

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/13

MOGSouth

Morgans On Parade or On the Track All Over the South . . .

Houston TX, Pinehurst NC, St Augustine FL, Roswell GA,
Braselton GA





Concours d'Elegance of Texas

LA TORRETTA LAKE RESORT & SPA

May 3 - 5, 2013

I restored a nineteen fifties non-Morgan car a few years back and after several years of successful Concours competition I decided it was time to convert the asset into cash and move onto something else. I did the local advertising route followed by marque listings, followed by Internet postings, and even brokerage listings. Nothing worked to sell this car. I could get a few nibbles but nothing firm anywhere close to the asking price.

Then a friend offered a similar car at auction and got more than the asking price, seemingly hassle free. Second guessing myself, I thought why pay a hefty sales commission and eat into any margin I might have from a successful sale. But I really wanted to sell the car. Dragging out a copy of Hemming's, I found the section for auctions and started the search for companies with the right reputation and venue to make the sale. This was the reason for my Morgan trike making the trip to Houston, Texas.

For the past twenty plus years there has been a Houston Concours called Keels and Wheels. I have been invited many times and thinking that it was a long way, I found out that it is a long way. The show is in May and it can be hot and humid since it is located on



the Gulf coast. All the reports I got were promising and it seemed that I could have fun showing the trike and use the event to sell my other car at the accompanying auction.

So, why not. I contacted the auction company about consignment. I also asked if I could get acceptance for the Morgan in the Concours and that way make a weekend out of the trip. Both cars fit nicely in the trailer and it was a straight shot from Atlanta, well sort of in that it was basically interstate the entire way.

In a few weeks I got the paperwork for the Concours but it wasn't for Keels and Wheels but rather the Concours of Texas. Seems that the organizers had split up and moved the auction to Montgomery, TX creating a new show as part of the deal. By this time I had consigned my other car and I was on the hook for the new show site. Okay I thought the trike is nothing more than an anomaly and it will be fun regardless. I have no expectation of winning a Concours award as trike's aren't very swishy or swoopy. So the paperwork goes back and I'm entered.

The auction goes on as scheduled...I sell my other car for more than expected...and Sunday morning comes for the show. Again it is May in Texas, it is cold, breezy, and absolutely beautiful weather for Vermont.

The trike rolls out of the trailer, fires up promptly, and finds its way to the golf course show field. There are about one hundred cars assembled mostly muscle cars, Cobras are everywhere, and a grouping of European sports cars for which I am sure to be a part.

My class was made up of pre-1960 makes with about eight cars in the group; cars like a Jaguar XK120 coupe, Nash Healey, and the most beautiful 1955 Porsche 356A Continental Cabriolet that the new owner had just spent \$350,000 restoring. And of course I am placed between the Nash and the Porsche.

Since I was entered to have fun, I was determined to do just that. The Nash Healey was car #1 or the first car built. It had sold at auction the day before for +\$500K. It was a lovely car. And the Porsche Cab, well you can only imagine. Now I learned from Dave Bondon that nothing makes a Porsche owner more upset than for an English car to beat them in any type of competition.

Judging started at the other end of the class and the sandbagging was in full gear. Car after car was evaluated. Nothing out of the ordinary but when the judges got to me, I was ready, relaxed and full of vim and vigor. I had worn my 1930's golfing attire including my Gatsby cap and MOG pin Rick Frazee had given me for the 100th. I had all the documentation from Morgan and did my spiel on the uniqueness of the car. Then without hesitation, I offered to start the engine. At first it was no thanks and then I insisted. No other entrant had even offered so with all the pomp and circumstance I could muster, thanks Pete Olson, I gave it a whirl and it fired right off. OMG! People came running from all over the show site. It was unbelievable for me and for the judges. Everything worked as it should including the hooter. Cheers and applause.

The crowd dissipated in a few minutes and things got quiet. Susan and I went to lunch and when we came back the ribbons were placed on the cars. And there was one on my Morgan. The Nash won the class, I was second, and the Porsche was last. Ha, ha, ha. Driving through the awards ceremony was great because it was impossible to hear over the Morgan engine. I didn't have to worry about mosquitoes because of the light air of blue smoke and sweet smell of Castrol R. Another trick I learned from Olson. A drop on a hot header goes a long way.

So Houston was fun and rewarding. I was surprised to place in the show but honored that my little car got some recognition for its uniqueness. No it wasn't Amelia or Meadow Brook but the Concours of Texas has all the potential in a few years to be right up there.

Ray



Ray Morgan entertaining the Judges (photo - www.concoursoftexas.org)



The inaugural Pinehurst Concours d'Elegance was held 5 May, in the golfing mecca of Pinehurst North Carolina. As was to be expected at Pinehurst, the show was laid out on two holes of the Pinehurst Number 2 golf course right next to the fabled Pinehurst Resort. A very convenient and picturesque location. And, as with any of the top Concours there were a number of related automotive activities preceding the actual show. More on these later.

I was somewhat impressed that the show was as well organized as it was, given it was the inaugural event. Going into the event, my expectations were not all that high. I hadn't been enamored with the car selection process and other communications coming from the organizers. But, I should have known that with MOGSouth members, Jack and Pat Zimmerman, on the organization's team all would be well. If they could have only done something about the weather . . . cold and windy and very unseasonal.

Andrea and I packed up on Tuesday, stuffed the 38 DHC Prototype in the trailer, and headed north up I-95. From where we are in Florida, there are not too many alternatives. If not all that scenic, I-95 was luckily uneventful.

And, *it was* another Morgan adventure . . .



Not having any interest in a marathon drive, we planned two days to get there. I wanted to be there on Thursday to prepare the car for the Iron Mike Rally, planned for Friday. It was a tour from Pinehurst to Fort Bragg for a visit with the troops. Andrea and I were both in the Army and thought this would be fun. I had never been to Fort Bragg, however Andrea has, and frankly didn't like the time she spent there.

We arrived Thursday, midday, and quickly found the parking area for the trailers. It was a race track just adjacent to the Pinehurst Resort used for training horses and harness racing. A perfect location for the trailers as there was no need to move the cars on the public roads to get to the show field. Everything was contained within the Resort complex. Easy!

Iron Mike Rally Friday morning was the day of the Iron Mike Rally to Fort Bragg, about a 30 mile trip each way. We attended the drivers meeting and got all the info we needed. Given the state of the Country, the military was very accommodating but very specific in their security needs.



One we were briefed, we moved the participating cars to the long approach that connected to the circular drive in front of the Pinehurst Resort. About half the field, some 50 cars, lined up to participate in the Iron Mike Rally. FYI, 'Iron Mike' is the name of the bronze statue of a soldier leading to the Fort Bragg cantonment area, a symbol of the Airborne soldier. It turned out that there was a plan to split the group into two, about 25 cars each. Those on the right side of the road would depart first, and then those on the left side of road would depart some 15 minutes later. We were on the right side of the road. The 'fast' group, great . . . so off we went.

We were right behind a Holman Moody Mustang with tires wider than my car. I stayed back a bit to avoid the odd pebble or other bit of debris sure to fly up from the tires. We paraded through the town of Pinehurst and Southern Pines before we reached the Fort Bragg reservation. That's when things went south. The car started to balk. It was cutting out and I was a bit baffled. The results of my quick assessment indicated a fuel system that was clogged or strained. I suspect the points in the Lucas fuel pump or the wonders of the ethanol in the fuel. Anyway, I had to leave the rally group to troubleshoot and get the car running again.

Hagerty Insurance provided the support vehicle and they stopped to assist. They made a phone call to the organizers to let them know of my status. Given that I was no longer with the main rally group, the Security at the Fort wouldn't allow me to proceed on my own to parade field, where the visit was to occur. I had to return to Pinehurst. I was a little disappointed.

It turned out that I wasn't the only one with car problems on the Rally. A Ferrari didn't even leave the starting location and a Corvette and two other cars had issues on the return. Once we got back to Pinehurst, I poked at the car some and it seemed to be running fine. Andrea and I then found a place for a decent dinner and I figured I needed a cold beer.



Iron Mike Rally Line Up

Saturday Car Prep and the Auction Andrea and I slept in on Saturday morning. There wasn't too much on the schedule other than getting the car prepared for the Sunday show. I wanted to make sure anything we did to the car on the Rally was corrected and the interior was cleaned and vacuumed. Not much more than that. The weather was still chilly and overcast. We didn't find it too conducive to crawling along the ground and cleaning a car, so it was a pretty quick wipe, waxing over a smudge from a shoe, and getting the grass off the carpets. Jack Zimmerman came by and offered tickets to the Auction. He and his son Adam had just been there but they didn't seem too enthused. We took the tickets but didn't actually attend. Not a Morgan on the list, just lots of muscle cars and a few odd balls. We eventually stuffed the car back into the trailer and headed out in search of lunch and a nap.

It was Derby Day as well and we always watch the race. The weather in Louisville was not any better than we had, perhaps a bit worse, as they had rain earlier. The race was to run in the late afternoon but the rainy track delayed the start. The winner was Orb, who wasn't on my list of potentials, as usual. Good thing I don't bet on the ponies. The race finished up just in time for us to depart for our appointed dinner date with the Zimmermans.

Dinner was planned by Pat and Jack at a superb restaurant, the Ironwood Café. We all were a little concerned with our 'on the patio' seating. However the restaurant had a good number of propane heaters and tent walls to keep us all warm. A wonderful meal with wonderful company. We left late, worried about our early morning. Jack and Pat had to be on the field by 0600. Yikes!



2013 Kentucky Derby

Sunday and The Concours d'Elegance It was an early morning for us, but we didn't have to arrive on the field until 0730. We did have the opportunity to put the car on the field on Saturday, but with the weather the way it was, I was convinced it would be better off in the trailer.

We pulled the car out of the trailer and piled the necessary wipes and cleaning gear into the car and motored off across the harness racing track and onto the golf course. Not more than a quarter mile. Jack was waiting for us and quickly positioned us on the field. Another quick once over and the car was ready. We just stood there shivering watching the other cars in our class, 'Pre War Production,' arrive and prep.

There was another Morgan in the show. Jim and Joan Prior, who I seem to see at all the Concours events, Hilton Head Island in 2009, Boca Raton in 2012 and now here at Pinehurst. Jim and Joan have a lovely 1964 Plus 4 4 Place which is always well presented.

Our Morgan was certainly an oddity as all the other cars in the class were of US manufacturer. Not only that, they were all huge. The little Series 1 looked like a toy. I even was asked if the car was a 'shortened wheel base' car. It did seem to attract a good bit of attention and many were taken by the bright color scheme. At least we had something going for us, our bright blue color. Most of the US cars in our class were quite subdued in color. Grays, tans and dull blues. A Burgundy Lincoln and a Ford Woody were a bit better. But what they lacked in color, they certainly made up in girth. The Morgan DHC was a Lilliputian in a land of giants!

Well, I guess size does matter, as the little Morgan placed third in class. Sort of a David and Goliath sort of thing. The class winner was a lovely Lincoln Zephyr Coupe and a rare Stout Scarab took second. I was simply amazed and humbled. But, I was definitely outweighed (not a common occurrence for me of late.) I had to motor the car up to the podium for recognition in front of the crowd. The fuel issues of Friday didn't reappear and I was quite pleased. The award was a green urn done in a traditional Pinehurst pottery clay.

In addition to Andrea and I, there were a number of other MOGSouth members attending the Concours and they stopped by to chat. We spoke with Erik Jordan of Hickory NC, David and Sarah Chiles of Jamestown NC and of course Jack and Pat Zimmerman lived there in Pinehurst itself. Another Morgan owner, not yet a MOGSouth member (but I suggested he join), Robert Winegarden from Cary NC also stopped by. He has a 1980 4/4 that was once propane. He was asking about upgrades and fixes and all the things available through the communications network of the club. Perhaps we'll see him on the membership rolls soon.



Jim Prior's Plus 4 4 Place



1937 Lincoln Zephyr Coupe - 1st In Class



1936 Stout Scarab - 2nd In Class

Monday and Tuesday - Driving Back We rolled out of our hotel and over to the Harness Racing track to pick up the trailer and head home. We wanted to get a reasonably early start so that when we ended day one, we wouldn't be wasted and could have a good dinner. We travelled the back roads out of Pinehurst, avoiding the highway. It was a bit of a NASCAR trip, passing by both Rockingham NC, and Darlington SC on the way. Everything was going as well as could be expected, but then . . . (imagine the theme from the movie JAWS playing . . .)

As Andrea was doing her stint at driving, our tow vehicle (2007 Mercury Mountaineer) overheated. The 'idiot' light came on and the temp gage registered hot. I opened the hood and I checked the most obvious culprit. Yes, the coolant was low but I wasn't sure where it had gone. Luckily I had a few gallons of coolant in the SUV. I always take too much stuff on these trips but this time it paid off. Still perplexed as to the source of the leak, I added the coolant and this cooled the SUV down enough to eliminate the 'idiot' light, so off we went.

We added coolant again a 100 miles later at a truck stop as the temperature gage had started to creep up. Still, I couldn't fathom where the coolant was going. No puddles of water under the truck. When we reached Brunswick GA, our stop for the day, we dropped the trailer and found the local Ford Dealer. They were soon to close, but were willing to look at the SUV anyway. Thank you!

I suggested a loose hose clamp or some such but it turned out to be a hidden heater hose that was leaking. The water squirting out and evaporated on the hot block. So now we knew the problem but it couldn't be fixed in Brunswick as the part was not on hand. *'Just pour more water into it every so often and you'll be fine'*. The Ford tech said. 'OK'. I said.

So we did as told. Day two of the drive was more of the same. Drive straight down I-95 and add water about every 100 miles or so. It wasn't too bad and we reached home around 1PM. I unloaded the trailer, but left all the junk in the back of the SUV. I wanted to get the car over to the local dealer that afternoon. I dropped the SUV off at the local Lincoln dealer, which is conveniently close, only a short three miles from my house. I watched the temperature gage rise again on my way over. It had been a few miles further than 100 since I'd last added coolant. Good, I thought, this will give them a good idea of the problem. Also, I gave them the part number and details of the diagnosis in Brunswick. I added a few other items that needed attention to the list of repairs, and had them do the upcoming service as well. Two days later, and with a much lighter wallet, I got my truck back.

Truly another memorable Morgan adventure. We don't seem to go on these things without some manner of drama. I have come to expect it and actually enjoy the 'MacGyver' nature of each calamity. It makes these events something more than a road trip in a Toyota.

We certainly enjoyed our trip to Pinehurst. I now understand the attraction of the locale. Next time, we'll try to plan a visit during a warmer time of the year. Certainly spending time with Jack and Pat Zimmerman was really special and the visit by David and Sarah Chiles was wonderful, albeit too short.

The inaugural Pinehurst Concours d'Elegance was a great start to what I hope becomes another automotive tradition.
Job well done!

Mark and Andrea

(PS - Best in Show went to a 1938 Steyr Roadster.)



Morgan on the Field Prior to the Crowds



Tufts Award 3rd in Class



THIS TIME THERE WAS ONE TOO MANY . . .

14th Annual 'Riding into History' Motorcycle Concours, May 18, 2013, St. Augustine, Florida

Interestingly the three wheeled Morgan caused a major controversy. Should it be allowed or not? *'It has too many wheels - it's a car, not a motorcycle.'* Finally, the organizers decided to allow the trike and it's a good thing they did as it was quite a crowd pleaser. Very popular with the attending bikers and fans. And, the age (1936) was appropriate, as this was mostly a vintage bike show, with bikes going back to the very early days of motorized bicycles.

Oh, the patina! This wasn't just a polish contest. It seems that old motorcycles, in their *original* state, are highly desirable and generally preferred. There certainly were a few fully restored bikes, but many more were left in that 'garage find' dusty, rusty state. It seemed that 'go' was priority over 'show'.

The British bike scene was well represented albeit a few



manufacturers were missing. There were lots of Triumphs and BSAs. A few Vincents, Nortons, and Matchless. Even an Ariel and a Rudge. *But, alas no Velocettes, or Brough Superiors.* A few of my personal favorites.



All of the various bikes had fine details and intricate engineering, some of which worked and proved more successful than others. Even if it was a bit archaic, as an engineer, I was fixated on the sheer beauty of it all.

I overheard lots of heated conversations arguing the relative merits of this gizmo or that. A obvious sense of personal pride and passion from the owners.

Sounded pretty much like a Morgan meet to me . . .

Rick Frazee's 1936 Aero Super Sport certainly held it own. The Matchless MX4 power and chain driven rear wheel made it seem *appropriate for a bike show.*



The organizers of the event and Concours judges must have agreed. The Morgan was recognized amid all the two wheelers and received an 'Award of Merit' in class. Normally a Morgan trike is the smallest vehicle on the field. Today it was the largest. Again, I guess *size does matter*. I am just confused which is better . . .

Mark



ATLANTA BRITISH MOTORCAR DAY Saturday, May 11, 2013

The 30th Annual Atlanta British Motorcar Day was held on Saturday, May 11 at a new venue in Roswell, Georgia.

The event had been held at Berry College for the last seven years in Rome, Georgia but the organizers wanted to move it closer to metropolitan Atlanta and the merchants and City Administration welcomed the event with open arms.

MOGSouth's own Pete Olson is our Club member delegate to the event committee and was very involved in the move and the planning for the event. Thank you Pete!

The new venue is a large and well shaded parking lot behind the City Hall of Roswell, Georgia and it lent itself very well to the show. As in the past the event organizers along with the benefiting charities, the Marietta Lions Club and the Rotary Club of Marietta Metro were on hand to hand out registration information and guide us to our designated parking area. Even given the new venue, the process went smoothly.

MOGSouth was well represented with approximately twelve cars, including four trikes, two vintage models and two M3W's. Pete Olson and Lee and Trisha Gaskins brought their vintage trikes and Bryan Tate and the Mayor of Roswell, Jere Wood, drove new M3W's. Bryan and Johanna also brought their Aeromax Supersport, quite a car!

Also attending was Randy Johnson, SuperDave Bondon, Cyril Brown, Lance Lipscomb, Lenny Thomas, Dan Cohn, David Moffett and Alan Ventress.

It was great to see Alan Ventress and his daughter. Alan has two Morgans that belonged to his Dad as well as John Council and he has a great deal of documentation and correspondence from both.

He and newsletter editor Mark Braunstein are discussing how to incorporate this into the MOGSouth History Archives that are soon to be published in our web site.

[\[Done. Check out the Documents on the MOGSouth web. Ed.\]](#)

The day was great and we thank the City of Roswell and the Atlanta British Motorcar Day Committee for a great event.

Hope to see you next year in Roswell!

Randy Johnson



The Morgan Array at the Atlanta British Motor Car Day, Roswell GA..
Photo Courtesy - Alan Ventress



New Morgan Three Wheelers joined Pete Olson's JAP and Lee Gaskins' Matchless Vintage Three Wheelers. Photo Courtesy - Dave Bondon

Article courtesy of Randy Johnson with photographs as marked.

A RAINY DAY AT THE RACETRACK...

This year's Walter Mitty vintage race at Road Atlanta was a little tough to enjoy, but there were enough bright spots between the rain drops to support the theory that it was indeed *"better than a day at the office"*.

Splinter Group Racing brought our full team with proven race winning combination of driver Stacey Bondon Schepens in her trusty Twin Cam Morgan 4/4 and recently un-retired SuperDave in his latest nostalgia trip, a 1962 Lotus Elite.

Friday promised some real excitement as David Hobbs was to spend some time with us using the Lotus as a subject for an interview by famous author/mooch driver Burt Levy (The Last Open Road). Hobbs started his career in a Lotus Elite and had some great tales to tell about going fast on 4" wide tires back in the day. Later that afternoon Burt took to the track in the Elite to get "firsthand knowledge" for an article he will write for Classic Motor Sport magazine. Our intention was to share the car for the Enduro and see how two old farts could do against the brash young hot shoes (including Stacey).

Alas, that was the end of dry track time for the weekend. We got in a few qualifying laps late Saturday (yes, Stacey is a lot faster than SuperDave) but the skies opened and we loaded up for home. As a friend of mine says, "The only thing dumber than racing in the rain is practicing in the rain".

Hey, we are back in the garage with nothing broken.

I guess he's right"!



"Three generations of winners"



"The last time SuperDave was in front of Stacey"



David Hobbs is the one with no hat, and Bert Levy with lanyard. Cap reads "Don't bullshit a bullshitter"

HSR
Road Atlanta

SuperDave

Go to www.MittyEventTickets.com now to buy your tickets!



7 Formula 1 Movies Any Race Fan Will Love

Loretta Arnold, www.screenjunkies.com

Which "multi-turn circuit-racing car" movies earned an outstanding A-1 reputation for the overachieving F1 (Formula One) performance? It's not all about aerodynamics in these slick vehicles. They are fully loaded, inside and out. Because behind each successful car movie stands the risk-worthy prop. An F1.

"Le Mans" (1971)

Ever see France at 200 mph? Steve McQueen has, or at least the movie "Le Mans" leads one to believe. The footage was captured by a car granted access within the same race Steve McQueen's race application was denied. This one gets an "F", for "Fantastic F1" footage.

[Not sure of the use of F1 or Formula 1 in this context, but this movie is a personal favorite. If you haven't seen it yet, get the DVD or rent it from Netflix, and grab a cool one and enjoy. Ed.]

"Grand Prix" (1966)

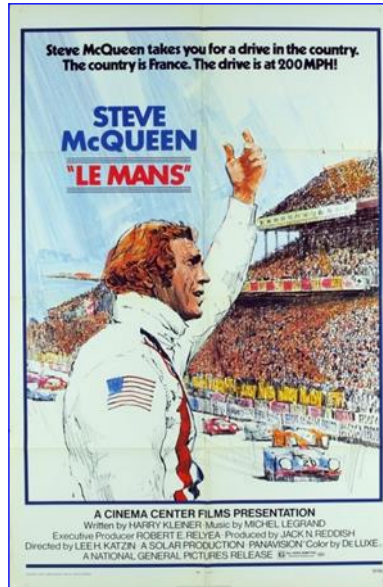
"Grand Prix" is one of those tributes to a car that goes far, in less than thirty seconds. The mid-sixties rendition of the F1 stuck in the mid-sixties film production time warp. And they are correct, the film seemed long but qualifies as interesting. The camera car for this picture? A Ford GT40.

[I love this movie! It has to be partially responsible for my love of autosports in general, especially Formula 1. It's evolved into a cult classic and the cinematography is tremendous - way ahead of its time, and the score by Marice Jarre is superb. I even have it on my I-Pod. Ed.]

"Rush" (2013)

"Rush" is what it is. And it's not the Andy Griffith Show. Ron Howard focused on the script, written by Peter Morgan, involving the 1976 Formula One rivalry season. That's right—drama, fans, two drivers, one goal. But between all that comes the best of rewards. The best of Formula One.

[I can't wait to see this one, to be released Sep 20th. The early screenings by the pundits are lauding the movie and likening Kimi Raikkonen to the late James Hunt? I don't know about that but it should be well worth the cost of entry and for me, a film to see on the big screen with big sound. Ed.]



Did You Know?

THE LATE SIR JOHN HARVEY-JONES WAS THE BUSINESS WORLD'S ORIGINAL REALITY TV STAR.

Unfortunately for Sir John, the best remembered show is the 1989 one where sports car maker Morgan turned down his advice - and still prospered.

Sir John was horrified by what he saw; interviewing the foreman of the chassis shop, who had been there 30 years, he said: "You must have seen a lot of changes in that time." "Not really, no," came the laconic reply.

Sir John criticized the company's long waiting list and labor intensive methods. Sir John's advice was simple: modernize, increase production and ramp up your prices. Morgan completely refused on all counts. *[But, what about lately? Ed.]*

The carmaker happily admits that that particular show "caused quite a stir".

Per the MMC, Sir John did not really understand Morgan's market. Coach building and the waiting list were strengths not weaknesses. Morgan admits that his visit did have a positive impact. Hundreds of orders.

Always down to earth, Sir John said he was pleased to have been proven wrong. Describing himself as "a very old businessman", he insisted he had already made every mistake in the book.



Photos Courtesy of the BBC

"Driven" (2001)

This typical drivers block flick depends on a little outside encouragement. The movie includes a knockout cast. Sylvester Stallone and Burt Reynolds—enough said. You know Burt loves a fast red car! How fast? Watch it and find out. Buckle your seatbelt first. Stallone was spotted at various Formula One races prior to the release of this movie. Which made this movie that much more interesting for F1 enthusiasts.

[A little more Champ Car than F1, but still open wheel. Rumor had it that Stallone couldn't get enough info from the F1 world, due to the high level of secrecy in the sport, and decided to opt for Champ cars instead. Neither a commercial or critical success. Worth the time to watch? You decide. Ed.]



"Senna" (2011)

A film involving the sexy Brazilian Formula One legend Ayrton Senna and his experiences that span within the decade prior to his death. Sounds like a yawner, we know, until you realize that this is not your average story. Directed by Asif Kapadia, make sure to keep some tissues nearby. Spoil alert. RIP Senna.

[This one is a bit more documentary but is a must see for any fan of the sport. It makes you more appreciative of the controlled and safer nature of F1 today. Ed.]



"Speed Racer" (2008)

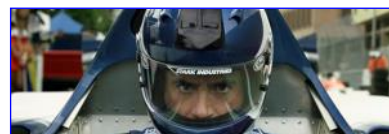
Speed Racer drives the Formula One—Mach 6, and sometimes takes his brother's Mach 5 for a spin. We all can't be born into a family of animation. How fast is Speed Racer? We don't know, maybe 250 mph. Judging by the passing track at high speeds, Speedy is in it to win it. Look at him go!

[This one is a bit camp but you just have to love it . . . Ed.]



"Iron Man II"

Back in black? No, make that blue—a blue bombshell. The writers of "Iron Man II" really aimed to please in this sequel. Blue and white, white and blue, the entire rundown of the brute cockpit, distracts anyone from the dangers that were designed ahead. There's nothing like a great cast, a well written script and the perfect prop—like a Formula One car. Thank you!



[Huh?? Ok, there is a racing scene that is supposed to be Monte Carlo. But, I don't include this one on my list of 'can't miss' racing movies. If you have additions to this list, perhaps something beyond just Formula 1, e.g. The Dale Earnhardt]

MCCDC MOG 43

MCCDC MOG 43 will be back in at the Mimslyn Inn in Luray VA, June 7 - 9. Web Site: <http://www.morgandc.com/>

June 7 (Fri) Registration, Meet & Greet, Noggin' June 8 (Sat) Concours, Rallye, Noggin' June 9 (Sun) Gymkhana, Autocross, Banquet, Noggin'. 'Updated' Registration form on MCCDC's web site.

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

XCAR takes Morgan 3 Wheeler for a spin [video] (Another review of the omnipresent MTW, relatively short though.)

The Family History of the Morgan Motor Company (Martyn Webb narrates a short but well done history of MMC)

Morgan Car Company (A short jaunt with Charles. Note this one is by Crane TV Video Magazine)

Morgan Roadster (Interesting collection of photographs, with German Sub Titles. By geTOMCAT)

Morgan Fashion Shoot - Behind the Scenes (Charles' Wife Kiera does her thing, with the cars as props.)

1970 Morgan Plus 8 Hot Rod - Jay Leno's Garage (Jay has a friend's 1970 Morgan Plus 8 to test.)



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

1971 Moss Box Plus 8 For Sale

1971 Plus 8. 52K Miles. Earls Court Show Car. Came to US on the QE2. Toly Arutunoff was the first owner. Restoration about 15 years ago by Richard Lipski. Always garaged. I have owned it for 10 years and have driven it everywhere.

Moss Box (4 Speed) in very good shape.

Very Quick.

Modified from Stock.

Good Tires (195s)

Holley Four Barrel w/ K&N Filter.

Tube Shocks in Rear.

Racing Electric Cut Out.

Shoulder harness seat belts.

Lumenition Electronic Ignition.

Super Sport Buckets in Red Leather.

Side Exhaust Pipes (Somewhat loud but fun).

High Torque Starter replaced lethargic Lucas starter.

Stock Electric Fan Replaced by Better Flow Pusher Fan and Scoop.

New Red Cloth Top, Tonneau, and Side Curtains. Paint Mostly Good, but Not Perfect.

Painted Chrome Light Plinths in rear could stand to be replaced by Stainless, but ...

Always turns heads, and always get the inquisitive "What do you have in that??"

There is nothing embarrassing about this car. Not perfect, a little patina but very pretty.



Interested?

Call Mark Braunstein at (407) 322-5060 or email at series1@cfl.rr.com

'Fergus' Number Plaques Now Available !!!

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

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

Boot Bag

Boot Bag essentially makes a waterproof bag that straps to an existing Luggage Rack on a Morgan. They would like to offer the membership **10% off** a Boot-bag if they quote '**MOG 13**' when they order online. Please see http://www.boot-bag.com/trunk_bag.htm.



Morgan Parts for Sale

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

Morgan Library Additions

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

WWW.MORGANWEST.NET

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2011 Aero Supersports



2012 Blue Meanie



1928 MORGAN Wheeler

Accepting orders on 2012 models!



MORGAN THREE WHEELER



DRIVEN AT HEART



New MORGAN Plus 4 60th Anniversary Badge

2016 **MORGAN ALL NEW REDESIGNED, TITANIUM CHASSISED EVA GT** // Order yours now!

New 2013 MORGAN 3 Wheeler Ordered and now inbound Sport Green (BRG) exterior Black leather interior and dash Sport BRG painted wheels and black mohair tonneau Bright pack Black exhaust heat shields Union Jack flag RAF livery

2012 MORGAN THREETHHEELER The Blue Meanie, 2000cc/115hp V-Twin engine.

2011 MORGAN AERO SUPERSPORTS Our very last one! Bentley Silver Lake Pearl Metallic/ Muihead Portland Grey, Silver wheels.

2010 MORGAN AERO SUPERSPORT Cote D'Azur blue metallic/Wings and roof panels in Midnight Blue Metallic.

2005 **MORGAN ROADSTER** Pozzi Navy Blue/

Red leather piped in blue, Blue mohair top

1967 **MORGAN PLUS 4 FOUR SEATER** Supersport

1965 **MORGAN PLUS 4 FOUR SEATER** Bare metal repainted in BMW Laguna Blue, new chrome, all new stainless steel fasteners.

1964 **MORGAN PLUS 4 ROADSTER** BRG/Tan, Full body off restoration

1963 **MORGAN PLUS 4 FOUR SEATER** Ivory/Dark Red

1962 **MORGAN PLUS 4 SuperSport** Roadster Soft Yellow body/Black

1959 **MORGAN LIGHTWEIGHT** 1 of 14 Baby Doll spec cars, one owner from new!

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

1928 **MORGAN TRIKE** JAP Aero

other marques

NEW 2011 **ZOLFE ROAD ROCKET**

NEW 2012 **PERANA**

GT BY ZAGATO

730HP/6Speed

manual or 430HP/AT

1978 **TVR TAIMAR**

1973 **MERCEDES BENZ 450sL**

1972 **HARLEY DAVIDSON XLH SPORTSTER**

TVR 3000 S CONVERTIBLE PROTOTYPE 1978

model; purple/tan leather, black top, 58 miles.

1964 **JAGUAR E-Type 38** Roadster

1960 **AUSTIN HEALEY 3000 BN7** triple Webers, 2 tone BRG paint w/khaki green leather



2013 Allard J2X MkII

Blue with Red Leather, and Hemi engine! Order your 2013 today!

WWW.ALLARDWEST.COM



2012 Perana GT by Zagato

American muscle...Zagato design. Reserve yours!

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DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405



More ATLANTA BRITISH MOTORCARDAY

Saturday, May 11, 2013



Another pic of the Morgan cars at the new Roswell GA location for the Atlanta British Motor Car Day. Photo Courtesy of Alan Ventress



Dave Moffett's superb restoration - Is this it's first outing?. Photo Courtesy - Dave Bondon



Lee Gaskins' Matchless Trike. Photo Courtesy of Alan Ventress



SuperDave's Garage



(770) 330 - 6210
dbondon@bellsouth.net



1965 4/4 Series 5 with only 41,500 miles, Left hand drive, 1500 cc Ford Kent, Burgundy with Black Interior, 72 Spoke Wire wheels. This is the **ex Dan Kelly car** (shared a garage with Mother Courage). Nicest Original 4/4 that I know of !! Let's keep this car in the club.



New Morgan Three Wheeler Opportunity - Available at the 30 week mark. This is the point at which the customer specifies colors and options and the factory puts it into their production schedule. That means you get to spec out a car and take delivery in 2-3 months! No price premium.

SuperDave knows where there is a nice Early 3W for sale !!

Call SuperDave for





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



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MORGAN



MORGAN TECHNOLOGY INFO

TECH

There are many great things we love about our Morgans. And, then there are a few things we always have challenges with.

The lighting is one of these things that seem to be plagued by the wonders of Lucas electrics. I was amazed that the Georgia law requires the headlights to be on when the wipers were on.

What you want them both on? At the same time?? How am I going to do that?

The other challenge is just seeing the lights when they are on . . .

Thankfully Andy addresses this.

SEE AND BE SEEN

This article is directed to owners of four wheel Morgans up to the Plus 8s and Roadsters. With the introduction of the Plus 8, rear lights and turn signals were upgraded and repositioned to the point where they are actually very visible to cars behind. If you have ever followed a 50s or 60s Morgan during the daytime, you have probably not been able to see the brake lights go on or the turn signals signaling!

Over the years I have made modifications to my Morgans in an effort to make them safer to drive, and a part of that has been making changes to the electrical and lighting systems. If you are totally dedicated to keeping your Morgan original, you will not like my ideas; if you want to enjoy your Morgan and feel a bit safer, you may want to try my modifications.

Let's begin with the old generator. One of the best things you can do is replace that generator with an alternator. When you fit an alternator you will be able to have your headlights on, the heater and wipers going, your electric radiator cooling fan going, and they will all be running at full speed. With a generator, none of this would be true. For the Plus 4 owners, Morgan Spares (Morgan Motors of New England (888-345-6647)) can supply a nice alternator kit. For 4/4 owners, R&D Enterprises, a Lotus parts supplier in Pennsylvania (215 538-9323) offers a really nice alternator kit for the Lotus Twin Cam engine that also fits the non crossflow and crossflow Ford pushrod engines. It is a 58 amp alternator supplied with a stainless steel mounting bracket and a adjusting link fitted with rod ends. A detailed instruction sheet is provided with wiring diagram. NOTE: you must switch your battery polarity to negative earth when fitting either alternator kit.



Let's move on to the **SEE** part of this article. You may still be using original headlamps that are not nearly as strong as the Halogen headlamps that are available. AdvanceAuto offers a very nice Sylvania Silverstar headlamp, part number H 6024. It fits perfectly and provides great illumination for night driving. If you use these Halogen lamps, you should also fit relays, thereby moving the high current switching away from the headlight switch which is probably old and is very expensive to replace. My advice is to Goggle "headlight relays-to do or not to do." It will be one of the first articles to come up. It gives a detailed description of how to install the relays and why they should be used. The relays can also be sourced from AdvanceAuto.

When I did this job, I also installed new correctly colored wires between the relays and the lamps. British Wiring (1-866-461-9050) can supply the wires required. Power is taken from the solenoid to both relays and 15 amp fuses are used on each. I drew a wiring diagram of the relay installation that I would be glad to send to anyone doing this...it shows clearly how to connect everything and what color coded wires to use. One other aspect to the **SEE** part is rear view mirrors. Some of you may be aware that back in the 70s I created the "Andy bracket," which Morgan Spares has been selling for several years. It is a bracket that attaches to the two windscreen pillar mounting bolts and on it is mounted the "wing mirrors." This works well, with the only drawback being that when opening the doors with side curtains mounted, the mirrors can be knocked out of adjustment. A very good solution is the rear view mirror supplied on the

Roadster and current traditional styled Morgans-the telescopic door mirror, part # 608-930, available from Morgan Spares. It fits nicely (see pics) and gives an excellent view of what is behind you. These mirrors are especially valuable when driving the interstates or other multi-lane highways. I prefer the rectangular lens as opposed to the round one, as it provides just a bit wider view. When establishing the position for the mirrors, do so with the side curtains in place

Now on to the **BE SEEN** part. You have no doubt noticed that, particularly in the daytime, the brake lights and turn signal lights are very hard to see. There are two solutions here. The simplest is to replace the bulbs with halogen bulbs. These can be sourced from Speedway Motors (800-979-0122). The dual filament tail/brake bulb is 911-31015, and the turn signal bulb is 911-31016. Both bulbs provide significantly brighter light. Another solution is to get an LED tail light kit, but this is expensive and lots more work. The halogen upgrade is simple, inexpensive and does the job!

But, there still is a problem with the turn signals if you are using your luggage rack, and if you are going on long trips, you are probably using one. On the 4/4, and I am fairly certain about the plus 4, the side rails of the luggage rack dissect the turn signal lights. Even if using the Halogen bulbs, they are still difficult to see, so you need to fit auxiliary turn signals. The pictures show their position on the Morgan, and they are very bright. The lights are Lucas motorcycle signals available from Domi Racer in Cincinnati, Ohio (513-871-1678) for about \$20.00 a pair. Part # 05-01198.

When I fitted these, I also rewired the existing turn signals, converting them to brake lights and using the halogen bulbs. By doing this, there are now five brake lights including the center mounted light which I will discuss later. Instead of doing a lot of splicing, I ran the brake hot wire to a stud mounted on the spare wheel support frame and then ran wires from it to all five brake lights.

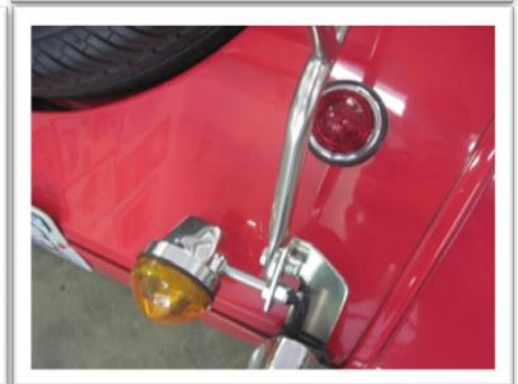
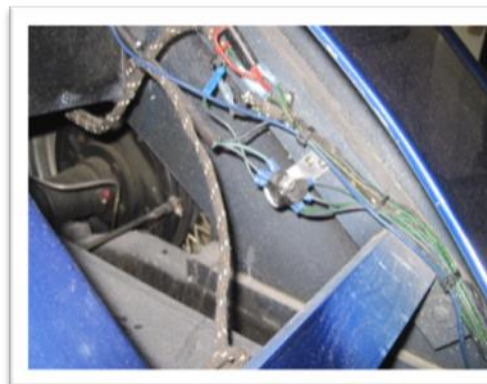
As the pictures illustrate, I keep the luggage rack mounting bracket in place, make a simple bracket that is attached to it to mount the turn signals. I attach the small aluminum bracket (1/8 by 1 inch bar stock) to the bracket using two small flat head machine screws. Thread the aluminum, not the stainless bracket; countersink the stainless bracket. The luggage rack can be installed and removed without disturbing the turn signals. I can provide a template. The turn signals are simply connected to the turn signal wires that were disconnected from the original turn signals. If preparing for a Concours, simply remove the small screws, disconnect the two wires to the light and the Morgan is original.

The center mount brake light I use is part # 208-428, available from Morgan Spares. It is the same light used on the Roadster as a backup light, and it is available with a red lens. There are other options, but this one is very bright, mounts easily and is used by Morgan. Pictured is the bracket I make, but again, you can make one of your own design.

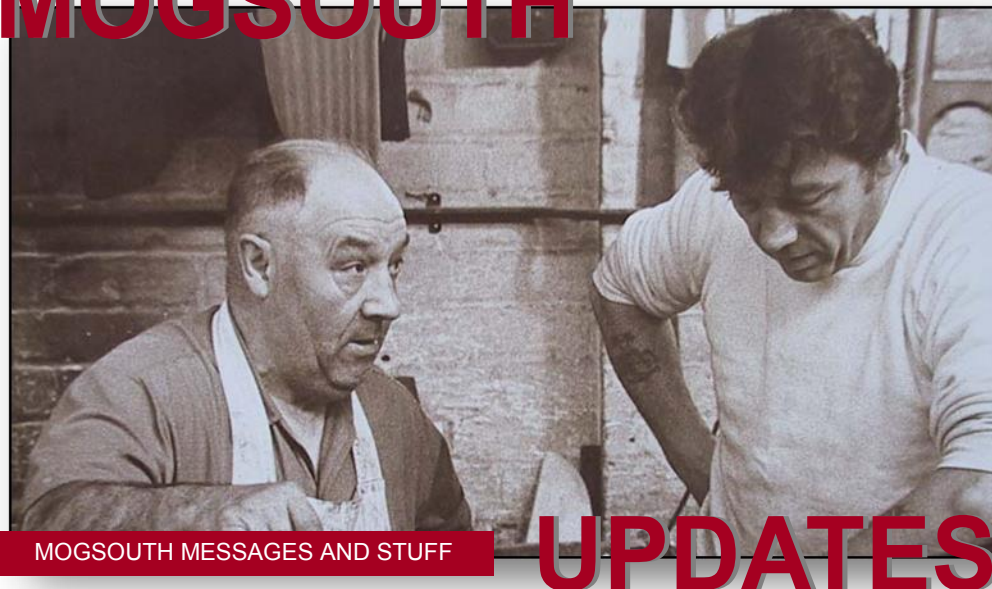
As I have indicated throughout this article, I can supply some drawings or templates, and of course provide advice if the reader wants to make any of these modifications. (aaleom44@gmail.com)

You absolutely do not want to be hit from behind--making your older Morgan more visible is a big step toward preventing that!

Andy Leo



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Look here for announcements and other bits of information you need to know about what is going on in MOGSouth. What a great time we had at the Spring Meet. A big thanks to Eric and Anne Cummins for hosting the club.

There are great plans being put in place for the 5th Peter Morgan Memorial Race in Put-In-Bay, Ohio in August. Details below.

The MOGSouth Fall Meet is right around the corner in September.

Look for more details on the Fall Meet in the next issue of the Newsletter.

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 !!

Put-in-Bay Road Races - Aug 26 - 29, 2013

A gathering of Morgans (especially three wheelers) is planned at the Fifth Peter Morgan Memorial Race at Put In Bay, South Bass Island, Ohio. For details of the event and registration requirements go to www.pibroadrace.com. Rooms have been reserved for Morgan owners at the Resort and Conference Center. We highly recommend that you **make reservations NOW and HURRY**. The reserved rooms may already be gone. Be sure to mention the reservation block name 'Morgan Trikes 821' - you should call them directly. 888-742-7829. Please notify Duncan Charlton or Kermit Wilson to confirm your intention to attend. duncan.charlton54@gmail.com or kerm1@AOL.com or by mail to PMMR 5 at Put-in-Bay, 5826 Queens Cove, Lisle IL 60532 Duncan's FAQ web site www.tinyurl.com/cuhvhty



MOGSOUTH FALL MEET HUNTSVILLE AL, SEP 27 - 29, 2013

Rooms are being held until August 28th at the Embassy Suites downtown Huntsville for Friday thru Sun, Sept 27 - 29. The rooms are \$119 a night plus tax and parking. Be sure to mention **MORGAN OWNERS** or code **MGO** to get the discount rate. They have parking outside or in a parking deck and will mark off spots for us to park together (in or out depending on the weather). The room rate will include full breakfast, nightly get togethers (snacks and drinks) plus free internet. Embassy Suites Huntsville: 800 Monroe Street, Huntsville, Alabama 35801, 1-800-362-2779.

Arrive Friday, dinner on your own. Saturday leave around 8:30 or 9 for Lynchburg TN with lunch at Miss Mary Bobo's boarding house at 11am. Cost is \$25 for adults, \$8 for children 9 and under. **Send a check to Carolyn by Sept 5th for lunch reservations. Make checks out to 'Carolyn Wade' and send to 119 Victorian Rose Lane, Gurley AL 35748.** After lunch a tour of Jack Daniels. After the tour, time on your own in Lynchburg TN, Fayetteville TN or back in Huntsville AL for the space and rocket center, botanical gardens, nap or what ever. Dinner Saturday at 6 at a local restaurant. Depart Sunday morning. More details later. *John and Carolyn*

AND OTHER THINGS YOU SHOULD KNOW !!



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

I guess we in the US have the benefit of a large number of vanity plates offered by each state to satisfy our need to personalize our vehicle registration. For instance, I have my Morgan plates specific to the vehicles year, e.g. 71 MOG, 81 MOG, 86 MOG, etc. My 1938 Drop Head has a plate that mirrors the original UK Registration of the Car , CUY 503, albeit it is now a State of Florida registration number.

In the UK however, the game is somewhat different and these registration numbers are very much cherished and valued.

[The UK DVLA (Like our State DMV Offices) Will Auction Vanity Plates Related to Morgan Cars at the MMC in May. Ed.]

FEATURED REGISTRATIONS

Morgan owners rise to the challenge...

Morgan owners responded to our call for entries to nominate their own personalised registrations to go under our gavel.

In total, close on 100 combinations of registrations were requested. Those that passed the appropriate DVLA checks have been included in the auction.

The imagination of Morgan owners reiterated their love for their machines, for we received a variety of requests from the inevitable **MOR 64N** and **MOG 1** through to **PLU 58** and **PLU 8** to clearly reflect the company's Plus 8 model and several in recognition of the formidable Aero Max.

Unfortunately these had already been issued. Others that were suggested but, due to being previously issued or simply not compatible with the prefix, suffix or current styles, we couldn't accommodate include **PLS 4**, **PLS 8**, **MO09 GAN**, **2009 MOR**.

However, the DVLA Personalised Registrations team has managed to put together a whole raft of Morgan Motor Company-related registrations including one of the 'stars' of the sale **MO12 GAN** which created an immediate stir during our photocall prior to the sale.

[It's an interesting game they play. Good thing we have 50 States with regular and vanity plates to personalize our Morgan registrations.

I even was able to get the original UK registration for my Series 1 (CUI 503) as my registration on a Florida plate and now I run the car with only the UK plates. If I get stopped, I'll pull out the Florida plate with the same number. Ed.]

Article and Photos courtesy of the MMC web site.

personalised registrations DVLA

SMA Official DVLA Partner

DVLA Personalised Registrations Auction Catalogue

Being held at:
Morgan Motor Company, Malvern Link, Worcestershire WR14 2LL
Wednesday 22nd, Thursday 23rd & Friday 24th May 2013

Over 1,500 registrations including:

MO12 GAN

MORGAN MOTOR COMPANY

HIS MOG LOT 589 Reserve E900	MOG 3W LOT 910 Reserve E450	MOG 70Y LOT 920 Reserve E450	MRI3 MOG LOT 934 Reserve E900
MMC IA LOT 901 Reserve E700	MOG 6T LOT 911 Reserve E450	MOG 80Y LOT 921 Reserve E450	MY13 MOG LOT 953 Reserve E900
MMC 6T LOT 903 Reserve E450	MOG I1Y LOT 913 Reserve E450	MOG I1IE LOT 922 Reserve E900	PLU 54S LOT 1091 Reserve E400
MO09 GAN LOT 906 Reserve E500	MOG I4D LOT 914 Reserve E450	MOG 444S LOT 923 Reserve E450	PLU 55M LOT 1092 Reserve E400
HIS MOG LOT 589 Reserve E900	MOG 3W LOT 910 Reserve E450	MOG 70Y LOT 920 Reserve E450	MRI3 MOG LOT 934 Reserve E900
MMC IA LOT 901 Reserve E700	MOG 6T LOT 911 Reserve E450	MOG 80Y LOT 921 Reserve E450	MY13 MOG LOT 953 Reserve E900
MMC 6T LOT 903 Reserve E450	MOG I1Y LOT 913 Reserve E450	MOG I1IE LOT 922 Reserve E900	PLU 54S LOT 1091 Reserve E400
MO09 GAN LOT 906 Reserve E500	MOG I4D LOT 914 Reserve E450	MOG 444S LOT 923 Reserve E450	PLU 55M LOT 1092 Reserve E400



NORDAPP CHALLENGE: 'FIVE MORGANS GO ADVENTURING' TO ONE OF EUROPE'S MOST NORTHERLY POINTS, By Steve Davies, Saturday, 5/4/2013, skiddmark.com

On the morning of Sunday May 5th 2013, five Morgan sports cars will leave the company's historical Malvern factory in Worcestershire and head north to a small municipality in Finnmark county, Norway.

The municipality's most famous place, named Nordkapp (North Cape) is often referred to as the most northernmost point of Europe, and although not quite true, it's close, and certainly as far north as you'd consider driving from the UK.

As you'd imagine, daylight is at a premium near the northern tip of Norway. As is warmth.

According to the Honningsvåg weather station, right now the temperature is just above freezing – which doesn't sound too bad, until you realise that this time last year it was covered by four metres of snow. . . Why Are They Doing This?

LUCY'S STORY

The 2013 Nordkapp Challenge for The Marfan Trust was inspired by one person – 12-year old Lucy Morris – daughter of Morgan's Operations Director, Steve Morris.

Throughout Lucy's entire life she has been in and out of hospital several times a year, receiving treatment for a never-ending range of health issues. However, less than 12 months ago, Lucy finally understood the cause of these issues when she was diagnosed with Marfan Syndrome.

The condition attracts very little awareness, yet in the UK alone there are over 10,000 people currently diagnosed with the syndrome which causes ballooning and tearing of the aorta in the patient's heart. Unfortunately more than 1/3rd of these people never live beyond early adulthood, since there is currently no cure for the condition.

That's why the Nordkapp Challenge is being undertaken – to raise awareness and help fund further medical research into identifying a cure. [Listen to Lucy's story – in her own words.](#)

So spare a thought for our intrepid explorers who will be driving an Aero Supersports, Plus 4, Roadster, Plus 8 and Morgan 3-Wheeler the full 5,000 mile journey with their tops firmly stowed away.

The challenge was initiated by Andy Abbosh and Simon Murphy of Talk Morgan, who've been joined by fellow Morgan enthusiasts, John Richards and Brian Voakes. Steve Morris and Tim Whitworth, both Directors at the Morgan Motor Company, were quick to volunteer their resources as well as themselves for the trip.

The team will be accompanied on the trip by Matti Rogers, publisher of MogMag, and Tom Abbosh and Alfie Johnson of Tenkara Films, who will be creating a documentary of the entire trip.

THE JOURNEY

The two-week, 5,000 mile rally begins in Malvern, Worcestershire, on 6 May, before it makes its way south through Folkestone, across the English channel, then up through Belgium, Germany, Denmark and into Norway.

During the course of the next 150 days, the drivers will pass through 9 countries travelling for a minimum of 9 hours each day. To keep them company, as many as 40 Morgan owners could join them to complete some of the route.

It will be a journey of endurance, but one which challenge co-founder Andy Abbosh is looking forward to, "Other than donate money and the odd sponsored walk or drive I have never really done anything out of the ordinary for charity. As such, one day I pondered about a trip that would challenge me, raise money and incorporate driving/cars."

"We dismissed going to the Equator for 'staying alive' reasons, but then looked North to the Arctic and more pertinently the Arctic Circle. I am now looking forward to a great drive, some challenging times, but most importantly raising lots of money for a very worthy and underfunded cause."

When I spoke with co-founder Simon Murphy, he was busy clearing his work diary for the fortnight ahead, "It doesn't take anyone long to realise just how much passion Steve Morris has for the Morgans the factory produce. Having seen Lucy go through the process of misdiagnosis, and the risks, I jumped at the chance to support Steve and his family."

Enthusiast and close friend Brian Voakes said "I've been a lifelong fan of Morgan cars, having owned 11 of them in total, and this is an opportunity to travel to the North Cape on an exciting land trip with congenial friends.

What's not to like?"

THE CARS

Most people planning a 5,000 mile journey are unlikely to choose either a Morgan 3-Wheeler, Plus 4, Roadster, Plus 8 or Aero SuperSport as their mode of transport.

When such a journey promises sub-zero temperatures, howling winds and the prospect of snow (even in May), then you'd probably choose an SUV, with heated seats and all the mod cons. Instead the cars are fitted with winter tyres and.. well, that's about it. The team have also packed every type of thermal clothing they could find.

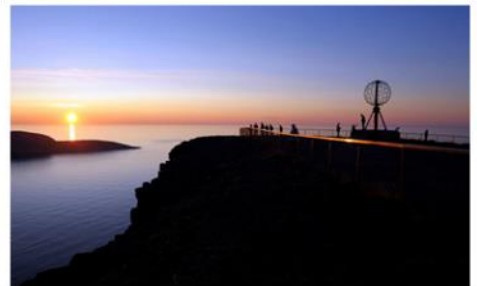
Snow chains and studded tyres are not an option, so it's a good job Morgan cars are so light – if needs be, the boys can always get out and push (or is that pull?). Still, it could be worse. Back in 1653, Italian priest Fransesco Negri took more than two years to reach Nordkapp. He travelled on foot, by boat, on horseback, on sleighs and on skis, becoming the first "tourist" to climb the plateau. What Negri would have done to have a Morgan sports car at his disposal, even one so sparsely attired as a 3-Wheeler.

SHOW YOUR SUPPORT

You can show your support (and you really should, if you can), by one of two ways. Firstly by making a donation via the team's Virgin Money Page – they're aiming to raise at least £50,000, w/ all of the donations going to The Marfan Trust, or buy Nordkapp Challenge headgear from MogMag Magazine – at £12.50 each, 50% of the proceeds will go directly to The Marfan Trust. Follow the team's progress on Facebook, via Twitter (@DrivenAtHeart).

TRIP UPDATE

[By the time of the publishing of this newsletter, the trip has been completed. Certainly something not soon forgotten by the participants. You can still read the daily diary provided by the Morgan Motor Company at <http://www.morgan-motor.co.uk/mmc/newspages/marfan.html> . It appears that apart from some drama with the 3 Wheeler, the cars all survived quite well. Doing good and having fun - a very worthwhile endeavor and something worth emulating. Ed.]



Article and Photos - skiddmark.com



1909



2013 US (and a few International) EVENTS

2013

Note that there are some changes in location for the Atlanta All British Motor Car Day and the Hilton Head Island Concours.

We now have dates for the Fall Meet. More details to come.

If you have an event that we need include for 2013, please send details to Randy or Mark at mogsouth@yahoo.com



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

- MCCDC's MOG 43, Jun 7 - 9, Mimslyn Hotel, Luray, VA
- Le Mans 24 Hours, Jun 22 - 23, Circuit de la Sarthe, Le Mans, France
- Goodwood Festival of Speed, Jul 5 - 7, Goodwood UK
- Peter Ballard's 'The Red Lady' 80th Birthday Party, Jun 29, Savannah, GA ****See Details below.****
- Keeneland Concours d'Elegance, Jul 18 - 21, Lexington, KY
- Pittsburgh Vintage Grand Prix, Jul 20 - 21, Schenley Park, Pittsburgh, PA
- Concours d'Elegance of America (Formally Meadow Brook), Jul 28, Plymouth, MI
- Pebble Beach Concours d'Elegance, Aug 18, Pebble Beach, CA
- Put-in-Bay Reunion & Races (Peter Morgan Memorial Race) Aug 26 - 29, Put-In-Bay, South Bass Island, OH
- Norcross British Car Fayre*, Sep 7, Norcross, GA
- Goodwood Revival, Sep 13 - 15, Goodwood UK
- HSR Atlanta Historic Races, Sep 19 - 22, Road Atlanta Braselton, GA
- **MOGSouth Fall Meet, Sep 27 - 29**, Huntsville, AL - John and Carolyn Wade Hosting - **Finalized Dates**
- Euro Auto Festival*, Oct 18 - 20, Greenville-Spartanburg, SC
- Petite Le Mans at Road Atlanta, Oct 19, Road Atlanta Braselton, GA
- HSR Savannah Speed Classic, Oct 24 - 27, Hutchinson Island, Savannah, GA
- Hilton Head Island Concours d'Elegance*, Nov 1 - 3, Port Royal Golf Club, Hilton Head Island, SC - **New Location**
- Winter Park Concours d'Elegance*, Nov 8 - 10, Winter Park, FL
- Formula 1 US Grand Prix, Circuit of Americas, Nov 17, Austin, TX
- **MOGSouth Christmas Party**, Dec 7, **Location TBD**

Peter and Myrna Ballard's 'The Red Lady' 80th Birthday Party - Savannah GA, Jun 29, 2013

June 27th 2013 will mark the 80th year since "The Red Lady" was delivered from the factory to Edinburgh Scotland, therefore a celebration is in order. Please join us and the Birthday Girl On **Saturday June 29th** at **39 Crestwood Drive, Savannah GA 31405**, any time after 10 am. We will light the BBQ at Noon. Soft drinks and food provided, bring your alcoholic beverage of choice. **RSVP** to Tin45@yahoo.com or call **860 734 0214**.



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MOGSOUTH REGALIA - The badge effort continues. We have approved the prototype materials and now are waiting on the production run. We continue our philosophy of not maintaining a large stock of regalia items to avoid investing club money. So if you want something, e.g. hats, bags, shirts, etc. Contact Dave Bondon at (770) 330 - 6210.

Name Badges - Given the geographically distributed nature of MOGSouth, everyone doesn't get to every event. And, unfortunately names and faces are getting harder to remember. This became evident at the recent meet in Helen. [Bottom line, we need to wear our MOGSouth name badges.](#) If you don't have a name badge, order one from Randy. They're cheap and will go nicely with any of your stylish Morgan outfits!

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

Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/13

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

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

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

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

