our designated 'Morgan' spot. However, in the end, we only had 7 cars on the street. We had some mechanical issues, a few unanticipated conflicts and a new MOGSouth / GatorMOG member that was lacking a few essentials . . . like tires.

But, then again, we had **donuts!!** Tom Coryn, wanted to be sure we started the day right, so he brought some two dozen hot and gooey donuts (fat free, calorie free of course! NOT!!) from his favorite local bakery to share with the group. A fabulous Friday evening Noggin, a great downtown location for the Morgans on Saturday and hot donuts! It doesn't get much better than that!!

The Lake Mirror Classic is a fairly big show (over 450 cars (and wooden boats)) that takes over a good portion of downtown Lakeland. It really is a very pretty setting with the lake, the surrounding promenade and tree lined streets of downtown. The Classic is really four different shows in one. Everyone has something of interest to see and do. There is the formal, judged Concours d'Elegance encircling Lake Mirror on the promenade. A hot rod show on the boulevard, wooden boats out on the Lake, and the Open Car Show (any sort of collector car, old or new) with cars displayed throughout the downtown Lakeland streets. The Morgans were all part of the Open Show. It appeared that just about every make of car was represented. There was even a Panoz AIV Roadster on the corner of our street. It has been a while since I have seen one of those. (If you remember, MOGSouth visited the Panoz factory in 2004 (See Vol 5, 2004 of the MOGSouth Newsletter)) In our immediate area, we were flanked by a few Rolls Royce and Bentley saloons on one side, an open street intersection on the other, and a large den of Dodge Vipers across the street. Not too bad.

The Morgan parking location was absolutely superb. We were central but just off the main drag. Quite a bit better than most of the others car groups. Our location was on a tree lined street, with day long shade (as long as you adjusted your chair a bit) and even had live entertainment (a guitar player and singer) just across the street. There were no restaurants or registration or vendor tents on our street to attract big crowds. We just had those folks interested in the cars come down our street, while others had big crowds of folks looking for lunch, walking back and forth, in front of their parking space. I usually like a good crowd of folks (showing interest in the Morgans) but I was quite pleased that we were not located in this quagmire and inundated with the shopping and lunch crowd.

We sat on the curb or in the lawn chairs and enjoyed the breeze and the day, without being jostled or run over by the crowds. Simply wonderful !!! Others, it seemed, had no place for their chairs and the like.

The Open Car Show is not formally judged, so no worries about too much dust or not enough wax. However, an occasional ribbon does show up. The various supporters and sponsors of the show are given ribbons to affix to cars they enjoyed, and it turned out that, on this day, it was good to be Red. Tom Coyrn's wonderful 1960 Plus 4, 4 Place and Ron Gricius' awesome 2003 Anniversary Plus 8, both striking in Red with Tan interiors, were given recognition ribbons. Congrats and well done! I had predicted the one Yellow car, Chuck and Karen Bernath's Plus 4, 4 Place would be recognized because it was different from the other Morgans, neither Red nor British Racing Green. John and Debbie Stanley's Plus 8, unfortunately at home, is Black and would have stood out (Color-wise) as well. However, we made sure John and Debbie were fully into the Morgan mode and shoe horned them into the back of Chuck and Karen's 4 Place for the trip to and from the show field. Actually, it is great fun to ride in the back of a vintage 4 Place (for short distances!) and they had a ball!

So all told, 7 Morgans. We had Tom and Kathy Coryn and their Red 1960 Plus 4, 4 Place; Chuck and Karen Bernath and their Yellow 1963 Plus 4, 4 Place; Andrea and I in our Red 1986 Plus 8; Gene and Betsy in their BRG 1990 Plus 8; Robin and Christine Baycroft in their BRG 1990 Plus 8; John and Debbie Stanley in the back of Chuck and Karen's 4 Place; Ron and Cathy Gricius with their Red 2003 Anniversary Plus 8; and Rick and Sam Frazee in their BRG 2005 Roadster. Bill Sirine, a new member, came by and chatted with us for a good while. He has a 1957 Plus 4, 4 Place being refurbished at the moment (the 'Speechless' movie car) and it sounds as if we will see him and the car on the road, very soon.

Several of those attending had to scoot for home after the show, while others planned an evening in Lakeland with dinner, drinks and more Morgan discussions. We unfortunately were in the first category and hit the road at the end of the show. We had to get back to Sanford on Saturday evening as we had a few commitments on Sunday. It really is a pretty easy drive, and we chose the expedient route, e.g. the highway, to run home. All of 90 minutes and we were back at the ranch. Another great GatorMOG Noggin and Morgan weekend. Be sure to join us next time!!

Mark



Gene and Betsy McOmber



Debbie Stanley in Bernath's Four Place



The Morgan Line on the Street in Lakeland





Ok, so this really is more of a Hot Rod show, but it is in Daytona Beach, it's free, and it's close. That, and the organizer is a Morgan guy.

He has a 4/4 that hasn't seen the light of day for years. It needs a few things, but I keep talking to him about getting on with it, but . . .

This time of year in Florida is simply awesome. The warm sun, low humidity and cool breezes along the water, just call to you. You can't resist. You just have to take the cover off the Morgan and head out with a picnic basket and a couple of lawn chairs. Even though we were just out last weekend in Lakeland, we found ourselves in Daytona Beach . . . and we weren't alone. It was sort of like Lakeland - Chapter Two. John and Debbie Stanley came, this time in their lovely 1990 Black Plus 8. Robin and Christine Bycroft were there in their recently imported BRG 1990 Plus 8 and Chuck and Karen Bernath brought out the Yellow 1963 Plus 4, Four Place. We had 'Ugly Betty' so the collection of Morgans provided a good array of colors. (Black, BRG, Yellow, Red) Not that this show lacked color. There were cars with paint colors beyond description. The results of very deep pockets I suspect, and then there were those that seemed to be totally without paint . . . rust yes, paint? . . . I am not so sure.

We got to Daytona Beach at the designated time, 9:00 AM, or so the web site said. Wrong, the place was already packed and all the other Morgans were there, waiting on us. The first spot we found was along the main street but Chuck sweet talked the organizers into finding us a nice grassy knoll and some shade under a big tree. A wonderful spot, and just a few yards from where they positioned the cars for folks who wanted their pictures along the Daytona Beach waterway. We probably saw 80% of the cars at the show, without having to walk around. We could just sit in our lawn chairs sipping coffee, or whatever, and watch the parade of cars, stopping just in front of us, for their photos. Pretty neat. Most were pretty impressive but then there were others that begged the question . . . Why?? A few custom



Karman Ghias, for instance. Extensive body work, fancy paint, etc. They weren't all that pretty out of the box, and these 'improvements' were highly questionable. Then there was the array of Chevrolet drag racers. Huge chromed motors sticking up as high as the windscreen, with drive belts for the super chargers that were easily 4 inches wide. Wheelie bars and parachutes out the back. One had a stellar paint job but they all seems to be somewhat difficult to keep running, as some pushing was evident. But when the did light off . . . you could feel the throbbing in your chest . . . almost like a pace-maker, regulating your heart beat . . . Then there was the Monkeemobile. (I thought they took the last train to Clarksville . . . not Daytona Beach?) I had a college friend, who lived close by, come to the show and join us for dinner. Guy Morrison and his wife Betty. It turned out that the Monkeemobile lives right next door to Guy in Holly Hill, FL. I am sure Guy and Betty are pleased!

A few British cars were there, but not many. In addition to the Morgans, there was a red rubber-bumpered MGB, probably early 80s, a red TR3 with a 'peace sign' on the doors?? A maroon Sunbeam Alpine and a few late model Jags.

There were also some interesting two wheelers. A camouflaged Ural with a sidecar caught my eye. Interesting stuff.

We chose to make it an overnight visit although Daytona is only some 45 minutes away. That way we could enjoy the seaside and the 'beige dinner' offerings of the many sea food restaurants in the area without having to worry about driving home and letting the dogs out. We all stayed at a cheap, but clean, Holiday Inn along the beach. Our room was on the end of the building giving us a balcony with a view of the beach (and sunrise) as well as a view of the neon lights down the strip. Somewhat transfixing . . .

Dinner was at a place called 'Crabby Joes.' It is located out on the end of Sunflow Fishing pier so the restaurant is actually over the top of the crashing surf. We had two tables along the sides with large windows, that we opened to get some air flowing. The breeze was wonderful and the sound of the waves lapping along the beach was magical. Andrea was sitting next to the window and during a more animated discussion she almost sent the 'tackle box' used by the restaurant to hold salt and pepper shakers, hot sauce, etc., out the window and into the surf. It was somewhat amusing.

Dinner was nice. We all found something beige that we liked . . . shrimp seemed to be a favorite . . . and a few pitchers of cold beer added a special something?? Everybody said good things about their selection so given that, should you ever be in Daytona Beach, the Crabby Joe's restaurant is recommended.

Regardless of food, it was a nice locale and we had a wonderful time chatting about nothing with friends. It was soon time to scoot, so we headed to the parking lot and the Morgans. We were quickly away, without trauma, and soon were parked back at the Holiday Inn. It was still sort of early, for a Saturday night, but I was bushed. Too much sun perhaps (certainly not the beer . . .)? So a bit of TV and then . . .

The alarm went off and I hit the 'snooze' button. I then remembered why I set the stupid alarm in the first place. I wanted to see the Sunrise. So I shut the thing off, threw on some pants (didn't want to scare the fish!) and went out onto the balcony. The sun was just starting to peek about the horizon. A few early morning folks were out on the beach watching the sun come up, walking their dogs, or simply enjoying the moment.



Sunrise at Daytona beach - Glorious!!



That's not the new Cosworth Powered Plus 4, is it??

Once the sun was up we all decided to hang out some more before we headed for home. There was a 'Cars and Coffee' of sorts at the Blue Grotto Restaurant and Marina. We went, parked the cars and then sat around at the marina and chatted some more. The weather was wonderful and the ambiance was relaxing. We got a few on lookers and some questions about the cars, but enjoyed ourselves sitting away from the Morgans. It was really a nice way to cap a very pleasant weekend. Then a quick run home on the backroads. **Another great Morgan weekend!!! I hope you got out too??**



CHARLIE MILLER'S 2015 MORGAN PUB CRAWL - BIG MUDDY

Morgans Tour the Mississippi [Excerpts from Day 1. Ed.]

Monday, September 28, 2015 - Prairie du Chen, WI to Le Clair, IA

Monday and the beginning of a new week. We viewed the eclipse last night through mostly clear skies and talked of the primitive people who must have been absolutely terrified by such a sight seeing their reliable moon being consumed by something right before their eyes.

The day started in the usual manner with wiping the dew off of the cars and loading up the suitcases and personal items, then heading for breakfast...today provided by the folks at American Inn, a new hotel chain, or at least one I had never heard of. The banner out front said they were voted the best hotel breakfast in 2015 and I can see why. Janet! She expertly made omelets or scrambled or fried eggs to order, and instructed neophytes like me how to use the waffle maker. Thank you Janet...we got a great start to the day.

The hotel staff were enjoying the sight of our cars in their lot and asked if they could take a photo of them all, and it was time for us to make a group photo too. So all but one were aligned in front and many photos were taken. Here's the best one:

Then we were off.... crossing the Mississippi right away and into Iowa. We stopped at an overlook a few miles down the road and caught this barge pushing upstream.

In Guttenberg, IA, the lock on the great river was operating, moving a large barge northbound. The lock gate opened and the barge moved into the next section. We stopped in Clinton, IA for gas, and the clerk at the station was helpful describing a good restaurant for lunch....and it was. Here's the view from the deck of the Candlelight Inn.

Soon we arrived in Le Claire, which is home to Antique Archaeology, famous for the History Channel TV show American Pickers.

And, just down the road is our hotel for the night.... again, right on the great Mississippi River, or as we call it, the Big Muddy.



Group Photo - From left to right: Char and Reg, Beth and Charles, Myron, Sally and Gary, Vern and Sandy, Missy and Bob, Judi and Bill, and Al. Kampschafers were still inside the hotel somewhere, but were with us in spirit.



A bit later we stopped at a convenience store - and of course a friendly chap is curious about the cars and Reg chats with him.



The original store (Antique Archaeology), now one of two buildings housing antique picks from around the country.

[\[To see the complete unedited Blog with all the text and pictures, go to http://2015morganpubcrawl.blogspot.com/ Ed.\]](http://2015morganpubcrawl.blogspot.com/)

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MORE

CHARLIE MILLER'S 2015 MORGAN PUB CRAWL - BIG MUDDY

Thursday: St. Louis to Nashville, IN *[Excerpts from the Last Day. Ed.]*

As noted yesterday, today is mostly a driving day with almost 300 miles to go.

The hotel has saved us space on the little used fourth floor of the garage, and provided a hose for those who felt the need to clear the Hannibal construction dust off of their cars. An early start, we pulled out of St. Louis at 8:05am, made it across the Mississippi River bridge and through some construction.

About 30 minutes later we found the peaceful US Route 50 and headed east toward Nashville, IN.

The good roads and some twisty bits were fun, but long. And eventually we got to Indiana state route 135 through the Hoosier National Forest, happening on the cute little village of Story, Indiana. And there must be a story here, but because of the lateness of the day we didn't take time to investigate. Reason enough to come back here someday.

We checked into our motel for the night and made plans to meet at 6 for dinner somewhere in downtown Nashville, In

Even at this late hour and in the off season the parking in town was sparse. We found some spaces on the street a couple of blocks from the pub/pizza parlor. Our pub of choice, Big Woods Micro Brewery and Pizza.

We found excellent pizza, good and unusual beer and lots of fun and joy. There was even a blue grass duo singing and playing and Myron gave us a good background on Bluegrass music - he even sang along on a couple of tunes.

Since this was to be the last night of the 2015 Morgan Pub Crawl, and most of the couples are disbursing tomorrow for their homes and other commitments. In all though, it was a very good time this night and for the past ten days.

Fittingly, when we were leaving the restaurant we found a Jenga game on the outside deck. Jenga is the "official game" of the Pub Crawls, having played it many times on the previous trips in 2007, 2010, 2012 and 2014.

And we played until the stack fell at the hands of Myron's daughter and newcomer to the crawl, Susanna.

Seems a nice point on which to call the Pub Crawl and this blog to a close.

[Again, the complete Blog is at <http://2015morganpubcrawl.blogspot.com/> Ed.]

Thanks to all who helped with pictures, and to all who followed along. We hope to do this again in the near future.

Wheels down and tires between the white lines . . .

Reg
The Pub Crawl Blogger



Our cars were parked overnight in the hotel parking garage in St. Louis, their first night of the trip out of the elements.



Here is the antique store on the corner.



SOME LOCAL 'BIG MUDDY' PUB CRAWL PRESS

A8 | COURIER PRESS | WEDNESDAY, OCTOBER 21, 2015 | PDCCOURIER.COM



AmericInn hosts Morgan car club

The AmericInn in downtown Prairie du Chien recently hosted the Ohio Morgan Owners Group. These unique cars came from as far away as Texas, North Carolina, Maryland, District of Columbia, and many from the Ohio region. They are made by the Morgan Motor Company in Malvern, England, founded in 1909 and still operating today. These cars are small, two-seat roadsters that are hand assembled. Only about 1,300 are made each year for worldwide sale, mostly in the United Kingdom and Europe. Many of the cars visiting Prairie du Chien were vintage models from the 1960-90s when only a few hundred were produced each year. Since 2005, no roadsters have been imported to the U.S. because of stifling regulations. Now, only a three-wheel model comes to the U.S. The group, consisting of mostly couples, began their trip in Auburn, Ind., going into Michigan and crossing Lake Michigan by way of the Ludington Ferry. Before boarding the ferry, the group convinced the crew that it would be best if the car's owners were allowed to park their own cars on-board! The tour followed the Great River Road to St. Louis and back homeward to Cincinnati. In total, about 10 days were spent enjoying the beautiful fall colors. (Submitted photo)

For those of you that aren't familiar with the Pub Crawls - Some Background

In 2007 Charlie Miller of the Ohio Morgan Owners Group (OhMOG) and MOGSouth created the first Morgan Pub Crawl with a trip to Nova Scotia and Prince Edward Island. Since then he has led us on trips to the Atlantic coast, Around the Great Lakes and through New England. Now, in 2015 we explored the great state of Wisconsin and the upper Mississippi River in this tour called 'The Big Muddy'. Join us as we travel these interesting roads in our tiny little Morgan cars, eating in pubs and generally having a darn good time . . .



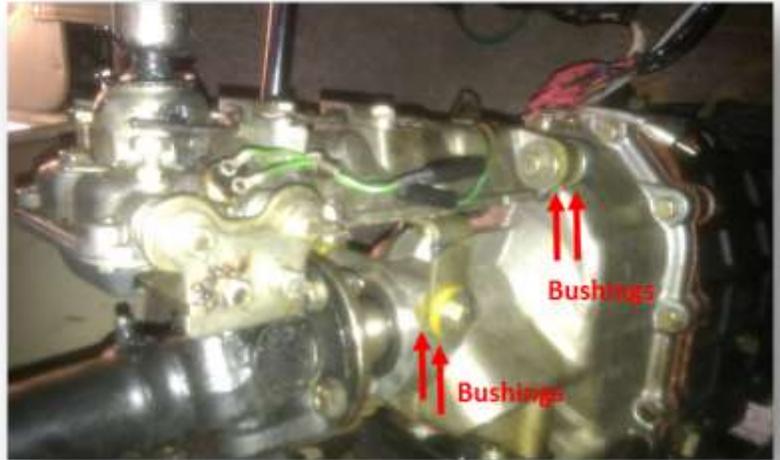
IN THE GARAGE AND HAVING FUN . . . AGAIN!

Every now and again I do like to take a break from the day to day and play some in the garage. But, it is hard to tell Andrea that I haven't time for the shopping, the cleaning, the laundry, the yard work and just want some garage time. So, when someone else has a need, a problem, a squeak . . . I get to play. This time it was John Stanley. Yeah!

An intermittent and sometime stubborn shift in his Plus 8. He has a 1990 Plus 8 with a LT77 gear box. According to GoMOG, *"The LT77 was introduced to Morgans in 1976. It is the same box used with the Rover SD1. The early boxes are not great. A LT77 variation was introduced to Land Rovers in 1983 with the suffix 'D' box (which was a big improvement) and was developed over the years to the suffix 'H' which was last used in 1994."* So John has a later model of the LT77 and that's good, but it isn't shifting, which is bad, but not really that bad. I have seen and fixed this problem several times. I am just waiting for my 1986 Plus 8 to go . . .

The symptoms he reported are typical of this gearbox and a simple polyethylene bushing, that secures the remote shifter, is usually the culprit. I'm not completely sure but I believe that the original bushings used, 'back in the day', were less resilient material, e.g. rubber, but now we have the 'last forever' polyethylene. The bushings, and there are four sets of two bushings each, sandwich the mounting points that connect the remote shifter to the gearbox itself. When these bushings perish the remote shifter doesn't connect well and the shift lever gets vague and at times fails to actually engage a needed gear. Pretty hard to drive when certain gears are not available.

If you exhibit this problem, it may just be your bushings. Now the good news is that these bushings are cheap. I order them from the UK and they come very quickly. The bad news is that the job to remove the transmission cover takes forever. You have to do this to get at the remote shift linkage (also you have to undo a lot of stuff), but it only takes a few minutes to replace the bushings, but then another lifetime to put the car back together again, before you can even test whether the fix worked. We planned on an five hour job and it took us eight hours. I can't say we are the most efficient laborers, and this is the sort of thing that you will want to do with friends . . . and, did I say John brought *donuts*?? Seems to be a theme of late??



The bushings are in used pairs. (Shown in this photo as yellow.) There are two pairs on each side, so 8 bushings are needed to replace a full car's set.

This is the second Plus 8 of this era that I have had to replace the bushings on. Both have been in the 30 - 35 year old range but the mileage has differed greatly. It is my understanding that the materials used in the original bushings are susceptible to grease and/or oil and that is what causes the break down. Time is not the primary factor but none the less, time must have some play in this. I personally have a Plus 8 (Ugly Betty) of this era, and with this gearbox, so I know I will have to replace my own bushings soon enough.

There are other afflictions known to occur with these transmission remote shifters, the 'grub screw' and the gear lever cap. These problems are less common however. I have personally not run into these problems as yet, but GoMOG has a clear description of the issues and the fix, so if you have the need or the interest, go to <http://www.gomog.com/allmorgan/remotissues.html>.

While we had the transmission cover out we covered it with Dynamat thermal barrier material. This era of Plus 8 seems to have a warm cockpit and using a bit of thermal barrier material, sticky on one side with a reflective metal on the other, over the transmission tunnel cover works to reflect the heat away from the cockpit. The other thing we did to combat the heat in the cockpit was to disconnect the hoses that move coolant through the heater core. This heater is right over your legs in the cockpit and having hot water, e.g. engine coolant, running through the heater core, whether the heater fan is on or not, adds a lot of heat to the cockpit. Disconnecting the heater may not be a solution for everyone but in Florida, who needs a heater?? John reports that the car shifts appropriately and is much cooler. **Job done!!**



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Don't miss the GatorMOG Noggin in October. (See Below) Pre-Registration is required, so if you are planning on coming, you need to register now!

The MOGSouth 2015 Fall Meet and Christmas Party are gelling nicely so get them on the Calendar too!!

The details for the Fall Meet have been updated and are provided below. **There are some actions required so please read carefully!!**

Also, the details for the Christmas Party have been provided on following page. You need to RSVP and make reservations.

MONTHLY CLUB GATHERINGS !!

ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

MOGSOUTH CHRISTMAS PARTY - DECEMBER 5, 2015 **UPDATED**

Special rooms rates will be offered by the hotel. We encourage you to enjoy Friday evening (Dec. 4) in downtown Waynesville. Reserve your room at the Waynesville Inn, 176 Country Club Drive, Waynesville, NC., 828-456-3551, www.thewaynesvilleinn.com. A block of rooms has been reserved at a rate of \$99 plus tax which includes a full breakfast. Rooms will be held until November 4. Reserve individually under "Morgan Owners" Group."

Saturday Morning (Dec. 5), 10am-2pm, Curator Dale Walksler (of *What's In the Barn* on Velocity Channel) and Morgan owner and motorcycle enthusiast Bob White will welcome MOGSouth members to a special private opening of the fabulous **WHEELS THRU TIME MUSEUM**, a short drive from the Waynesville Inn.

Saturday afternoon, the Hospitality Suite will be open before and after dinner including beer, wine, mixed and soft drinks and snacks. A full buffet dinner will begin at 7:00.

Saturday Evening is the MOGSouth Annual Christmas Party at The Waynesville Inn. Saturday dinner (Christmas Party) must be reserved and prepaid to Gene Spainhour. He must have your reservation and payment in full by November 5. Mail your payment to Gene Spainhour, P.O. Box 2304, Hickory, NC. 28603. The cost is \$36 per person. Please include your email address so we can confirm receipt of payment.

Gene Spainhour & Pat Harris are organizing the Christmas gathering. We look forward to seeing you in Waynesville! Any questions please contact Gene at gene.spainhour@gmail.com or 800-242-5584 (office) or 828-244-3762 (cell.)

Cheers, Pat and Gene

MOGSOUTH SPRING MEET - APRIL 14, 2016 **NEW**

The location and the date have been set for next year's (2016) MOGSouth Spring Meet. Ken and Pat Kreuzer of Summerville, South Carolina had volunteered to be our hosts for the weekend. The event details, hotels, activities and such are still be worked however the weekend opportunities sound wonderful and this should be an event you'll want to attend, so mark your calendar now!! And, don't worry, as we get more specifics we'll be sure to send emails, as well as update the Newsletter and the MOGSouth web site (www.mogsouth.com). And, a big thanks to Ken and Pat for hosting!

AND OTHER THINGS YOU SHOULD KNOW !!



For those of you that were wondering where Andrea and I were during the MOGSouth Fall

Meet in Rome GA, we were in Hilton Head for the Motoring Festival and Concours d'Elegance.

HILTON HEAD ISLAND MOTORING FESTIVAL

NOVEMBER 1, 2015 & CONCOURS d'ELEGANCE



Courtesy of Cirrus Aircraft & Gordon King

We had committed to attend the Hilton Head Island Concours d'Elegance prior to the dates being selected for the MOGSouth Fall Meet. Once we committed it was really not possible to us to renege and change our plans. Conflicts happen to all of us, no matter how hard we try to avoid them. We all have many things that demand our time or attention. Morgan events are only one of these things. This is one reason that I try to get the MOGSouth Events Calendar out as early as possible. [\[FYI, this issue of the MOGSouth Newsletter had the start to the 2016 Calendar. Ed.\]](#)

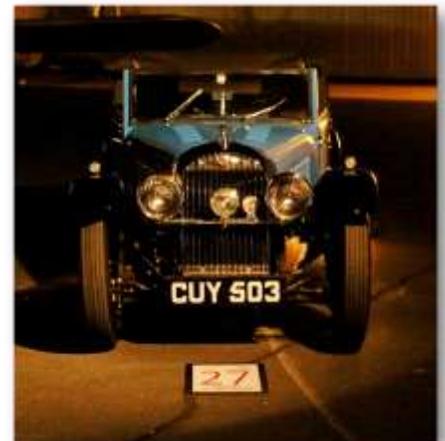
MOGSouth is a friend of Hilton Head Island. MOGSouth members have individually participated in the Saturday Motoring Festival as well as Concours d'Elegance on Sunday. The Hilton Head Island Motoring Festival was also the focus of a MOGSouth Fall Meet in the past. So MOGSouth is really no stranger to Hilton Head. This year there were certainly a good number of MOGSouth members in attendance this year, despite the coincidental Fall Meet in Rome.

Andrea and I traveled up to show the 1938 Morgan DHC Prototype in the Concours d'Elegance. This car was shown previously at Hilton Head Island, but back in 2010. This year, the organizers also asked us to have the DHC displayed at the Hilton Head Island Airport for their Flights & Fancy Aeroport Gala Friday night (October 30th) and Aero Expo on Saturday (October 31st). A number of the other Concours events we have been to include an Airport related cocktail party, but we have never participated, nor even attended. This was a first for us and we were not really sure what to expect. As it is hard enough to get exposure for Morgans in the US, we didn't want to miss this opportunity so we readily accepted. This meant, however, that we needed to be there early enough on Friday to get the car out to the airport. (Oh no!! Andrea had to get up early. Not her favorite!)

As it turned out we were not the only MOGSouth member with a car on the tarmac amongst the vintage aircraft. Gordon King had his Ford GT there as well and they had placed him, appropriately, next to an aircraft with a similar Gulf (orange and blue) livery. Very neat! Interesting enough, we didn't actually see Gordon until Sunday at the Concours.

The trip north from our home in Sanford Florida, to Hilton Head Island, is about 6 hours of highway driving

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(I-95) at moderate speed, pulling a small car trailer. I won't even mention the full mileage but luckily fuel prices are reasonable these days. We piled everything (and I mean everything!) into the SUV and headed up the highway. This the third year that the Hilton Head Islands Concours d'Elegance was located at the Harbor Golf Resort & Spa. Previous to this location, the Concours was at the Coastal Discovery Museum at the Honey Horn Plantation. We were familiar with the Honey Horn location but not the new Golf Resort location. It was certainly an improvement, as the Honey Horn location tended to be a bit of dust bowl. The HHI Airport events were new this year and accordingly it was somewhat of a confusing discovery the first time out. No one was familiar with the specifics of the plan. Getting into the airport - through the gates - navigating around the parked aircraft - finding a spot for the trailer - getting the car out of the trailer and over to the tarmac with the other cars and vintage aircraft was all experimentation at best. Needless to say, it all came together in the end.

The cars and the planes were all superb and were very complimentary of each other. I was enthralled with the aircraft, especially a Lockheed Electra that was magnificent. We decided to partake in the evening cocktail party at the airport as well. Not that we were enticed by the cocktails or hors-d'oeuvres (Andrea is Gluten Free, so . . .) but we (I) sort of wanted to baby-sit the car and really just see what one of these things was all about. It was good. Nice band and music, interesting lights and fun to chat with others. Not sure we will do it again but who knows . . . The weather was supposedly clear so we left the car out on the tarmac, however we did cover it.

Saturday was Motoring Festival of the event with various car clubs displaying their cars out on the golf course. The airport display (the Aero Expo) was now open to the public. Andrea and I went first to the airport to uncover the DHC and wipe it down. It was a bit damp from the morning dew. Then when I was comfortable with the car, we headed back to the golf course to see the other cars. Morgan / MOGSouth was aptly represented. Bill Metcalf and his yellow 1964 Plus 4 was there, as was Don Smith and his recently acquired 'Morgan 65', a US assembled Series 2 Roadster, the creation of MOGSouth supporter Dennis Glavis. The Roadster was well received and was awarded a 'Crescent' award for presentation.



Bill Metcalf's 1964 Plus 4

After running around the golf course looking at the hundreds of exceptional collector the cars, we headed back to the airport to finish any last minute prep and to put the car away for the day. The big event, the Concours d'Elegance, was tomorrow. But first things first. We had a dinner date.

One of the best things about traveling around is the opportunity to see folks we don't see often enough. This time we were within shouting of distance of Perry and Ritamarie Nuhn's home. Perry and Ritamarie are longtime friends and this trip to Hilton Head allowed us to get together for dinner. I think we chatted about this, that and the other, and when we finally gave up, the restaurant was nearly empty.



Don Smith's 'Roadster 65'

We got back to the hotel and went directly to sleep.

Sunday was the big day and we had to get up early to get the car out of the trailer at the airport and over to the golf course for the Concours d'Elegance. We piled what we could into the little DHC. Lawn chairs, cleaning supplies, vacuum cleaner, etc. Andrea and I then folded ourselves into the car and motored over to the golf course. We arrived some 5 minutes too early and had to wait before they'd let us go into the golf course and get directed to our display spot. We were grouped in Pre - War British Sports Cars. The class had 5 cars. My Morgan 1938 DHC, two early MGs (a 1935 MG NB Magnette and a 1933 MG J2) a Austin Nippy, an Aston Martin Le Mans 2 Seater. The Morgan and the MGs were all blue, and the Nippy was a light green with black wings and the Aston Martin was Kelly green.

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In Lakeland a few weeks back, it was good to be red, but this time we didn't have a red car in the class. This time it was good to be Blue. The 1935 MG NB Magnette was selected as best in the Pre War British Sports Car Class. With my Morgan DHC taking second place honors. Then the 1933 MG J2. The Aston was singled out for a special award presented by Marriott Vacation Properties as *'the car one would want to take on a vacation'* or something like that. They actually won a vacation stay in a Marriott property. Pretty cool!

While we were flying the Morgan flag (well, not really, We were actually just sitting there enjoying the breeze and relaxing) we attracted a few other MOGSouth members.

Ken and Pat Kreuzer can by and chatted with us for a few minutes, as did Gordon King. Lots of discussion around the 2016 Spring Meet. It is starting to form up and looks to be quite a good meet.

On another note, I'm sure most of you were concerned about our SC members, but Gordon indicated that his house, on the water there in the Low Country of South Carolina, survived the torrential rains and flooding 'high and dry.' Very good news.

I also talked with Neil Fogelberg, a longtime Morgan enthusiast and past member of the 3/4 Group and the Morgans of Philadelphia (MOPS) Club. We reminisced about common friends and acquaintances.

The day ended well, with ribbons and a drive through the podium. The announcer commented on my 'roll up windows' which was a surprise to me and I am still looking for those windows . . .

Then it was off the golf course, away from the Concours tents and banners, and back to the car trailer at the Airport. We loaded the DHC and jumped in and fired it up. This little car runs great. Too bad it's just a tad small for me to drive it long distances. We found our way back through the controlled gate at the airport and down to the trailers. Rather than load the car and pull the trailer out of the airport location, we decided to leave the car out in trailer at the Airport. It was locked away behind the airport fence with a full security squad. I couldn't envision a more secure place. As cars, nor trailers, were not originally part of the plan for Sunday night, we had to negotiate with the airport folks to keep the trailer there. It meant an early pick up and removal of the trailer but that was doable.

Following all the frivolities of the Concours I was bushed and needed to wind down. As Andrea says, I get a bit on edge during these things so we headed back to the hotel so that I could soak my head. A quick change of shirts and a clean up and it was off to dinner.

The weather finally broke while were eating dinner and it came down in buckets. The first of the entire weekend. We were obviously very lucky. One thing odd occurred, however, during the afternoon or evening. Something crawled into our car and died. Well, at least that is what is smelled like. Or maybe stinky cheese or stinky feet or both. It was unbearable. Andrea had to stop at a convenience store to buy some 'Fresh Linen' car air fresheners. You know, the things you clip to the air conditioning vents. Now the car smells like clothes drier sheets, but that's way better than feet!!

We got the DHC and trailer, earlier than we wanted. We forgot Daylights Savings Time, but it all worked well and we were home without any issues. Another great time . . . playing with Morgans!!!

Mark



1935 MG NB Magnette 'Best in Class'



A 1933 Chrysler Custom Imperial Phaeton Wins 'Best of Show' at the 2015 HHI Motoring Festival and Concours d' Elegance.



LYNN CRAIG'S WONDERFUL 40TH ANNIVERSARY MEET ARTWORK



MOGSOUTH 40TH ANNIVERSARY MEET

Back in 1975, Charlie King had a spark of an idea: Wouldn't it be great to organize some of the possibility of starting a club for Morgan enthusiasts. Well, an idea needs to be ignited, so Charlie arranged a good beach at one of those modest hotels, and the manager offered room rate of \$18 per night. Not wanting to miss this great opportunity, Charlie contacted five Morgan friends who jumped at the opportunity to form a brand new Morgan Club. The gathering was held in 1975, and attended by John Council, Paul Ventress, Mae Ventress (Council), Ed Zielenki, Charlie & Judy King, Tom Bodger and Larry Nelson.

They agreed that the Club would be all about having FUN together. There would be no President, no Vice President, and no Treasurer. The Club would not hold meetings, but rather, would create three MEETS which would take place in the Spring, Fall and December. The Club, which started with five members, now totals 230 and is growing as a successful sports car club.

The 40th Anniversary Meet, 1-3 May, 2015 was held over four glorious days in Aiken, South Carolina. The MOGSouth Hospitality Suite was in full attendance during the Meet. The fun started out on Friday with a Gyrrikhana, Saturday began with a Scavenger Hunt, Car Show in Downtown Aiken, and a Morgan Car Exhibit at the Aiken County Historical Museum.

Sunday, 3 May started with an early convey ride to Rose Hill Estates for the Concours and Brunch - love those pancakes and cheese grits. Sunday night the 40th Anniversary Meet Banquet was held at the Woodside Plantation.

Special thanks go to all of the volunteers who made this celebration a wonderful success. Extra Special thanks must go to Mark and Andrea Braunschtein, Randy and Dale Johnson, Dave and Marilyn Brandon and the Greene and Jerry Adale family.

Text by Lynn Craig & Mark Braunstein, 5 May, 2015

MOGSOUTH 40TH ANNIVERSARY MEET, 1-3 May, 2015, Aiken, South Carolina
 Drawing, Black Brush Pen, Oil Pastel on Bristol Weight Paper
 Emeritus Professor Lynn Craig, FAIA, RIBA
 May, 2015
 Printed by East Park Printing, Demorest, SC

Lynn Craig applied his considerable artistic talents to creating an exceptional Pen and Oil rendering of the Morgans displayed amongst the gardens at the Rose Hill Stables & Restaurant, downtown, Aiken SC this past May. (You may remember seeing more of this picture in a previous issue.)

Lynn has now produced a 5" x 7" card with the artwork on the front and a short history of MOGSouth and our 40th Anniversary Meet on the back. Just super!!

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. Be advised. Videos on YouTube may or may not be retained, so videos listed in old issues of this newsletter may have been removed for some reason.)

Historic Grand Prix Zandvoort - Aftermovie, 28 - 30 August 2015 (Some great racing action and some great automobiles. No Morgans that I saw. Circuit Park Zandvoort in the Netherlands)

Three Wheels Are Terrific | Fully Charged (A test drive of the Electric Three Wheeler (in the UK but it's not raining!))



FACTORY



The factory is still busy getting the new Cosworth powered Plus 4 out the door and into the hands of the customers. A few updated pictures are provided here.

There is supposedly an upcoming meeting between the dealers and the MMC to discuss the new offering and specials for 2016. We will let you know what we find out.

On another front, the Electric version of the M3W is said to be quicker than the gasoline version and will be officially announced at the Geneva Motor Show in the Spring.

MORGAN MOTOR COMPANY NEWS

NEWS

AUTOMATIC TRANSMISSIONS - NOW A REALITY!!

The rumor we reported here in the MOGSouth Newsletter last month has come to fruition. If you want a new Morgan, but want an automatic transmission, you can now get one. Vitesse Global, LTD., the provider of the M3W 5 Speed Miata Gearbox, is offering a Plus 5 with Toyota Automatic Gearboxes. These cars are fully endorsed by the Morgan Motor Company, however, as the MMC is only licensed to manufacture **manual** transmission car, the automatic Plus 4s are provided by Vitesse Global, LTD.

Advertisements have been found in the MSCC Miscellany magazine (that is where I found this one!) as well as a complete write up and test of the autobox car in MOG Magazine. I'm sure the trade publications will soon have reports, reviews and videos out.

THE NEW AND FIRST FACTORY ENDORSED AUTOMATIC

Plus 4 Automatic

As official advertising supplier to Morgan Motor Company, we are pleased to announce the new Morgan Plus 4 Automatic.

CARS AVAILABLE FOR 2015	
Morgan Sport Red Metallic	Black leather
Morgan Sport Green Metallic	Top leather
Morgan Sport Blue Metallic	Top leather
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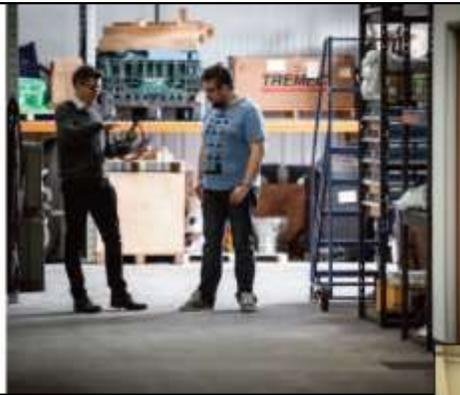
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ORDERS NOW BEING TAKEN FOR 2016 DELIVERY

Vitesse



AR PLUS 4 'COSWORTH' UPDATES

Production of the AR 'Cosworth' engined cars continue through the factory. There are now completed cars that have been delivered to dealers on the Continent. I would have to assume that the folks that committed early to buy the cars, have seen theirs arrive at their local dealers for final dealer prep. I haven't as yet heard of any end users getting their cars home and haven't heard of any first drives.



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MORE

AR PLUS 4 'COSWORTH' PHOTOS COURTESY OF JAYS (TALKMORGAN)



Integral Hood Scoop.



Interesting domed spare tire hole cover.



Boxed transmission tunnel and no hand brake evident.



Blackened Headlight Surrounds. Note full width front valence.



Wide tires necessitate the rear wing width. Red power coating.



Almost ready for trim and . . .

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AND STILL MORE

AR PLUS 4 'COSWORTH' PHOTOS



New Rear Suspension. This is a major and welcome change!!



Another view of the new rear suspension

2015 AERO 8 PHOTOS ↓



View of the new Aero 8 with what appears to be a hard top.



Access Panels through Bulkhead. Note Sheet Metal Floors.



New Aero 8 in build. More pics when I get them.

[A few more pictures of the new production cars, the Aero 8 and the special AR Plus 4 Cosworth. Seeing the technologies being applied to these cars gives us some idea of what the future Morgan design features and manufacturing methods might be and I suspect we will see these things in many or all of the future Morgan offerings. Ed.]



This is a compilation of the 'vintage' Morgan Plus 4 Production (1950 - 1969). It is understood that there are new generations of Plus 4s and Plus 4 based specials that have been produced by the MMC however these 'newer' Morgan Plus 4s (post 1969) are not considered in this production listing. Ed.

Morgan Plus 4 Production		
656	Flat Rad production, all body styles	1950-1953
	117 Drop Head Coupés	
	398 2-seat Roadsters	
	141 4-seat Roadsters	
19	Interim Cowl production, 2 & 4-seat Roadsters	1953-1954
51	4-seat Drop Head Coupés ('Snob Mog')	1954-1956
3,684	Round Cowl production, all body styles	1954-1969
	3,251 2-seat and 4-seat Roadsters	
	433 Drop Head Coupés	
101	Plus 4 Super Sport	1961-1968
26	Plus 4 Plus	1964-1967
4,584	Total Morgan Plus 4 Production	1950-1969

Compilation of data (by M. Braunstein) collected from various but believed to be reliable sources (Hermeren Pol (Morgan Historian), Ken Hill (Morgan Historian and Author), Gerry Wilburn (So Cal Morgan Club), Dave Rudge (Prior MSCC Historian), Hemmings.com) - Numbers are believed to be accurate, but may vary slightly (1-2 Cars) given rebuilds, post war II production of rolling chassis and other reconfigurations.) - MNB

A ROAD TRIP IN THE 2015 MORGAN 3-WHEELER IS LIKE FLYING ON THE GROUND

by Peter Egan, <http://www.roadandtrack.com/>

WHILE PUTTING SOME BREAK - IN miles on a 2015 Morgan 3 Wheeler two weeks ago, I pulled up in front of a little caf along the Rock River, not far from my rural Wisconsin home. Even before I could shut off the engine, people came pouring out of the restaurant as if I'd fired a stink bomb through the window. Four or five customers, along with the cook and the waitress, quickly gathered around the car.



A large man in bib overalls hovered over me-providing some welcome shade-and exclaimed, with flawless Steve Martin delivery, **"I saw you comin' down the road and I said to everybody in the caf, 'WHAT THE HELL IS THAT?'"**

This scene-or some variation of it-was to be repeated many times during the thousand-mile loop my wife Barb and I took through Wisconsin last week. Most people had no idea what the Morgan was-or, indeed, had ever heard of one-but they were instantly attracted to it, moved by some combination of its vintage mechanical presence and rightness of line.

I know how they felt.

When I heard the news four years ago that Morgan was going to bring back its "cyclecar" for the first time since production stopped in 1952, the machinery of desire immediately began to clank and whirl in my brain. It was like hearing the Sopwith Camel was back in production-with a new and reliable radial engine. To a lifelong British-car buff, there was a lot of history and tradition riding on those three wheels.

The Morgan Motor Company, located in the Malvern Hills near the Welsh border, started manufacturing these things in 1910 when young H. F. S. Morgan went into the business of bolting motorcycle engines onto the front of his cleverly designed trikes. They were an instant hit because they were light, rugged, inexpensive, and fast. Also, they could be licensed as motorcycles, which saved buyers a bundle under the ever-punitive British tax codes.

As such, they attracted everyone from working stiffs to wealthy young sports who could use them to gad about the countryside, scattering chickens. Morgans were also popular with young men of the Royal Flying Corps. One famously glamorous owner was Captain Albert Ball, England's then leading World War I fighter ace, who bought a Grand Prix model not long before he was killed on the Western Front. He called it "the nearest thing to flying without leaving the ground." By 1936, Morgan was building four-wheeled sports cars, relegating the three-wheelers more or less to cult status among the faithful. But they reached their truly classic proportions (in my mind) with the Super Sports models of 1927-1939, and these are the cars Morgan chose to emulate most closely in the new model.

MORGANS WERE POPULAR WITH YOUNG MEN OF THE ROYAL FLYING CORPS. ONE CALLED IT "THE NEAREST THING TO FLYING WITHOUT LEAVING THE GROUND."

Well, actually, it was an American industrial designer from Seattle named Pete Larsen who first decided to resurrect this most English of all machines. Larsen, a builder of the vintage-looking Liberty Sidecars for Harley owners, was fascinated by the look of the old Morgan trikes. Using a Harley engine, BorgWarner T-5 transmission, and Honda Gold Wing swing arm and final drive, he built a strikingly accurate replica of a Thirties Super Sports and began to produce it as the Liberty Ace. It got some coverage in the British press in 2009, so a pair of Morgan reps flew to Seattle to take a look. They were so impressed by the Ace, they convinced Morgan to buy all manufacturing rights from Larsen. He signed everything over to Charles Morgan in 2010 and is now a Morgan dealer himself.

Morgan based its 3 Wheeler closely on Larsen's but developed it further, Morgan-style. After redesigning Larsen's steel-tube frame, it replaced the fiberglass body with a shell of hand-formed aluminum over laminated ash and then installed an S&S Cycle engine, Miata five-speed gearbox, and a British Quaife bevel box with a Harley-style belt drive to the rear

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wheel. It was introduced at the Geneva motor show in 2011.

Good business decision.

When Barb and I visited the Morgan factory last year, I was surprised to learn the 3 Wheeler had passed the 1000 mark in sales (it's now up to 1500), and it accounted for about 40 percent of Morgan's output. I was impressed with the fit and finish of the thing but returned home wondering if I'd ever get a chance to drive one. The \$46,667 base price, as delivered in the U.S., didn't lend itself to much trial-and-error experimentation on my part.

Shane Mustoe to the rescue.

Mustoe is a Scottsdale, Arizona, Morgan dealer who called last winter and said he'd heard from our mutual friend Bill Hall that I'd recently acquired a 1965 Morgan Plus 4 project car. "So now, you must drive the 3 Wheeler," he said. "We've got a used demo car, but I'd like you to drive a new one, because the factory has made some improvements in steering and driveline smoothness."

As it turned out, Morgan's early 2015 production was all spoken for, so Mustoe generously decided to send me the new 3 Wheeler he and his wife had ordered for their own use. It arrived on a flatbed truck two weeks ago, having just been prepped by Northshore Sportscars, the Morgan dealer in Lake Bluff, Illinois. And it was gorgeous, sitting there in our driveway. Mustoe had added about \$8000 worth of extras to the base version, including custom Lamborghini Titanium paint, mulberry quilted-leather interior, heated seats, the Bright package (polished rollhoops, headlight shells, and engine), and a wood-rimmed Moto-Lita steering wheel. About 20 seconds after the delivery truck disappeared down our driveway, I did a quick read of the owner's manual and slipped behind the wheel for a drive. My friend Rick Olson-who pulled up in his new Polaris Slingshot three-wheeler-joined me for a ride.

"IT'S EQUAL PARTS BIPLANE, MAHOGANY SPEEDBOAT, CLASSIC MOTORCYCLE, AND VINTAGE SPORTS CAR. BUT IT'S NEW AND MODERN AND DOESN'T NEED TO BE RESTORED."

Comfortable seats, plenty of legroom, and adjustable pedals set up for my six-foot-one-inch frame. Aircraft-style gauges. I turned the key, lifted the "bomb toggle" guard over the starter, hit the button, and the engine barked instantly to life. No throttle pumping called for on this fuel-injected V-twin. It's a 2.0-liter X-Wedge engine, built by S&S in Viola, Wisconsin, and it produces 80 hp at the rear wheel, with 103 lb-ft of torque at 3250 rpm. Good power-to-weight for a 1250-pound car. It idles with the regularly spaced *BANG-BANG-BANG* of a large British single rather than the offbeat shuffle of a Harley engine. Maybe it's the stereo effect of the two separate exhaust pipes on opposite sides of the car or the wider 56-degree vee used to keep those big pistons from clashing.

In any case, it has quite a beautiful exhaust note, both mellow and hard-hitting at the same time. When the engine lit up, Rick and I looked at each other and grinned. I slipped it into first, and we headed out.

What strikes you during the first 10 minutes of driving is how "normal" the 3 Wheeler is to operate. It has a normal clutch; a five-speed Miata transmission that shifts, well, just like the one in my own Miata; responsive and



powerful brakes-vented discs on the front and a drum at the rear; and quick but linear steering with nice on-center feel. Early 3 Wheelers were criticized for an excess of bump-steer that made them skittish over road irregularities, but the improved version is dead-stable, with good feedback through the wheel.

While the car is mechanically normal, there's nothing conventional about the sensations you get while blasting through the hills. The regular, concussive beat of the engine reminds me of nothing so much as my days on a .50-caliber machine-gun range at Fort Polk, Louisiana, in 1969. In corners, the car turns in crisply and takes a set while the rear end simply sweeps dutifully through behind it. The payoff comes between apex and exit, where that torque-monster engine just hammers the car out of the corner in a heady surge. The pedals are perfect for heel-and-toe, and downshifts into

Continued Next Page

fourth or third are big fun.

If you get careless (or playful) with the clutch, it's easy to spin the rear tire on takeoff, but you have to get on it very hard indeed to make the rear end step out. It's astounding how much grip this thing has-especially for a vehicle with two skinny 4-by-19-inch Avon motorcycle tires on the front and a single 175/55R-16 Uniroyal RainExpert car tire at the rear. It's helped, no doubt, by its wide, five-foot front track (13 inches wider than my 1965 Morgan Plus 4's!). Weight transfer is minimal, and the car swoops effortlessly through fast corners with almost no body roll.

The only two criticisms I could come up with were moderate gear whine from the bevel drive unit-despite Morgan's new rubber isolation mounts-and a hard-to-reach seatbelt buckle that's buried next to your hip. (Remarkably, a thousand miles later, these were still my only complaints.)

When Rick and I returned from our drive, Barb greeted us in the driveway. "Well, what do you think?" she asked. "Will it be okay for our trip?" Quoting Lawrence of Arabia, I just grinned and said, "It's going to be fun."

There was, of course, the question of luggage. The Morgan has what appear to be two sizable trunks, but the rear turtle-deck swings upward to reveal a fair amount of wheel-well intrusion, and the bonnet conceals a large, cylindrical oil tank and the battery, without much open space. But the passenger-side footwell is so deep that even the long-legged cannot plumb its depths. A small duffel bag fits easily.

In any case, Barb and I are used to traveling light. We once spent six weeks touring the U.S. in our 1945 Piper J-3 Cub, which had 20 pounds of total allowable luggage-to include a tool kit and pup tent. Also, we are seasoned motorcyclists. My shaving kit and our rain gear and sweatshirts went under the rear deck, and everything else made it into the footwell.

Did someone say "rain gear"? Yes. The 3 Wheeler has no top, so we'd be in full motorcycle-touring mode. Rain suits and helmets with face shields. There's no space to store helmets, so we'd have to wear them. Just as well, on those long days in the sun and wind. And rain.

On a clear and sunny June morning, we finally headed down the driveway, destination the great Northwoods. We were going to pay a visit to our friends Jeff and Nancy Craig, who have a beautiful rustic home on a small lake near Iron River, Wisconsin, just south of Lake Superior. On the meandering route we'd planned, it was about 500 miles away.

We had to go there, because their place is Romantic Vehicle Central. The Craigs own about 10 vintage wood-and-canvas canoes, a classic wood Herreshoff 12 sailboat, a wood-fired steam launch (note the prevalence of wood here), and three vintage Velocette motorcycles. Jeff is also a former Morgan owner who helped bring my own Plus 4 back from Colorado a few months ago. I think his exact words were, "If you get that Morgan 3 Wheeler to test and don't drive it up here for a visit, I'll kill you." Okay, not a direct quote, but I think that was the gist of it. We headed north, taking no major highways. The Morgan cruises effortlessly at 70-80 mph, but we didn't want to sully its spirit (or ours) with interstates or traffic jams. So we took back roads past Taliesin, Frank Lloyd Wright's famous home, near Spring Green, then followed the beautiful Highway 56 for a visit to the S&S factory in Viola, where we and our Morgan were greeted warmly.

On a factory tour, S&S engineering manager Jeff Bailey showed us the X-Wedge engines being hand-built in this very high-tech facility, which is tucked back in a green valley that would make HFS Morgan feel right at home. (And me, too; it's 25 miles from where I grew up.) One big challenge in adapting these engines to the 3 Wheeler, Bailey said, was the V-twin's big hits of torque, which caused rapid wear in Morgan's mechanical, shock-absorbing compensator unit between the engine and clutch. They had to change to a rubber-based cush drive, which is what we have in our car. Heat was another early problem. The engines ran cool at the front and hot at the back, so an air scoop was added, along with a fan that blows air forward through the cooling fins at low speeds if the engine temperature exceeds 200 degrees. Problem solved. Before we left, S&S president Paul Langley (a Brit!) came to see us off and had the staff bring around Morgan's own test-mule 3 Wheeler, a green one with an RAF paint scheme and very loud exhaust pipes. Suddenly, our own twin-.50s sounded more like a set of Vickers .303s. With silencers.

As we headed northwest toward the Mississippi River on Highway 27, a deer bolted from the woods, straight at us. As I swerved, the deer caught its footing and leaped cleanly over the back deck of our car, without touching it. Not even a hoofprint. It isn't every day I get to look at the underside of a deer's jaw while maneuvering a car. Another good case for helmets, I guess. Full-face helmets.

On the way to Trempealeau, we stopped at the Mindoro Cut, a gap hand-hewed through solid stone by pioneers, so they could get their wagons across the ridge. Two high school kids were skateboarding there. We asked if they wanted to be photographed passing the Morgan downhill, and they enthusiastically agreed. I gave them both rides in the 3

Wheeler, and they thanked us profusely. Nice kids, smart and polite. Somehow our two activities seemed closely related, as if humans were intended to segue smoothly from one to the other. Or maybe I'm just immature.

We stopped for the night in Trempealeau and had dinner at the Historic Trempealeau Hotel, seated on a screened porch overlooking the Mississippi, with barges and trains going by. The view looked like a Thirties post-office mural titled *Transportation for a Growing America*. After dinner, as I snapped on the Morgan's tonneau cover, a man walked by and said, "Big storm comin' tomorrow."

He wasn't kidding. Let's just say we got to try out those rain suits. It poured like the end of the world all morning, but our heated seats helped take some of the chill out of the damp leather beneath our glistening rain suits. Fortunately, the car handled remarkably well. Those narrow front tires don't aquaplane, and the rear is a rain tire, so I could hardly tell the road was wet. Still, I didn't push my luck in this deer-infested country.

The sky was clearing when we stopped at Eau Claire for fuel, and the Morgan created its usual sensation at the gas station. Everyone wanted to know how fast it would go (115 mph) and what kind of fuel mileage we were getting (about 30 mpg). Most were impressed with 115 mph but disappointed in 30 mpg. I decided at future stops to say, "70 mpg," just to let people live happier vicarious lives.

As we crossed the Chippewa River, the scenery suddenly metamorphosed into the woods of Longfellow's *Song of Hiawatha* tall pines, clear lakes, and rock cliffs. Also Point and Leinenkugel's beer signs glowing in roadhouse windows. Another planet. In Iron River, we were intercepted by Jeff Craig, who was out on his Triumph Bonneville looking for us. He led us back on a winding gravel road to their lodge, and we climbed wearily out of the car, wind-dried and happy. When his wife came home, we all went out for the traditional (nay, sacramental) Friday-night Wisconsin fish fry at a lakeside supper club.

In the morning, Jeff and I took turns driving the Morgan around the back roads for a couple of hours. When we got back to his marvelous museum/garage, he shut off the engine and said quietly, "I must have one of these."

Then he added, "This thing answers a lot of psychological needs, all in one vehicle. It's equal parts Gipsy Moth biplane, Hacker-Craft mahogany speedboat, classic motorcycle, and vintage sports car. But it's new and modern and doesn't need to be restored." We both casually gazed around his shop, silently appraising its contents and wondering what might be sold and condensed into a Morgan 3 Wheeler. I confess I've done a bit of the same since I got home.



Barb and I spent three more days on the road. We visited our friends Mike and Linda Puls at

their lake cottage near Springstead for a day, stopped for another night at a restored log-cabin B and B near my hometown of Elroy, then pulled into our driveway the next day, having covered 1070 miles. No mechanical troubles, no visible oil consumption in five days on the road. I spent a day cleaning and detailing the Morgan, and it was trucked back to its rightful owners. I watched it go down the driveway on the flatbed, thinking to myself that people sometimes call the traditional Morgan four-wheelers "the last of the real sports cars." But you could probably make a case that the new 3 Wheeler is the latest claimant to that title. Because it's licensed as a motorcycle and bought by people who willingly accept some of the implied austerity and risk, it can be sold without bumpers, doors, windows, locks, a center brake light, a safety-glass windshield, airbags, buzzers, A/C, a heater, defrosters, headrests, wipers, windshield washers, seat adjusters, a radiator, a sound system, a water pump, hoses, a differential, half-shafts, wide front tires, rear fenders, a fourth wheel and brake, and a hundred other things. The upshot is a light, agile machine, neither car nor motorcycle, that drives like nothing else in the world. And it offers more kinetic fun and more pure charisma than any car I've driven.

English novelist L. P. Hartley once wrote, "The past is a foreign country; they do things differently there." The Morgan 3 Wheeler is one of those rare chances to go back and find out what we've lost.



FORMER TOP GEAR HOST GOES BEHIND THE SCENES AT MORGAN MOTOR COMPANY



THIS was the scene when former Top Gear presenter **James May** got a hands on experience at one of Malvern's biggest firms.

May, known to millions worldwide for his road antics on the BBC show with fellow former hosts Jeremy Clarkson and Richard Hammond, was given an insight into the daily activities at Morgan Motor Company on Pickersleigh Road.

May visited the premises earlier this year for a BBC documentary called 'Building Cars Live'.

The show was broadcast to the nation last Tuesday (October 20) which saw May having a go at making a rear wheel arch and trying his hand at making a bonnet with Morgan Motor staff.

Running over two live shows, the show explored UK automotive manufacturing and celebrates the diverse range of manufacturers which build their cars in Britain today.

James Gilbert from Morgan Motor Company said: "We were very excited to welcome James May to Pickersleigh Road having been selected by the BBC to participate in Building Cars Live.

"As the oldest privately owned car manufacturer in the world and one of the few manufacturers still using traditional craftsmanship, the Morgan Motor Company were the ideal choice for James to visit.

"James was fascinated with how we use craftsmanship and technology to develop our vehicles and enjoyed spending the day here trying his hand at building a Morgan.

"His visit is one of a number of visits by television companies this year and this just goes to demonstrate the unique nature of what we do here at the factory."

The programme is available to watch on BBC iPlayer.

[It isn't available over the internet, as it seems we have different video format standards here in the US. I tried. Ed.]

Did You Know?

Got Plinths??



Plinth - a slab like member beneath the base of a column or pier . . .) Ok, well not exactly.

Plinth is the name for the bases Morgan uses for the indicator and brake lights on the rear wing. Also, the rubber bases under the front indicator lights.

The front plinths are made of black rubber and rarely give problems, however, the rear plinths are typically problematic.

Not all cars will have problems with plinths but if you do, you know it. The standard plinths tend to be plastic. And, with all the colors offered by the MMC, they tend to get painted body color or chromed. And then, over time, this paint peels up, bubbles or cracks. This makes the plinths stand out as ugly!

Perhaps better preparation of the underlying plastic prior to paint might have precluded the problem, but . . .

Luckily, there are solutions. Stainless Steel. Solves everything, doesn't it, from Refrigerators to plinths. There are also chromed metal plinths available if you prefer the chrome look over stainless.

Several vendors offer the plinths in stainless steel and I personally can attest to their appearance. Certainly beats the cracking chrome on plastic. Stainless steel plinths are also available for the front turn indicators and even for spot lamps, should you be so inclined. Check with the vendors to see what's on offer.

But, don't live with ugly plinths!!



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Recently, I have been asked a number of times about having a car that is RHD versus LHD like the other cars of North America.

There are two common questions.

- Can I drive a RHD car in the US?
- Can I sell a RHD car (in the US)?

We all know the challenges the MMC faces with the U.S. regulatory agencies when trying to import new cars however the standard period for amnesty from the EPA, DOT, etc. rules is 25 years. That means the 1989 and 1990 cars can be imported. We now have two UK RHD Plus 8 imports right here in Central Florida. Time to switch??

SWITCH HITTING OR SWITCHING SIDES!! by Lorne Goldman (GoMOG) (with edits by Braunstein . . .)

Many drivers have difficulties quickly and comfortably adjusting to the other side of the road. Other drivers have the same trouble adjusting to having the steering on the opposite side of the car. I am one of the lucky ones being, for some reason, equally comfortable on both sides of the road and either side of the car. *This may be a vestigial remain of my driving throughout my debauched youth.* When on the "wrong" side now, I am only irked that I have to rely on the passenger to pass large vehicles.

Steering wheel placement also effects the local market prices for imported vehicles or even excludes "wrong side" collector cars from importation completely (i.e. Canada.)

This is sad as Morgan prices vary greatly from country to country, but it would be better for all of us if they did not. For example, Morgan prices in the UK (RHD) have traditionally been much lower than the neighboring European (LHD) market, even with the almost costless importation situation between most Euro nations. We also live in times of volatile currency fluctuations where buying in another country can be very advantageous. As a rule, LHD cars sell at a discount in RHD areas and the reverse is true as well. *[The key is to understand the details of any price disparity, between LHD and RHD, specific to your area of the world (or US). It may or may not make financial sense to proceed with a conversion if you can drive a RHD car just fine and don't really care about the value down the road. Ed.]*



All this should create a large demand for conversions. However, it has not and I think that this may be due to the lack of knowledge of what is involved in converting each model, year, and type and the often exorbitant prices of those who do this professionally. *[Exorbitant prices are not restricted to conversions, they exist anywhere you take a Morgan for maintenance. Buyer beware. Ed.]*

Yet, generally speaking the more hand skills used in making a car, the easier it is to alter it and Morgan makes cars for both driving regimes. The bottom line is that there *[may be]* a significant hidden value to be released by a Morgan conversions. However, you have to know which Morgans are ideal subjects and which Morgans are not. And then you have to go about it properly. I have even seen it done by amateur first-timers without undue stress or and at a very attractive cost.

Newer cars offer less fertile soil for conversions. Being more assembled than bespoke now, the original components

cannot be as easily transformed and more new replacements parts will be required. Additionally, some older Morgans carry either LHD or RHD versions of components that can no longer be sourced. These cars are not susceptible to a conversion. Research is necessary from someone very familiar with the target car.

The conversion difficulty will also depend on how pristine a job one wants or the other improvements one wants to do at the same time. For example, one can retain the bulkhead and simply patch over its old steering configuration or one can replace it completely.

By way of an example, let's look, roughly, at what is needed for the conversion one of these cars.

- Dash A new one is required for all conversions or, one can try to use the old one by flipping it over and finishing its the former backside. Or the flipped dash can be used a template for a new one (get creative.) Or one can hope to find one for your year at Morgan Spares or even at the Morgan Motor Company. Alternatively go for the epitome of elegance with a MK-Holtztechnik dash from Germany. <http://www.mk-holztechnik.de/englisch/morgan-accessories/index.html>. The costs will be up to you and will range from 0 to \$1400.
- Bulkhead It must be modified or replaced. The Morgan Company now sells the newer stainless steel bulkheads and they may make one for your year. However, local replacement or modification is simple, cheaper and faster. Cost will be from \$50 to \$500 unless you do it yourself.
- Valences (inner wings) Must modified a bit or replaced. Unless your valences are rotted, I recommend modification. Cost will be \$50 to \$150 unless you do it yourself.
- JK Steering rack. Must be converted from one side to the other. This can be done by a confident amateur or a local machinist. The JK steering rack can be converted from one side to the other without undue cost and that represents are saving of \$1500 USD. Costs will be around \$100.
- Headlights These must be converted from alignment from one side to the other. Some lamps are convertible, some are not.

The labor involved (from memory) is to: *[Keep in mind that Lorne is a very experienced Morgan man with great mechanical skills, the time he quotes may need to be adjusted, given your specific set of skills. Ed.]*

1. remove the instruments from the old dash. (0.5 hours)
2. remove the steering wheel and disconnect the column wiring and detach the under-dash column supports (0.4 hours)
3. disconnect the wiring, cables and oil hose (if any) from the instruments and dash lights (0.75 hours)
4. remove the dash (0.1 hours)
5. remove the tie-rods and then the steering R&P (0.5 hours)
6. disconnect the column at the valence. (0.25 hours)
7. Disconnect the column at the bulkhead. (0.25 hours)
8. You now decide whether you want to modify or replace the bulkhead. And if you wish to do it in situ or off the car. remember to swap the column supports on the cabin side. (3 hours)
9. You now decide whether you want to modify or replace the valences. And if you wish to do them in situ or off the car. (1 hour to 3 hours)
10. Convert the JK R&P (1 hour)
11. Reinstall the steering column and tie-rods (1 hour)
12. Swap the instruments to the new dash (1 hour)
13. Fit the new dash and connect it (2 hour)
14. Fit the column in the cabin (2 hour)
15. Fit the column from bulkhead to steering rack through the valence. (1.5 hours)
16. Fit your steering wheel. (0.5 hours)
17. Have your steering aligned. (0.5 hours)
18. Have your headlights converted or replaced. (1 hour)

Total: Approximately 20 hours. *[I might apply a factor here . . . Perhaps 3 times this. Ed.]*

So, with everything you need at hand. A Plus 8 conversions will cost you from \$200 to \$2000 in parts (depending on the dash choice) and 20 *[to 60]* hours of your time or that of a mechanic, assuming either of you can weld. Let's price the mechanic at \$70/hour. That makes this conversion price \$1,400 - 4,200 USD. *[Something to think about. Ed]*



NEW MORGAN BOOK!! JUST IN TIME FOR THE HOLIDAYS!! *HAVE YOU BEEN GOOD??*

Making a Morgan - 17 days of Craftmanship

By Andreas Hensing (28.5 x 24cm • 160 pages • 380 pictures; ISBN: 978-1-845848-73-6) **Not Yet In Print**

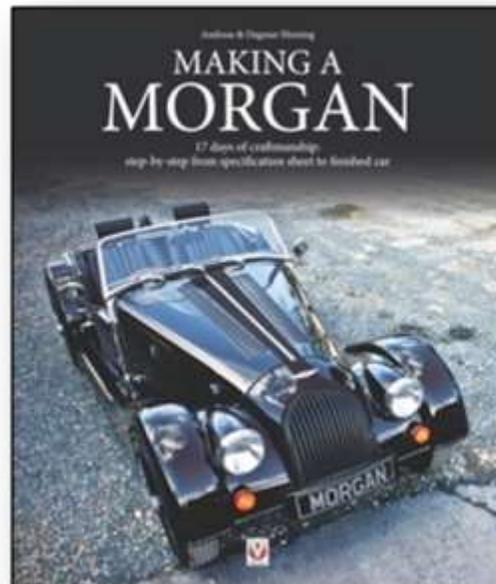
An incredible journey beginning in the Chassis Shop of the factory - 17 days from specification sheet to finished car - Every detail of the build recorded in words and pictures - Meet Morgan's craftsmen and apprentices - Discover how generations of the same families have built Morgans - Be amazed at age-old techniques used to shape wooden frames - See the skill in traditional panel beating and rolling - Understand what makes Morgans and the Morgan factory so special

In Making a Morgan, the reader accompanies a very traditional model, a Morgan Plus 4, through every step of its build, from customer specification sheet to finished car – a process that takes 17 days.

Featuring some 380 images, including a range of archive photos from the Morgan factory, this is a overview of a unique, and very British, manufacturing tradition. In 'Making a Morgan' the reader accompanies a very traditional model, a Morgan Plus 4, through it's build from customer's spec. to finished car.

Although the car will be delivered to a London Morgan dealership, what we have here is a model with left-hand drive steering. Most likely, the customer lives on the Continent. He, or she, doesn't know that a book is being written about their Morgan but, of course, the authors will see to it that the car's new owner gets an autographed copy of the book.

[I haven't seen the finished product as yet, so I can't personally comment, but it does sound quite interesting. I would think it will appeal to those that have already been, as well as those that have a plan, to visit the factory. I can tell you that it definitely is on my Christmas List! FYI, This text is from the book's marketing material. Ed.]



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MORGAN CAR BADGE COLLECTORS

Hermen Pol's website www.morgancarbadges.com has added a number of web pages for car Badge collectors. Also other types of Morgan regalia are offered. Want something special? Send Hermen an email at plus4plus@live.nl

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- *It is stock, undamaged, and unmolested, and shows the mild degree of patina expected of a very well maintained 35 year old driver's car.*
- *The engine, clutch, and gearbox work exactly as they should. The turbocharger is a hoot!*
- *The body is almost all aluminum (the only exception I can find is the cowling under the windscreen. There is no rust or wood rot.*
- *New Yokohama Avid Touring S tires (less than 400 miles on them),*
- *Recent (less than 1000 miles ago) lube, oil, and filter, new battery, distributor cap, rotor, spark plugs, coolant flush and replace, replacement of engine drive belt, front crankshaft seal replacement, new intake "valley pan" manifold gaskets and valve cover gasket, 3 new wiper blade sets, a rear differential service.*



The car comes with supporting documentation. It also comes with an original owner's manual, a Blaupunkt radio, a beautiful key fob, badge bar and badges, a great tonneau cover, beautiful side curtains, an extra portable propane tank, and a fine looking convertible top in excellent condition. **\$40,000.** **Geoffrey Fleck** 678-664-2241 Villa Rica, GA



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Rover Panama Green Metallic

2003 MORGAN PLUS 8 35TH
ANNIVERSARY EDITION,
Dark Red Cherry Metallic

1995 MORGAN PLUS 8 ALLOY
Bugatti French Blue

1967 MORGAN PLUS 4 FOUR
SEATER SUPERSPORT, Pozzi Blue

1964 MORGAN PLUS 4
FOUR SEATER, Ivory

1959 MORGAN PLUS 4
DROPHEAD COUPE BRG/Black

1958 MORGAN PLUS 4 FOUR
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2014 US (and a few International) EVENTS

2015

We still have a bit of the 2015 Calendar to go so don't miss your chance to come out and see your MOGSouth pals!

Also, we've started next year's event calendar to allow you to pencil in all the special MOGSouth and GatorMOG events on your dance card.

If there are events in the coming year that we should have on the calendar, especially the regional ones, e.g. British Car Days and All British Car Shows, please send an email to us at

mogsouth@yahoo.com



The 2015 MOGSouth Events Calendar

- **SVRA Vintage National Championship**, Nov 4 – 8, Circuit of the Americas, Austin, TX
- **Winter Park Concours d'Elegance***, Nov 15, Winter Park, FL
- **Special Opening 'Wheels Through Time Museum'**, Dec 5, Maggie Valley, NC (See Details in this Issue)
- **MOGSouth Christmas Party**, Dec 5 - Waynesville, NC - Gene Spainhour / Pat Harris Hosts (See Details in this Issue)

The 2016 MOGSouth Events Calendar

- **All British Classic Car Show**, Feb 28, Royal Palm Place, Boca Raton FL
- **Boca Raton Concours d'Elegance**, Feb 21, Boca Raton, FL
- **GatorMOG Noggin**, Date/Location **TBD**
- **86th Geneva Motor Show**, Mar 3 - 13, Geneva Switzerland
- **MOGSouth Noggin**, Mar 11 (Friday), Restaurant **TBD** Fernandina Beach, FL (POC Joe Topinka)
- **Amelia Island Concours Cars and Coffee**, Mar 12 (Saturday), Amelia Island, FL
- **Amelia Island Concours d'Elegance**, Mar 13, Amelia Island, FL
- **Orlando All British Car Show***, Apr 2, Mead Gardens, Winter Park, FL
- **MOGSouth Spring Meet**, Apr 14, Summerville, SC Hosted by Pat and Ken Kreuzer
- **The Mitty at Road Atlanta***, Apr 21 - 24, Road Atlanta, Braselton GA
- **Pinehurst Concours d'Elegance**, Apr 30, Pinehurst NC
- **Charlie Miller 'Serpent' Pub Crawl***, May 16 - 20, Highlands to Asheville, NC (Limited Participation)
- **Atlanta British Motorcar Day***, **TBD**, Roswell, GA - Tentative
- **24 Heures du Mans**, Jun 18 - 19, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 46***, Jun 24 - 26, Gettysburg, PA
- **PUT-IN-BAY Road Race Reunion and Races***, Aug 29 - 31, Put In Bay, OH
- **Atlanta British Car Fayre***, **TBD**, Norcross GA
- **Goodwood Revival**, Sep 9 - 11, Goodwood Circuit, Chichester, W. Sussex, England
- **Bob McKenna 'VA - MD' Pub Crawl***, Sep **TBD**, Mid Atlantic Region (Limited Participation)
- **MOGSouth Fall Meet**, Date **TBD**,
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct **TBD**, Road Atlanta, Braselton GA
- **Euro Auto Festival***, Oct 15, Preserve at Verdae Golf Course, Greenville SC (New Location)
- **United States F1 Grand Prix**, Oct 25, Circuit of the Americas, Austin, TX
- **Hilton Head Island Motoring Festival & Concours d'Elegance***, Nov 6, **TBD** Hilton Head Island, SC
- **Winter Park Concours d'Elegance***, Nov 15, Winter Park, FL
- **MOGSouth Christmas Party**, Dec 5 - Location **TBD**

JUST STARTED

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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Newsletter Advertisers The MOGSouth Newsletter has a great bunch of very appropriate advertisers, but we could entertain a number of additional ones. Don't worry, I will ensure we don't have too many. I look at the other club Newsletters each month and they seem to have a number of locale specialty shops, automotive body work or paint, etc., that have small advertisements and cater to British Cars or collectibles. If you know of a shop that might be looking to expand their presence with the MOGSouth membership or might otherwise benefit from advertising in the newsletter, please send us an email, with all the necessary contact information, directly to mogsouth@yahoo.com.

I believe our advertising fees are lower than any other Morgan club in the US, and haven't changed for over 10 years. The web site ensures global exposure. The ridiculously low advertising fees are as follows; Full Page Advertisement (7.5" x 10") = \$200 / year, Half Page Advertisement (7.5" x 5") = \$100 / year, 1/3 Page Advertisement (7.5" x 3") = \$70 / year, 1/4 Page Advertisement (3.75" x 5") = \$55 / year, Business Card Advertisement (3.25" x 3") = \$40 / year

We Need a MOGSouth Regalia Volunteer. Someone to Design, Store, Sell and Ship our Regalia. Interested? Contact Randy!

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

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. 10/15

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