

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/13

Summer Swelter in Savannah

Peter and Myrna Ballard celebrated the 80th anniversary of the dispatch of their lovely 1933 Morgan Sports, the Red Lady, from the factory to Edinburgh Scotland on the 29th of June in Savannah, and invited everyone to join. Such an occasion certainly deserves recognition and a bit of a fete. Morgan friends from as far north as Pennsylvania and as far south as Florida came together at the Ballard's lovely home in Savannah, to join in on the fun. The temperature was in the high 80s, low 90s and it felt as if the humidity was much the same. Hot though it was, there were 2 four wheeled Morgans, 3 three wheeled Morgans (counting the Red Lady) and two MG TDs.

As is the norm, the men mostly gathered in the garage and driveway discussing oily bits and such, enduring the summer heat and humidity, while the much more sensible women found themselves gathered in the house, in the air conditioning.



You'd have thought we men would have evolved a bit more by now, but then again we do fancy Morgans . . .

Much of the garage discussions focused on the Birthday girl. The Morgan Sports is a bit different from the vintage three wheelers we typically see. It has the exposed JAP engine up front but the rear of the car is neither barrel back or beetle back. Perhaps more of a combination of the two. The sides sweep gracefully together to form the rear, with the spare wheel attached at the end. Peter's workshop was also a thing to behold. Very well laid out and organized with a good number of special tools that necessitate special skill. Something I've found to be elusive at times.

There was a great crowd of Morgan folks at the party. We came up from Orlando with Sam and Rick Frazee. They drove their 2005 Roadster and Andrea and I brought out our 'almost' sorted 1986 Plus 8. I thought I had it all together after the respray and trim, but there are still things to be done. The car misbehaved a bit, however we did get there and back with only minor aggravation.

Also there were Dave Bondon and his daughter and Stacey Schepens. Dave brought the 1927 Aero 'Murphy' to join the fun. Graeme Addie came over from Augusta, GA with his 2012 M3W and brought his daughter Emma and the two grandchildren along as well. Others MOGSouth members there included Perry and Ritamarie Nuhn and Chuck and Karen Bernath. A few local friends of the Ballards came as well, in MGTDs, but I didn't get all the names.

It was great to have the broad range of the trikes at the party, from the 27 Aero two speeder, the Ballard Sports and the new M3W. Before we all gathered inside for the wonderful BBQ, there was the 'official' driving of the three wheelers, and each of them was started and driven about the neighborhood. Graeme was extremely kind in allowing me to drive his new M3W. I started out as a passenger with Emma driving, but the seat was a bit to far back without a pillow, so Emma asked me to drive back. What a great car. Lots of power, very stable and an ease to drive. I now understand all the fuss these cars are raising in the press and with owners.

Beyond the three wheelers, there seemed to be a good number of Morgan Series 1 owners. John Bigler can down the coast from Charleston and luckily Tony Souza, and his wife Janet, were returning home to Pennsylvania, following a family gathering at Disney World and stopped by to see John. John coerced them into joining us all at the Ballards. Thank you John. Both John and Tony have Series 1s. Tony's is an absolutely gorgeous 1936 Coventry Climax car, and John's is a late 1948 Standard Special two seater with cycle fenders. With Graeme's two late 1947 /1948 Standard



Special cars and my 1938 Series 1 DHC prototype we did have a bit of a quorum. Maybe owners of old Morgans (or is old owners of Morgans?) like to commiserate.

Beyond all the car dither, Peter and Myrna provided a wonderful array to keep us all fed, to include a wonderful red velvet Happy Birthday cake for desert. The feast include delectable straight from the grill and many salads and side dishes. Wonderful things that were definitely difficult to resist. Then there was the wondrous red velvet cake decorated with a picture of the Red Lady. Very fitting, What's a Birthday party without a cake? It was almost too pretty to eat, so in the end, the picture was saved with pieces being cut from the surrounding edges.

We started to leave around mid afternoon, and just as we were getting the car ready, the sky opened up with the typical summer deluge. We quickly finished erecting the top and jumped (but not gracefully) into the car.

We followed the Frazee's out of the neighborhood towards downtown Savannah. We made the Birthday Party a bit more of an adventure and booked a room down on the Savannah River. Savannah is one of our favorite places so we took advantage of the being there for the Birthday party to stay the night and just enjoy the town.

We have found that the River Inn on Bay Street is great spot to stay with balconies that overlook the river and all the ongoing activities. It is part of what was the old Savannah Cotton Exchange. The rooms are all decorated in an appropriate style for the location and historic period. It is also just an elevator ride from the pubs and restaurants on River Street below. We should have no problems finding it by now, after staying there a number of times, and we had our GPS' on. Well, never fear, we got turned around, and the women in the GPS was apparently on drugs, as we wrapped around the downtown streets trying to find the hotel. This time we actually ended up on River Street, shaking and bouncing along the cobble stone payment as part of the tourist parade. What a place for a Morgan!

We finally found the front door on Ray Street, but then there is the other problem, very limited parking. We lucked out, and pulled into a spot that someone was just vacating, but Rick had to use the nearby Parking Garage. We checked in quickly and I took a cold shower and changed clothes. I was absolutely soaked from the rain and humidity.

A bit later, we were again presentable and head out for dinner. We tried a few of the finer places for dinner (Savannah had many) but since we hadn't made reservations, we were out of luck. It was a summer Saturday night after all. And, the town was full of visitors. We finally found a good pub, Churchill's Pub, and sampled a few of the local beverages, and a had a light meal (I was still full from the wondrous Ballard BBQ!). After dinner, we headed back to the River Street Inn. This hotel has balconies that overlook the river and the river walk, if you get the 'right' rooms. Thanks to Sam Frazee, we always get the 'right' rooms. We hung out on the balconies watching the riverboats and large cargo ships traversing the river. And, we listened to the singing (some good, some not so good) of a gospel group down on the river walk. Then it was time to retire to the wrought iron canopied bed of our room.

Sunday morning was a lazy morning with Breakfast down the way at Henry's, around 0900. After breakfast we packed the car and headed south, sort of. We were determined to take the back roads, avoiding the highway, going home. We wound our way through the many squares of Savannah and got onto a B road and motored on. We stopped for a late lunch at a Mediterranean restaurant in an strip mall south of Jacksonville. Then we were on I-95 and soon home.

What a wonderful weekend, with a great gathering at Pete and Myrna Ballard's! They were great hosts and it was nice to visit with all the other Morgan folks that found their way to Savannah and the Birthday party.

An 80th Birthday for a Morgan is a wondrous milestone. And, most certainly keeping a Morgan of that age, on the road, is truly a remarkable accomplishment and just cause for a celebration. Then, allowing us all the opportunity to join in on the celebration was a very kind gesture and won't soon be forgotten. **Well Done Peter and Myrna, and Thanks!**

Mark



The three Morgan Three Wheelers at the Ballard's home, June 29th.

Morgan 3 Wheeler Owners Perspective

Bob Steele
Graeme Addie
Bryan Tate

Graeme in Helen GA



[Now that the M3Ws have been delivered to several MOGSouth members, it's time to find out from them, what their initial impressions are and what the experience has been like. If there are others in MOGSouth, let us know. Ed.]

Bob Steele

When Morgan 1st announced they were going to build a new 3 wheeler, I put my order in. Then the long wait began.

With various build and test delays I finally received my build date. That date was changed and when it was due for assembly the final color and accessory list was sent. Still no word as to when it would be ready. By the time it was finished and ready to ship they were having a dock strike on the East coast. It was on a ship and in the water for the long 6 week journey across the pond. I had read that a ship got caught in the North Sea and lost a number of containers, I could just see my new 3 wheeler on the bottom of the sea. I looked for it in Sep, Oct, Nov, and Dec. Still no Morgan.

In January it arrived in California and was to be sent by car transport to Alabama. Two more weeks went by, this time I just knew it must have been hi-jacked, then one day they called for directions to the office and it arrived after visiting Florida to drop off another M3W. California to Alabama via Florida . . . go figure.

Well, it was here and as it rolled off the truck it drew quite a crowd, people would stop their cars and get out to look. this I discovered would become the rule instead of the exception as people would pull up at traffic lights and ask to take pictures.

January being wet and cold the only place to take it was the Birmingham World Of Wheels, a huge indoor car show. I had featured the M3W on the dash plaque for the Annual November Lineville car show for the Shrine Hospital but we didn't have the Morgan yet so everyone was wanting to see what this Three Wheeled car looked like. People would come down the aisle pointing and taking pictures.

Some knew what it was, others wanted to know if I had built it, but the over all response was positive.

The weather broke in March and I started getting the M3W out and driving every chance I had, trying to put enough miles on it to break it in right.

There are still a few things on the instruments I can't figure out., when you cycle the trip-odometer I keep getting one number that stays the same. It's not trip miles or total miles. The fuel gauge is in percent . . . what ever happened to the old full-empty gauge? The seat belt fastens on the outboard side which seems odd. The easiest way to get in is to step on the seat so it's a good idea to carry a rag to step on. The wind noise is not really that bad, the small windscreen does a good job. The handling is great and responsive, the ride is smooth, you wouldn't think those two words would go together . . . smooth and Morgan.



Bob's New Toy!



Ya' Gotta Love it!

I had seen some videos of tire burning and such, thought with the driving school in England it might be awful to drive but it's not. Yes, you can spin the wheel in all 4 gears but normal driving is a pleasure, doesn't have the god awful all or non clutch the Aero I drove had. There is no weather protection so a good set of Frog Togs might come in handy. All in, it is everything I had hoped it would be and more. *Bob*

Graeme Addie

I have done about 1100 miles so far.

I had a crack in the Main Oil tank that supplies oil to the (dry sump system) Engine and the Transmission developed a knock that turned out to be the Bolts on what they call the Coupler between the Engine and the Clutch coming loose.

The Oil Tank has (was welded temporarily for Helen meet) been replaced by the Factory and the Engine removed to allow Locktite to be put in the Coupler bolts.

I have paid Dave Bondon (two trips to Atlanta and over 20 hours of work) to do the work so it comes under Warranty but have not been reimbursed as of yet. I understand my problems are not uncommon.

Otherwise the car is a dream. Plenty of performance, does not leak oil (not now anyway) and does not break (if you exclude the above) down.

I did have to move the Pedals to get a comfortable driving Position, I have removed the extra nut so the Steering Wheel is removable and installed an elastic mesh Pocket to allow storage of Maps, etc., on the passengers side. There is very little storage so I am looking into a Storage Rack to install on the back.

Graeme

Bryan Tate

We learned about the revival of the Morgan Three Wheeler in December of 2010. It was to be re-introduced at the 2011 Geneva Car Show in March of 2011. So we ordered one in early January, 2011. They told us it was going to be a relatively inexpensive vehicle that would be delivered in record time (for Morgans). We waited, and waited, and waited and finally got the news that it was going to arrive in Charleston in September 2012. We finally received it the middle of November.

When we first picked it up from Super Dave, I could barely get into the seat. I am 6'3" and could not move my legs. I was actually afraid to drive it home for fear I could not get my foot on the brake pedal.

Dave said he could fix it, so I took it back to him and he was successful in moving the pedals forward and moving the steering wheel back (with a quick disconnect so I could remove the steering wheel to get in and out).

Since then, it has been very fun to drive and is also an "eye catcher" on the highway. I drive the Three Wheeler since Johanna does not drive a "stick", however she drives the Aero since it is an automatic.

Bryan



Bryan's Car on Transport . . .



Graeme scrutineering . . .



Even at night ... They've Thought of Everything !



It's all about the fun! Bryan and Johanna



LE MANS: OAK LM24 Art Car Revealed <http://auto-racing.speedtv.com/> John

Dagys | Posted June 03, 2013 Chicago, IL



OAK Racing has given a sneak peek of their official Art Car for the 24 Hours of Le Mans. (Photo: JM Angles)

French squad gives sneak peek of Fernando Costa-designed Morgan-Nissan, set to compete in 24 Hours of Le Mans...

OAK Racing has taken the wraps off its Art Car, which will compete in this year's 24 Hours of Le Mans.

Created by French artist and sculptor Fernando Costa, the radical [design](#), embracing a variety of a road signs in a unique fashion, will be seen on the team's No. 45 Morgan-Nissan, driven by Jean-Marc Merlin, Philippe Mondolot and team principal Jacques Nicolet.

While there will be no fewer than three art cars in the race, including unique liveries from Aston Martin Racing and JMW Motorsport, OAK's design has been designated as the official art car by the Automobile Club de l'Ouest.

"In my meeting with Jacques Nicolet and the bringing to fruition of this project, the most important thing for me was the confidence entrusted in me and the challenge it represented," Costa said. "As I like challenges I accepted straight away! But what artist would pass up the creation of an Art Car for the Le Mans 24 Hours?"

"And when, like me, one is a lover of this legendary event, this very popular motor sport party, you throw yourself into the adventure hoping to put a smile on people's faces and give them a little happiness. I'm very honored that the Automobile Club de l'Ouest has made this Art Car the emblem of the 90th anniversary of the Le Mans 24 Hours."

Nicolet added: "For me, my passion for the Le Mans 24 Hours race is intimately linked to its history and the numerous bridges created over these ninety years between the event and different aspects of social life. The whole OAK Racing team gains immense satisfaction from perpetuating one of these bridges through its Art Car, and it also confirms its deep involvement in the world of endurance."

An official unveil of the car is expected to come at this weekend's Official Test Day. OAK will field a total of three Morgan-Nissans in the LMP2 ranks, while also supporting an additional pair of OnRoak Automotive-designed entries from Morand Racing and KCMG, the first Chinese team to compete in the world-famous endurance race.

[Although this Morgan Nissan (no.43) didn't quite make the finish at Le Mans, it retired within a few hours of the end, I do agree that it is a great choice for Art car. The other two Oak Racing Morgan Nissans finished 1 (no.35) and 2 (no.24). See a short race report later in the issue. Ed.]



Book Review - Morgan at Le Mans

Author - David Dowse

David Dowse, the author of *Morgan at Le Mans* describes the British sportscar maker's 2002 and 2004 efforts at the 24-hour racing classic as "A minnow in a rather large pond." Dowse, who was Morgan's press officer and the manager of the Morgan Works Race Team, has written a book that tells the tale of their epic battle against the odds.

The book begins with a brief mention of Christopher Lawrence's stunning victory in the 1962 24-Hours of Le Mans. Fans of the marque will already know that Lawrence and his green Morgan Plus 4 sportscar won the 2-liter class in the race after which he drove the very same car back to England. It marked the high point of the company's competition exploits on the international stage and from that point onward Morgans showed up primarily in club events and later in vintage races.

All that changed in 1996 when the same Christopher Lawrence, now employed as the Chief Development Engineer at Morgan, worked with Charles Morgan, grandson of the founder, to build a competition car to race in the 1996/1997 FIA GT series in Europe. The car competed against Porsches and Ferraris without huge success, but resulted in a working relationship with BMW, the company that would later supply 4.4-liter V-8 engines for the new Morgan Aero 8, launched at the 2000 Geneva Motor Show.

Lawrence had another goal in mind—Le Mans. He set to work producing an endurance racing car, the Aero 8 GTN that would conform to the regulations for the world's most important sportscar race.

Dowse, who had gone to work for Morgan in 2000 as a public relations consultant was put on the project and set to his task finding drivers, assembling a team, and most importantly obtaining sponsorship money. His efforts, the car's debut at Le Mans and subsequent retirement after 17 hours of racing, are covered in the first four chapters of this perfect-bound paperback book which is filled with good-quality black and white photographs that will stir the heart of any Morgan fan. But the 2002 prelude is really just a taste of the few highs and many lows that the team would face in the 2003 and 2004 seasons.

Dowse had not come from a motorsports background and so was often shocked by what passes for normal business practices and the politics in the world of big-time racing. When Morgan is refused entry in the 2003 Le Mans race by the organizers, it nearly unravels the team. Only through exceptional effort, great strain on his home life, the destruction of his PR business and enormous personal expenditure is Dowse able to keep the team intact and win an entry into the 2004 race.

Ironically, it is just exactly this fighting against the odds and surviving to fight another day that the British, and especially dyed-in-the-wool Morgan fans revere. In the Epilogue to his book, Dowse writes, "But I believe the most important thing we did was to show that anyone, no matter how humble, can do anything they set out to do if only they have the right motivation, enough faith and big open hearts." How very British. Buy the book. The occasional rough spots in Dowse's writing of this David versus Goliath tale are more than made up for by the passion, spirit and utter insanity that racing a Morgan at Le Mans embodies.

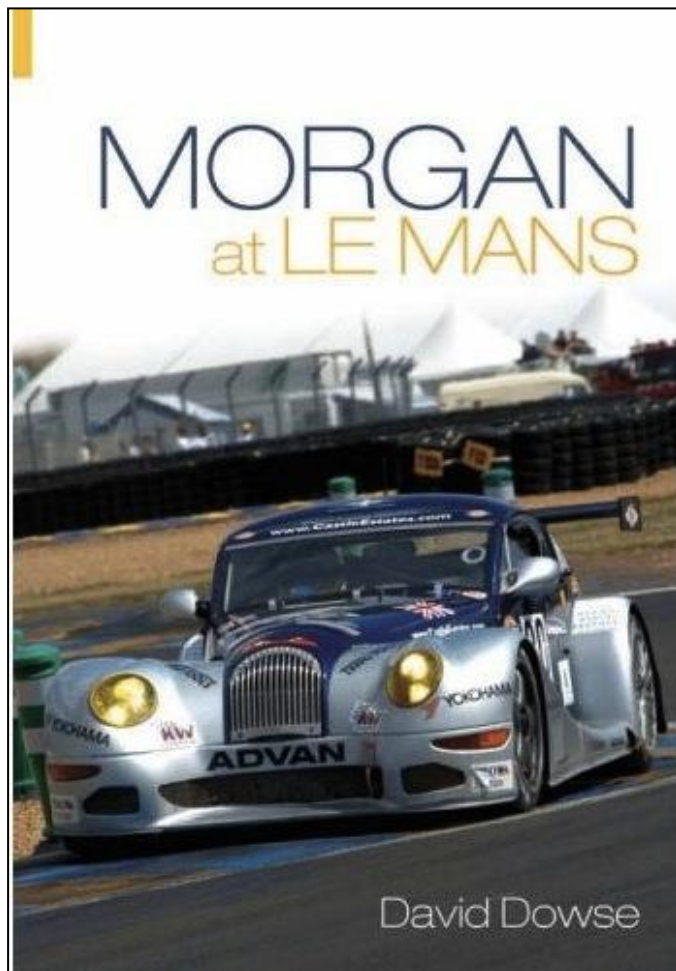
Review by Kevin Clemens @ speedreaders.info

Morgan at Le Mans by David Dowse

Tempus Publishing Limited, 2005

191 pages, b/w photos, ISBN: 0-7524-3488-8

List Price: Varies. Amazon.com has it as low as \$4.99 + shipping. (As of 5 June 2013)



[Having just watched the latest running of the 24 Hours at Le Mans, it seems appropriate to revisit this book. It is well worth the read if you haven't already read it, and it may be appropriate to give it another perusal if it's been on your shelf, neglected, for some time. I found it both enthralling and quite revealing. Ed.]



Morgan breaks through red tape to bring Britain to Beijing



Photo Leo Lewis

Perhaps the most unabashedly British of British cars took its place beneath the dreary concrete of Beijing's Workers' Stadium yesterday — the latest sports car brand to try its hand at cracking the Chinese market.

The new showroom, and China's first licensed Morgan dealership, has opened after a long, tortuous and meticulously documented struggle with Chinese bureaucracy at its most obdurate. The next challenge, Jim James, the dealership's owner, said is to persuade Chinese that what they are missing in life is a classic car.

[I find it odd that Morgan seems to dismiss the US market, a market with understood potential and one where the Morgan brand is well established, and opts to focus on a market susceptible to uncontrollable or unforeseen political dynamics. Even if the working the US market costs 5X as much, it will undoubtedly produce 5X more in sales. I agree that these speculative markets might be opportunities in the future (very distant, however) but I would think it makes a lot more sense to focus on what you know. This may make good news but to me it doesn't make good business sense. Ed.]

Le Mans 24 Hours Update,, Jun 22 - 23, Le Mans, France

After qualifying on the LMP2 pole, OAK Racing's No. 24 Morgan Nissan of Olivier Pla, Alex Brundle and David Heinemeier Hansson was the car to beat. However, during the race the No. 35 Morgan Nissan entry driven by Bertrand Baguette, Martin Plowman and Ricardo Gonzalez got ahead of the No. 24 car and finished 1st on the LMP2 podium, with the No. 24 car finishing 2nd. The 3rd Oak Racing Morgan Nissan, No. 45, with all 'gentlemen' drivers of Nicolet, Merlin and Mondolot, the Art Car, retired late in the race. A great showing by Oak Racing team on their first win in World Endurance Championship (WEC). Sadly Danish driver Allan Simonsen crashed early and later died at the hospital. The overall (and understandingly emotional) winner was fellow Dane Tom Kristensen (his 9th at LM) in the No. 2 Audi shared with Allan McNish and Loic Duval.

Did You Know?

VINTAGE MORGAN 3 WHEELER ENGINES

1909, Peugeot Frères – 7- 8HP Engine, 945cc, AC, AIV, 45° 'V' Twin
1910-1911, JAP 4HP, 482cc, AC, SV, Single Cylinder Engine
1910-1919, JAP 8HP, 964cc, AC, 50° 'V' Twin
1912-1919, JAP 8HP, 980cc, WC, SV, 50° V Twin
1912-1920, JAP '90 Bore' – 986cc & 1082cc, WC, OHV, 50° 'V' Twins
1912-1914, Blumfield 4, 991cc, WC, SV, 50° 'V' Twin
1912-1914, Precision – 964cc, WC, SV, 50° 'V' Twin
1914-1924, MAG – 933cc & 1094cc, AC & WC, IOE, 45° 'V' Twins
1918-1931, JAP 'K' Series, AC & WC, SV, 50° 'V' Twins
1924-1929, JAP 990cc (K), 996cc (J), 1098cc (L), AC & WC, OHV, 50° 'V' Twins – 'The Dog Eared JAP'
1921-1927, Blackburne – 1098cc, AC & WC, SV & OHV, 60° 'V' Twins
1923-1929, British Anzani – 1078cc, WC, OHV, 57° 'V' Twin
1929-1931, JAP 1098cc, WC, OHV, 50° 'V' Twin – 10/40
1931-1934, JAP LTZ & LTWZ, 1098cc, WC and AC, SV, 60° 'V' Twin
1931-1934, JAP LTOWZ, 1098cc, WC, OHV, 60° 'V' Twins
1933-1937, Matchless 'MX', 990cc, WC, SV, 50° 'V' Twin
1933-1939, Matchless 'MX2', 990cc, AC, OHV, 50° 'V' Twin
1934-1939, Matchless 'MX4', 990cc, WC, OHV, 50° 'V' Twin
1934-1952, Ford Y, E04A, 8HP, 933cc
1937-1952, Ford C, E93A, 10HP, 1172 cc

MORGAN 3 WHEELER 1909 -1952



A history of all 23 production models and engines from the first 'Prototype' to the last 'F Super'. It is intended as a reference book for the new collector, expert and it includes over 50 illustrations.

**Want More?
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Price: £8.50 + pp £1.00 UK, £3.00 EU, £4.50 RoW (Cheque or PayPal)

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Courtesy Eric Eadon - h_eadon@aol.com



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.



[This is review by Richard Hammond (yes the noted Morgan fan and previous owner of an Aeromax) of the famed British automotive journalist trio from TopGear. Ed.]

Plus 8 has its shortfalls but that's part of the joy www.mirror.co.uk

You take the rough with the smooth and forgive the car its little foibles because it's all part of its character

Somewhere in France my mum and dad are driving along in their little Morgan 4/4. If it rains they'll get wet and will have to pull over to put the roof up. They'll get wet with the roof up as well, but not quite as much as they will with it down. And they won't care, because it's part of owning a Morgan. You take the rough with the smooth and forgive the car its little foibles because it's all part of its character.

Getting a wet lap in this Morgan, however, is not quite so easy to laugh off because the Plus 8 model costs £85,000, whereas you can stroll into Morgan's charming factory and order a car like my mum and dad's for £31,500. That's extraordinarily good value for a car that is hand built and, what's more, barely depreciates in value.

The Morgan Plus 8 might leak like its cheaper sibling, but that's about where the similarity ends. For example, it's built using a bonded and riveted chassis just like the one used on the Aero 8 and the Aeromax coupe (I had one of those but sold it a while back).

The little 4/4 is powered by a 1,600cc four-cylinder Ford engine, whereas the Plus 8 has a snarling 4.8-litre BMW V8 under its curvaceous bonnet. And wow, does it snarl. The Plus 8 only weighs 1,100kg which, says Morgan proudly, makes it the lightest V8-engined car in production. It also makes the Plus 8 brutally fast. Only 1,100kg and 390bhp equals a 0-60mph time of 4.5sec.

The original Plus 8, made from the late 60s to the mid-90s, was immensely fast and so too is its reincarnation. The top speed is 155mph, but at that speed the roof would destroy itself and if you drove it with the roof folded you'd go deaf and blow all your hair away.

The Morgan might look like it was built in the 1930s, but inside you'll see modern kit like airbags and a little lamp on the basic dashboard that tells you that the car is equipped with ABS. There's no pop-up rollover bar or anything that sophisticated, but no airbags or anti-lock brakes might be too basic for the modern driver brought up on those safety features.

Everything else about the Morgan is pure vintage. The dashboard is very simple, with the speedometer and rev counter in the middle and just a fuel and -temperature gauge in front of your eyes. You can buy a Plus 8 with either an automatic gearbox or a traditional manual. Ours had the latter. It's a six-speeder, but in fact you could get away with only three gears in the Super-Mog. There's so much grunt and the car is so light that you can easily pull away in second gear, skip third and go from fourth to sixth.

A sports exhaust is available but even with the standard exhaust the Plus 8 sounds fantastic. At low speeds it burbles quietly, not waking the neighbors on an early morning pre-breakfast thrash, but once you step on the gas there's a terrific bellow as the Mog surges forward.

The ride is a bit choppy, but not as harsh as the old Plus 8's used to be or the current cars on the traditional steel chassis. But don't for a moment think that you're getting modern sportscar-like handling just because the Plus 8 uses some state-of-the-art construction methods.

The power steering is light, but as you speed up it gets quite darty and pointy which, combined with the Plus 8's quite jittery ride, makes the car rather hard work to keep fixed in a straight line on bumpy roads.

People are nice to you when you're in a Morgan. Other drivers smile and give way to you at junctions. It's like driving a classic car, except that the Morgan is new and won't fall to pieces in a pile of rust and will actually get you to your destination because it has a BMW engine in the front.

But the thing is, Mum and Dad get all of this in their entry-level Morgan. They don't get the Plus 8's magnificent soundtrack or its violent acceleration, but since those two things cost an extra £54,000, they're not complaining.



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2016 MORGAN ALL NEW
REDESIGNED, TITANIUM CHASSISED EVA
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New 2013 MORGAN 3 Wheeler
Ordered and now Inbound
Sport Green (BRG) exterior

New 2013 MORGAN 3 Wheeler

2011 MORGAN AERO SUPERSPORTS
Our very last one! Bentley Silver
Lake Pearl Metallic/Muirhead
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.

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.

OTHER MARQUES

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American muscle.. Zagato design.
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2007 HARLEY DAVIDSON HL1200N NIGHTSTER

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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
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MORGAN THREE WHEELER



DRIVEN AT HEART



Preserving the Past - MOGSouth History

There was quite a discussion at the 2013 Spring Meet in Helen GA, about the history of MOGSouth and the eventual preservation of the Club history. I guess Bob and Wynell Bruce lit the fire or stirred the pot with their large collection of 25 year old photographs.

Since then, several long standing Club members have been very gracious in providing us with a number of key historical documents to add to the MOGSouth historic archives.

After some discussion, we decided that the best place for all these documents and photographs would be on the MOGSouth web site at www.mogsouth.com. This makes these archives accessible to everyone, at any time, via the internet.

The alternative was to collect them in a shoe box in someone's basement or attic. We could bring them out occasionally to reference and study, but they wouldn't be generally accessible and were liable to get lost or destroyed, or more likely, just gather dust.

That being said, we created a '[MOGSouth History](#)' section of our web site which is accessible off the '**About Us**' menu button. Click the button off the home page and you will see the link. Click on the link, and you will see the page shown at right in the graphic.

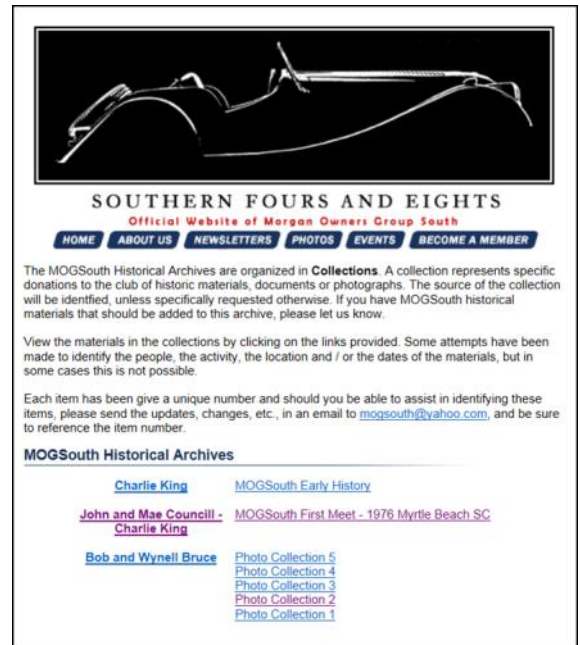
This section contains documents (less historical newsletters, they're with the other Newsletters) and photographs donated to the club. We have uploaded several documents related to **MOGSouth's 1st club meeting in April 1976**. (The club was formed in 1975 with the first meet in 1976.) It's hard to believe but in a few short years, this club will celebrate its 40th anniversary! These documents were originated by John Councill and Charlie King. (The originals are now in the possession of Alan Ventress.)

We've also added a number of galleries of historic photos (in no specific order.) The subjects of the photographs, where they are known, are included in the titles. We have numbered these photos, so if you see a photograph with someone or a car you remember, and we have them as unknown, **please send us a note indicating the unique photo number and the correction**. We will make the changes as quickly as we can. There are lots of unknowns so please take a few minutes to review these photographs and help us properly identify the subjects. Also, if you have old prints of the past MOGSouth events or MOGSouth's participation at other Club events (e.g. MCCDC 4th of July MOG Meets) we would love to include them in the MOGSouth archive. Softcopy pictures are easiest, but we will take anything; hard copy prints, negatives, color slides, etc., as we have the ability to get the converted to digital images for the web site.

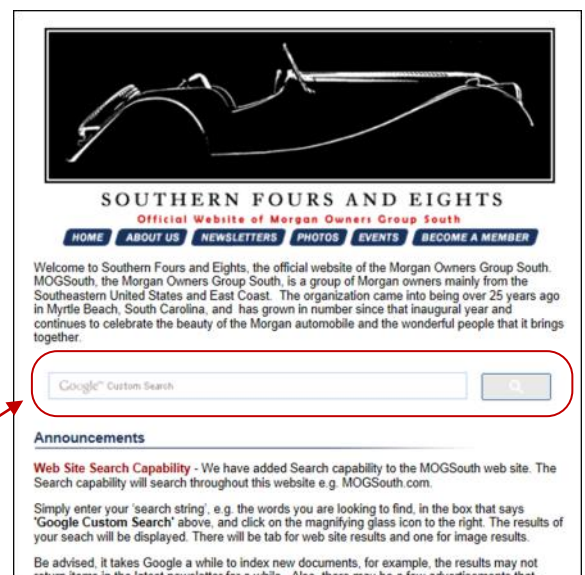
Also a bit portion of the archives are the official club publications, the historic MOGSouth Newsletters. We transitioned to digital newsletters in 2004, however before that we printed and mailed hardcopies. We have been able to source many of the pre digital newsletters and have scanned then and posted then with the later newsletters in the newsletter section of the web site. Please note that we are missing a good number of the early issues, so **if you can help fill in the gaps with copies from your files, please let us know**.

Finding Your Way Though It All - Web Site Search

We have also added **Search Capability** to the MOGSouth web site. The search capability will only search throughout this website e.g.



MOGSouth History Page. It's easy to find. Simply click on the 'About Us' menu button on the home page, then click on the 'MOGSouth History' link



Google Custom Search on Home Page

MOGSouth.com. (It is not intended to provide a search engine for the entire internet.) We have placed this capability right in the middle of the www.MOGSouth.com home page. You can't miss it. See the screen graphic on previous page if you are like me, a visual type.

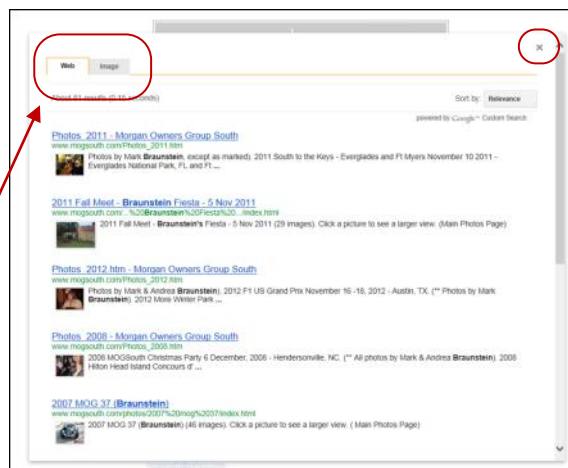
It is very easy to use. Simply enter your 'search string', e.g. the words you are looking to find, in the box that says '**Google Custom Search**' and click on the magnifying glass icon to the right. The results of your search will be displayed with a tab for web links, and a tab for images.

If the link takes you to a PDF document, like a newsletter, you will have search again. Open the document and click on the Control (CTRL) button and the 'F' key simultaneously to bring up the PDF search window inside the document. Note: This instruction is for PCs. Apple Macintosh folks are on their own, as I don't have a Mac to try.

Be advised, it does take Google a while to index new documents, e.g. identify all the searchable words, etc., in a item on a web site. For example, the search results may not return items in the latest newsletter, or image that has just been posted to the web. Wait a week or so, maybe more, and try again. Also, there may be advertisements that Google adds to the results. This is the price we pay for a free web site search capability.

All the newsletters are searchable, to include the historical ones which have been scanned. Also, the images in the various photo galleries are searchable, as long as the text string is part of the photograph's file name. If the photograph has no specifics in the title, it will not be returned in the search results. That is another good reason to help us identify the folks in the historic photos. **Again, please let us know if there are issues.** Thanks . . .

Mark



Search Results - Tabs for Web Links or Images. Click the 'X' on the upper right to return to the site. The Back Button will take you completely out of the web site.



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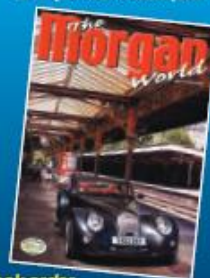
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Owning a Morgan (unless yours is factory fresh, or straight from restoration) will require that at some time you will consider the need for a respray.

I have, over the years, repainted four of my Morgans.

It is an easy decision to make, but it always means more work than anticipated, more money than you've budgeted and it will most certainly take more time than you estimated. If done correctly, however, the results can be much more than you ever hoped for.

A freshly painted Morgan is always a real treat!

'It just needs a respray . . .'

We've all heard that many times, whether it's our own beast or one we are considering. 'A simple thing to do, won't take long, can't cost too much . . .' Well, I suppose this could be true for the uninformed, or the truly demented, but if you want to do it right, it really is a big deal.

I know you have all heard, or seen, Ugly Betty, my 1986 Plus 8. The car with an acne complex so bad, it would have haunted a whole herd of teen agers. I was so embarrassed by it, the car had to get repainted. Well, that happened this spring. I wanted to detail out the process however so if or when you feel the need, you'd know what you were getting yourself into. I used a professional painter, but you could do it yourself.

Like any car headed to paint, a Morgan has to be stripped of all the bright work, lights, mirrors, knobs and such. However, unlike the tin top, the Morgan also has to be fully disassembled. This means the wings, both front and rear, have to be removed. The bonnet halves, as well as the doors, have to come off. Then there is the cowl and the rear valence. None of these components can be painted correctly while still on the car. So to get the car ready for that respray, just take it all apart.

Oh, this really isn't too problematic. It only takes a few days . . . give or take the rusty fasteners, frozen nuts, broken screws, and the typical 'how (why) did they do that?' *Hint: It goes without saying that everything, to include the fasteners, were bagged and labeled, so that when the car was ready to be reassembled, I could remember what went where. I also labeled all wires where removed. Also, use a label maker or tape to label both ends of the wires you disconnect from the lights.* And, for the most part in can be done with common hand tools. (Having an Impact wrench, cutoff wheel, die grinder, two post lift, and a first aid kit certainly does help though!) Note: If you leave disassembly and reassembly for the professional to do, it will cost you a lot more.

I started at the front and worked back. The grill, the badge bar, the cowl, the Morgan badge off the cowl. The bonnet tape woven through the cowl. Then the bonnet halves, the chrome hinge down the center, and the two bronze hinge ends. Each bonnet half had two chrome bonnet catch mechanisms to remove, as well. *Hint: You will want to inventory the fasteners so that you can buy new ones where required. Mine were terribly rusted so I went with stainless steel fasteners where I could, and used zinc coated ones where stainless couldn't be found in a timely manner.*

The lights were next. Two headlights, two turn indicators and two wing lights. Each front fender also had a rectangular



NEARLY NAKED MORGAN

marking light to remove. Then each front fender was removed and the fender's rubber strip separated from the fender.

Then the doors, mirrors, wiper arms and windscreen. The two side screen holding knobs and their gaskets need to be removed from the doors, as well as any snaps or lift-a-dot post you have for the tonneau. I also removed the door trim as well. Yikes! Ugly Betty is really, really ugly at this point.

Now for the back of the car. The rear fenders were next. Stop/brake lights and plinths were removed from the rear deck, as well as the directional lights and plinths. Like the front fenders, each rear fender had a marking light to remove. The reversing lights were removed from the valence, as well as the license plate light and mount. *Hint: All the lights and shiny bits being removed from the car's components have rubber or fiber gaskets. You need to inspect the viability of these gaskets and buy new ones where required.*

Then the valance itself was removed. There should also be a number of lift-a-dot posts or snaps along the top of the back deck (and a few along the top of the dash) that are used by the tonneau and/or top. Don't forget these. *Hint: Inspect all lift-a-dot posts or snaps to determine reuse potential. Some might be reused however you may need to buy some replacements. These can be found at the local Ace Hardware or the big box DIY stores.*

Then it was done. A bunch of body pieces, lots of little plastics bags with cryptic notes, a healthy shopping list of needed bits, and a very naked Morgan. I piled the stripped car and the body pieces into the trailer and headed to the paint shop.

Ok, so fast forward a few months.

Ugly Betty is back from paint (and in my case, a re-trim as well) and time for reassembly. Perhaps a new name is in order as she is not quite so ugly any more. Not Concours mind you, but much better than before.

Reassembly is simply the reverse of the previous process, although it takes far longer than disassembly. You have to be very deliberate in your actions as you don't want to scratch any of that new, shiny paint. *Hint: Be careful what you wear while working on the car. Your belt buckle, metal buttons on your jeans, or that fancy Rolex watch will likely scratch the paint, and at this point, you don't need a wardrobe malfunction.*

I started at the back this time. The first thing I did was to add the Morgan script to the car. I wanted to give the car back its identity, in case it forgot while it was stripped. Then the gas tank filler caps were installed. The valance was next, with the reversing lights and the license plate light bracket and light.

The rear fenders went on next, then the stop/brake and directional lights and their plinths. I used grommets to in the holes where the wires went through the body behind the plinths, just to be sure the wires didn't rub on the metal of the back deck. The good news is that I had marked the wires on the lights when they were removed and just had to connect them back to the corresponding wires on the car once installed. You'll notice from



DISASSEMBLY



PAINT AND TRIM



REASSEMBLY

the photographs that the holes that Bill Fink added (remember this was a federalized, propane car) to allow the shock absorber bumpers to protrude through the body, both front and rear, are now gone.

Hint: You will need a sufficient length of new rubber fender welt, e.g. the rubber that goes between the fenders and the body. I went with black, but this is based on your car color. When you order it, though be sure to tell them (I went to Morgan Spares) whether you intend to use it between the valance and the rear deck, or not. If you don't tell them, you may not receive enough. I didn't tell them and the length I received was some 5 - 6 feet too short.

Before fitting the front fender, I nailed a length of new cloth bonnet tape or webbing to the body / firewall where the rear of the bonnet will rest. *Hint: You will probably need to buy a length of bonnet tape / webbing (unless you were able to save the original when you disassembled the car.) You will need enough for both ends of the bonnet. (The rear of the bonnet rests on the firewall and the front of the bonnet rests on the cowl.) Make sure you understand how the tape is installed on the cowl.*

The front wings went on next. The screws that hold the rear portion of the front wing, under the doors, come down vertically from above, under the aluminum threshold strip that goes under each door. You just have to remove the aluminum strip and push back to trim to reveal the holes that the screws go through. (See the arrows on the picture - top right.) I replaced these four with Stainless Steel #10 - 24 x 2" machine screws as the originals were very rusty. Stainless washers, lock washers and nuts were used as well. You will want to leave these screws up when you fit the wing or else it will be quite difficult. I only left about an 1/8 on an inch of the screw protruding downward. Just enough to find the corresponding hole in the wing.

Once in place, I pushed the screws down fully and added the washers and nuts. For the forward wing machine screws I used #10 - 24 x 1" Then I installed the wing's side rubber running board strip, marker lights and wing stays.

Then the doors had to be put back together. I had the trim guy just make the materials for the door, leaving the assembly to me. I had to install the door closure mechanisms, the door cards, the rubber arm rests with leather caps and the door hinges.

Hint: You will need a large flat and clean area to work on the doors. (And later, the bonnet halves.) I laid the doors, with their painted side down, on a card table with a clean blanket laid over it. This gave me some level of confidence that I wouldn't scratch the doors' new paint while I mucked about on the other side. You will also need a staple gun, contact cement and small brads / nails to attach the leather arm rest, and leather trim to the door. And, small oval head wood screws (#4 x 1/2") with finishing washers to attach the leather door cards to the wooden door frame (Six each per door.)

Once all the door pieces were together, I installed the doors onto the car. As this was a Bill Fink car, with the anti-penetration metal beams in the doors, the hinges are about like the ones on the vault at Fort Knox with large hex drive machine screws going into the door's metal beam, so needless to say these doors, while very heavy, won't ever sag. I then added the bright work, e.g. the mirrors, side screen knobs, and snaps. It began to look like a Morgan again!

The cowl was next. There are five screws on each side that have to fitted through the inside of the cowl, down through



FITTING THE WINGS



BONNET TAPE / WEBBING



FENDER WELT AND RUNNING BOARD RUBBER

the body and secured. The cowl is one of those things that is never easy to take off or to put back on. You don't have good access to the top of the screws and have to reach a long way under the car to secure the nuts. If you have short arms, I would suggest getting help. *Hint: If you don't have the luxury of a second set of hands, taking the front wheel off gives better access to the underside of the car to secure the screws. This also applies to the front wings as well.*

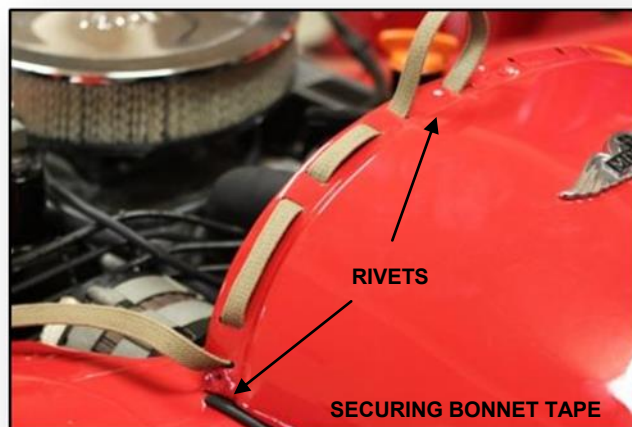
The cowl bonnet tape is a bit different to install. The cowl has holes that the tape weaves through. The tape is secured at the top and bottom of the cowl with rivets.

Hint: You want to be very careful in how you 'man-handle' things, like the cowl, that don't always come back together cleanly, without some level of 'persuasion'. You certainly don't want to cause any paint cracks or scratches.

Fitting the bonnet is pretty easy, but given the size of the pieces, it is a bit awkward. I like to connect the bonnet halves to the chrome hinge while off the car using the blanketed card table. (I also add the bonnet latches.) I put a blanket or a few towels together in the middle to shield the paint. *Hint: The bonnet halves must be laid against each other in the fully opened position to get the hinge to fit easily.* I then bind the two halves with a couple of bungie cords connected to the latch knobs. I can then pick up and place the complete assembly on the car, by myself. I have the rear hinge mount secured loosely and lay a rag on the cowl before I put the bonnet in place. I insert the chrome hinge into the rear mount and then rest the front of the bonnet on the rag. I add the front hinge and then tighten both. The rear uses wood screws, while the front uses machine screws.

The windshield, wipers, head lights, wing lights are a simple job to fit. Installing the front turn indicators, at least for this car, are a little tricky. I decided to move the front turn indicators from the bumper to the wings, and to allow for fog lights. (As this was a Fink car, it had the indicators hanging on the front bumper.) This means I have to cut holes in the freshly painted fenders. A little scary! The circles in the picture are just paper cutouts I am using to determine the correct position. Each light requires a small 1" hole at the center of the cutout for the wires and two 1/8" holes for mounting screws. *Hint: I recommend using a stepped bit, e.g. the one that looks like a Christmas tree. Start with a small pilot hole and gradually increase the size of the opening.*

A Morgan respray is a very good thing. If you need to, do it! There is nothing really difficult about the disassembly or reassembly task. It is just a bit fiddly and must be done slowly and deliberately. Make sure you think out the process and plan ahead. Make sure you order those things that get destroyed in the disassembly process or those items you want to freshen up, like the bonnet tape and all the little rubber and fiber gaskets. If you order them while the car is being painted, you will have them on hand to reassemble the car and won't be unnecessarily delayed. Also, find a good source for fasteners (I use Ace Hardware and Fastenal), preferably one that will sell in quantity, e.g. boxes, they are much cheaper and undoubtedly you will find a need for what you don't use here. In the end, the result is worth all the effort, and don't be put off by your paranoia. Call if you need any help or want to clarify this drive! *Mark*



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

Monthéry2013 (5 minutes of neat, old, and strange machines (Morgans too!) on the banked track at Monthéry.)

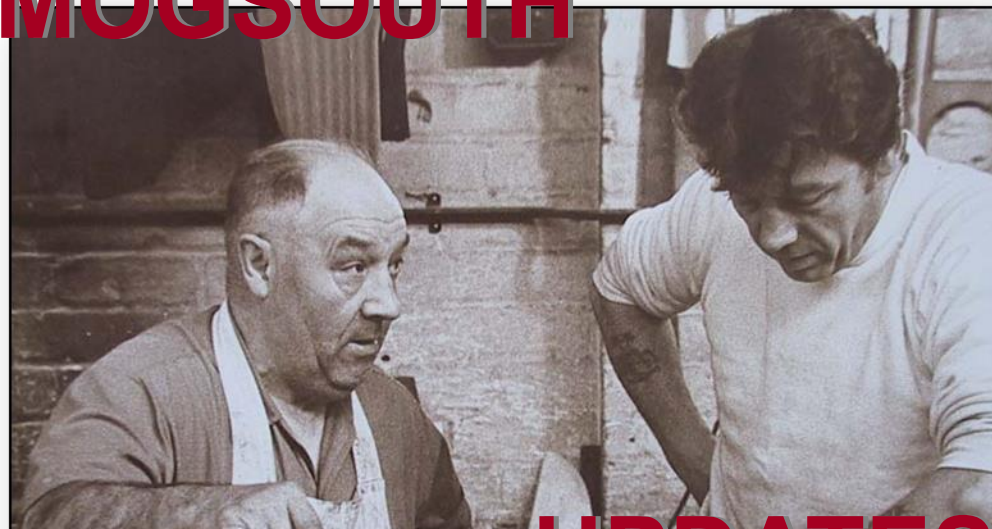
Spirit of the Gumball 2013 Official Trailer (Follows Charles Morgan and his wife Kiera on the 2012 Gumball 3000 rally.)

Morgan Three Wheeler and Caterham Seven: Brilliant British Flyweights - CHRIS HARRIS ON CARS (Fun!)

Robb Report 2013 Cars of the Year - Jay Leno's Garage (The Morgan bit starts 15 minutes into it . . .)



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 !!





MORGAN MOTOR COMPANY NEWS

I would have to think the biggest thing happening at the MMC in past few weeks was the visit by HRH Charles, Prince of Wales. We here in the US don't have the history and pomp of the royal family, and with Charles in line to the throne, this had to be a very big event for the folks at the factory.

It was either this event or the Oak Racing 'Morgan' Nissans coming in 1-2 at Le Mans. I still would like to understand what benefits Morgan gains from the association with Oak Racing. I sincerely hope Morgan is getting something for their support.

Prince Charles Relishes Sports Car Spin 06/06/2013, www.daventryexpress.co.uk

The Prince of Wales has taken a spin in a sports car to the delight of factory staff during a visit in Worcestershire. Charles seemed eager to take the wheel when offered the choice of seats in a red Morgan '+4' during a tour of the production line in Malvern.

He was also impressed with the Morgan Motor Company's three-wheeler model, saying: **"It's a bit like a Wallace and Gromit car."**

Later he tried his hand at the manufacturing process, stamping part of a bonnet cover. Afterwards he asked the factory staff: "Are you sure I haven't ruined it?" Barry White, who has worked on the production line for 49 years, oversaw Charles' effort. He said: "It was in the right place, but to be honest you can't go wrong." Mr White said he was told to make sure Charles used protective gloves, but said the Prince was happy to get his hands dirty instead. The Prince met some of the 180 staff and apprentices on the site including coach-builder 19-year-old Sam Mackintosh who said Charles was "interested" and "impressed" with his work. [. . .]



Wallace and Gromit - For those of you not familiar with these international icons of modern UK culture.

Prince Charles Visits the Morgan Factory. *"I think HRH Prince Charles really enjoyed seeing British manufacturing at its best. He was particularly impressed with the Life car and its zero emissions. He mentioned his own Aston Martin runs on white wine! I think he really enjoyed the experience of seeing a car built from start to finish. We were extremely honoured to have such a high profile visit"* Charles Morgan 6/6/2013. www.morgan-motor.co.uk

HRH The Prince of Wales visits Morgan 07 Jun 2013, Andrew English, www.telegraph.co.uk

Will we see a Morgan 3 Wheeler parked outside Clarence House? Don't bet against it after this week's royal visit to the Morgan Motor Company in Malvern, Worcestershire. Prince Charles showed great interest in the Morgan 3 Wheeler during his factory visit

"Are you sure I haven't broken it?" His Royal Highness, The Prince of Wales stood up from the fiendish louvre-making machine and waved the results of his work. Barry White, a Morgan veteran of 49 years and expert with the machine, who had tutored the Prince, kept his counsel although the close protection officers looked slightly alarmed at the razor-sharp aluminium sheet being waved perilously close to the first in line to the throne's head.

"We'll talk to the customer," replied Charles Morgan, scion of the Morgan dynasty and chairman of this quintessential English sports car maker, which is celebrating its 104th birthday this year.

The Prince visited Morgan's legendary red brick factory in the shadow of the Malvern Hills for less than an hour and a half this week, but the memories of his visit will last longer than the plaque he unveiled.



Photo MMC Web.

"He really enjoyed meeting the youngsters, our apprentices," said Charles Morgan as the Prince's convoy pulled away. "He seemed to really like seeing a car constructed from start to finish and all the bits that go into it."

"He's never been here before, but apparently in 1969 he asked if a Plus 8 could be demonstrated at Windsor Castle. He liked it, but unfortunately his security detail said he couldn't possibly drive that sort of machine."

So no royal warrant for Morgan, then, but is that about to change? "He also expressed real interest in the 3 Wheeler," said a grinning Charles Morgan. "Although I'm not sure I'm supposed to have said that."

Royal visits are well programmed events. Timed from the vague "It's sometime on the 6th," to the specific, "he's running two and a half minutes late," to the geographical, "They're at Morrison's roundabout..."

An hour before he stepped foot in the Morgan factory, it was invaded by a platoon of formidable women organisers smelling of Elnett Satin hairspray and carrying weapons' grade handbags. Heaven knows what they do to the enemy but they put the fear of God into everyone else.

Charles Morgan was bouncing nervously about outside dressed in a natty electric-blue suit and extraordinary shoes. "His sister came and opened our visitor's centre two years ago," he said. "We're going to see if he'd like to drive the car. I don't know if he will."

He did, but as we know, the Prince has always had an eye for a well-turned sports car and he accelerated a Plus 4 2.0-litre sports car smartly and expertly across the football pitch, making the chain gang of local mayors run to catch up with the entourage as it disappeared into the 3 Wheeler build hall.

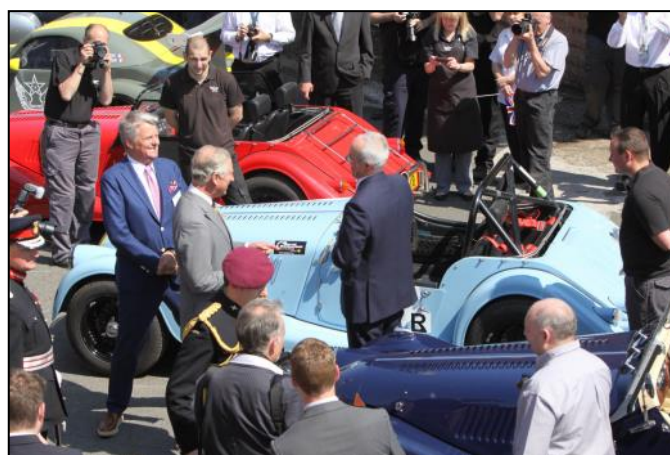
The wood shop is always a major draw for visitors and so it proved with the Prince. He made a beeline for Sam Mackintosh, an apprentice.

"I showed him our new wheel-arch lamination," explained Sam. "It is the first time I've ever met a member of the Royal Family, so meeting our future king is a pretty good start."

In fact, you don't have to be nervous at all when meeting the Prince. He does all the work, you do all the talking and he charmed and quipped his way round the Aero 8 workshop, gathering information and talking to as many of the Morgan staff as he could.

As well he might. Morgan is one of the great survivors of the motor industry, but it's not been easy. This year it plans to produce 12,000 cars, employing 180 staff directly at the factory and many more through suppliers and dealers. That's a lot of export income and the Prince said he thought Morgan to be "a great example of British manufacturing".

"We're very proud and extremely honoured," said Charles Morgan. "And it's given the workforce a tremendous boost, more than 50 of our people have seen him at the factory and I think he's really enjoyed seeing British manufacturing at its best."



Top Three Photos Courtesy of the MMC Web.



Photo Courtesy of Telegraph.co.uk.



Charles Morgan's Gumball Morgan 3 Wheeler in charity auction

Morgan aims to raise more than £50,000 through selling unique 'Spirit of the Gumball' 3 Wheeler

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

Charles Morgan is to sell a Morgan 3 Wheeler that he drove in last year's Gumball Rally in a charity auction in Monaco.

The 3 Wheeler was used by Morgan to compete in the 2012 event, which ran from New York to Los Angeles. Originally in a Superdry livery, the car now features a black and gold colour scheme.

With an auction estimate of between £50,000 and £100,000, the 3 Wheeler is up for auction alongside items such as Kimi Räikkönen's Lotus F1 car steering wheel and X Games champion skier Jon Olsson's skis.

The auction will take place at the finish line of this year's [2013] Gumball race in Monte Carlo's Casino Square in Monaco on 24 May. Two Aero 8s are representing Morgan in this year's event, one by Gumball Rally founder Maximillion Cooper.

The Gumball, which this year is celebrating its 15th anniversary, attracts some of the world's most desirable cars and their drivers to travel 3000 miles on public roads in order to raise money for charitable causes. The Gumball Rally starts in Copenhagen on 19 May and 114 competitors are expected.

Lotus F1 driver Räikkönen is taking part in this year's rally along with some celebrities, including actor David Hasselhoff and professional skateboarder Tony Hawk. Cars in the event include a Ferrari F12 Berlinetta and a 1967 Shelby Mustang GT 500.

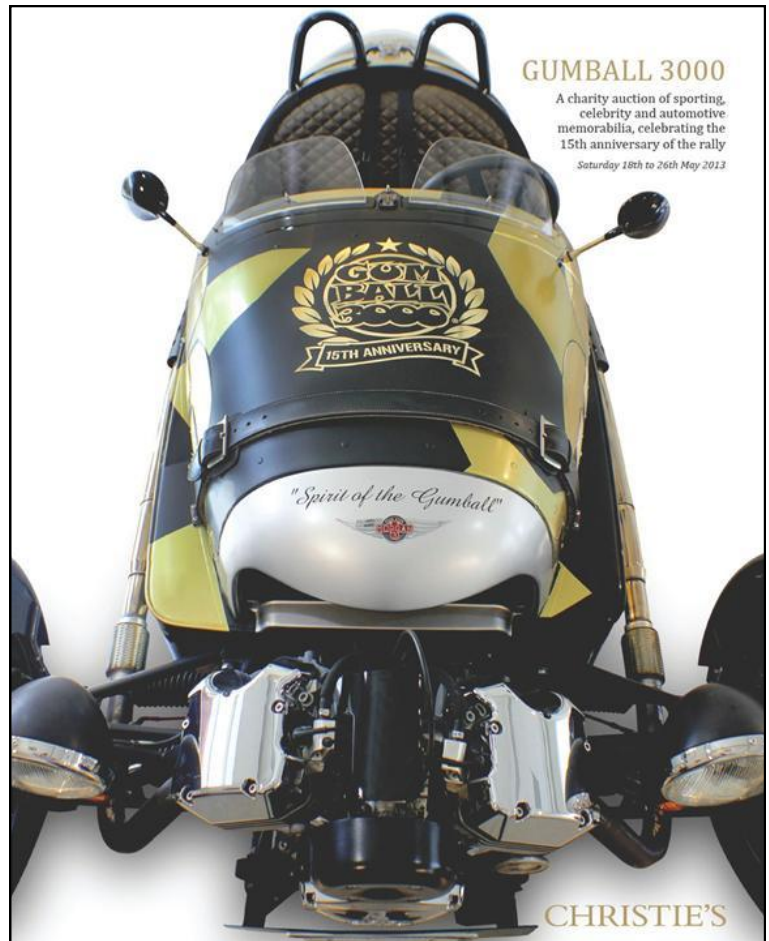
Update

<http://www.morgan-motor.co.uk>

Iconic Gumball 3 Wheeler raises 130,000 euros for charity

Christie's held an auction of exclusive Gumball lots at midnight at every party throughout the Gumball rally. All proceeds went to The Gumball 3000 Foundation, whose initial support will begin with donations to The Tony Hawk Foundation and the Nelson Mandela Children's Fund. The Morgan 3 Wheeler which Charles Morgan drove across America last year **raised an outstanding 130,000 Euros for the foundation.**

To mark the 15th anniversary of the event, The Gumball 3000 Foundation has been established to benefit underprivileged youth through education, infrastructure and environmental projects. The Gumball 3000 Foundation will place an emphasis on youth-based projects such as building recreational areas and skate parks in the most deserving of areas. *[The car was repainted from the SuperDry variant used in the Gumball Rally just for the Auction. If you are a gumball fan, be sure to check out the video 'Spirit of the Gumball 2013 Official Trailer' on YouTube. Ed.]*



1909



2013 US (and a few International) EVENTS

2013

Note the change in location for 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



- Keeneland Concours d'Elegance, Jul 18 - 21, Lexington, KY
- Pittsburgh Vintage Grand Prix, Jul 20 - 21, Schenley Park, Pittsburgh, PA
- GatorMOG Noggin*, Jul 27, 2013, Brandon FL ** See Details Below **
- Concours d'Elegance of America (Formerly 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, 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
- 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**

Gator Mog Noggin at Tom and Kathy Coryn's (Brandon, FL) - 27 July 2013

On Saturday, July 27th, Florida Morgan owners Tom & Kathy Coryn in Brandon, FL (just south and a little east of Tampa) will be hosting GatorMog Florida Morgan owners and any of MOGSouth Morgan owners who wish to join us.

The plan is to meet at 10 AM at Tom's office (Gulf Coast Plastics, 9314 Princess Palm Ave, Tampa) and then head out on a road trip (roughly 60 miles of back roads) to a lunch spot (Mallie Kyla' Café, 510 East Liberty St., Brooksville, FL 34610). After lunch, another drive through scenic Florida, back to Brandon. You can either go straight to the Coryn's (103 Hickory Creek Dr, Brandon, FL 33511) to unwind or if appropriate, go to the hotel to freshen up prior to heading over the Coryn's place. For those staying overnight, the Embassy Suites (10220 Palm River Rd., Tampa, FL 33619, 813-653-1905) is the recommended hotel, with a block of rooms being held under the group name - **GatorMOG**.

Tom is cooking and promises it will be good! Just so we have a good head count, please respond to Rick Frazee, who is taking roll, via email at mog4@earthlink.net or by phone at 407-620-0507.



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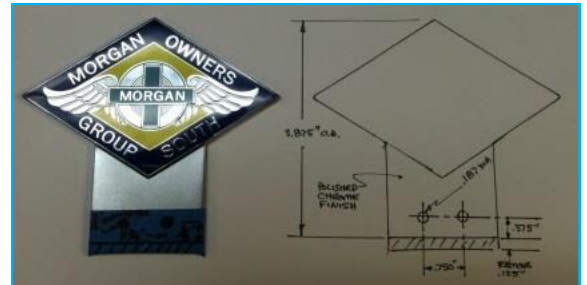
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MOGSOUTH REGALIA - The new badge samples have been received! Minor changes have been negotiated, so they'll be here very soon. Thanks Dave!! Questions? Call (770) 330 - 6210

Name Badges - For some reason 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 continue to 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. 5/13

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

