

SOUTHERN FOURS AND EIGHTS

U.S. COAST SURVEY
RECONNAISSANCE
OF
TAMPA BAY
FLORIDA
By the Hydrographic Party
Lieut. O. H. DORRHOFF, U.S.N.
Scale 1:25,000
1855

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/13

MOGSouth's GatorMOG On the Road in Tampa Florida

27 July 2013

Tampa Florida. The playground of the 'well tanned' rich and famous. Nightlife, Ybor City and Cigars. Well, we're neither rich or famous, or for that matter *well tanned*, but we can fake it. But we do have fancy cars!!

GatorMOG, the Florida contingent of MOGSouth, decided to fill the summer void with a Noggin of its own, hosted by the always gracious Tom and Kathy Coryn. Tampa is where Tom has his business, and that's where we were to begin the day's adventures. But first, we had to get there.

Andrea and I packed up what little we needed for an overnight into the Plus 8 and headed down to Winter Park to meet the Frazees. We were to meet them at the Best Western Mount Vernon Inn, Rick's hotel, around 0730. And, we weren't alone. Pat and Jack Zimmerman, ex-GatorMOG and longtime MOGSouth members, came down from Pinehurst North Carolina to join in on the fun. Pat and Jack had planned to bring their trusty Morgan 4/4, but couldn't get all the coordination to fall into place so they were in a Mercedes station wagon, and although unfortunate for them, it turned out to be a very good thing for Andrea and I.

It was only about 15 miles of stop and go traffic lights to Rick's Hotel but that was enough to convince me I didn't want to drive the Plus 8 to Tampa. Again, electrical gremlins. So I left the Plus 8 in the Hotel parking lot and Andrea and I joined the Zimmermans in the Mercedes. That left just Rick's Roadster and the Mercedes in our convoy over to Tampa.

Tampa is not that far from us, around 100 miles, give or take a few, and mostly



Pat Zimmerman

Morgans at the Cafe



highway miles. Leaving at 7:30 should put us there sometime between 9:00 and 9:30 and give us time to stretch our legs. Tom wanted to start the morning drive from his office. The GatorMOG gaggle gathered at Tom's business office, used the facilities and chatted some. Tom gave us the tour of his business, Gulf Coast Plastics, a plastic packaging and printing business and we were

all impressed with the manufacturing machines and expanse of the operation. Finally Tom got the cars on the road.

We had 4 Morgans and 1 tin top in our convoy, with a 2nd tin top and a 5th Morgan meeting us on route.



Labels for Muriatic Acid Bottles

We began the drive with Tom and Kathy, in their 2005 Aero 8, in the lead. Rick and Sam Frazee were in their 2005 Roadster. Gene and Betsy McOmber came in from Sarasota in their 1990 BRG Plus 8, Ron and Cathy Gricus came up from Longboat Key in his lovely red 2003 Anniversary Plus 8. Chuck and Karen Bernath came over from Jacksonville in the yellow 1963 Plus 4 and met us at the lunch spot, as did Gil and Barbara Stegen (MOGNW, MOGSouth, GatorMOG, etc.) who came up from south Florida to play. They planned on bringing their gorgeous 1967 Plus 4 DHC out, but ended up joining us in their trusty Saab, something about "seeing a man about a horse." Anyway, tin tops or not, just seeing these folks was wonderful, and they certainly contributed to the fun of the day. Unfortunately Bill Stelcher cancelled at the last minute, something about a previous racing commitment he miss-scheduled on his calendar. But, we'll get him back as we plan to have the group descend on him later in the year.

The morning drive was atypical Florida. Florida is mostly flat but this wasn't. Great rambling roads, twisting and turning, up and down hills, running through both agricultural and developed land. The Mercedes, with all the creature comforts, e.g. air conditioning, was quite nice but I wish I had the Morgan for this trip. It would have been great fun to throw the Plus 8 around these roads.

The lunch stop, Mallie Kyla's Café, is located in Brooksville, Florida in Hernando County. The town streets were canopied by giant Oak trees, draped with Spanish moss. Once we arrived at the Café, we were greeted by Chuck and Karen Bernath and their yellow 63 Plus 4 4 Place, as well as Gil and Barbara Stegen in the Saab. The cars moved to the café's circular drive and were the show.



Bernath Plus 4 4 Place at the Cafe



Barbara Stegen

Mallie Kyla's Café was an old country café with an abundance of sensual delights and sinful desserts. Lots of antique plates and dishes adorned the walls, in blues, greens, browns and reds. The smell of candles and spices filled the air, but none could compete the aroma of the delicacies being created in the kitchen. I knew lunch was going to be good !



Although we were only a small group by typical Morgan event standards, we were a big group for this café. The staff fit us into several tables in a small room already occupied by a noisy group of ladies celebrating a birthday. (They didn't bother us and at one point we joined in singing happy birthday to the party's honoree.) Everyone in our group found something appropriate lunch and I don't think anyone was disappointed with their choices. I especially liked the cucumber and onion slaw and homemade peanut butter cup cookies.

Following lunch we continued our drive through more of Florida's landscape with the uncommon twisting and rolling roads. I took the opportunity to ride in Tom's 2005 Aero 8. I haven't been in an Aero 8 before and it was definitely an experience. It was certainly very different than the traditional Morgans with a softer, but still firm, ride; but the threads of Morgan DNA were still very much present in the car. And, when Tom put his foot down, the performance and the sound emitting from underneath my butt was amazing. I could easily envision long road trips in this car. (Just to put a kibosh on any false perceptions, however, the Aero 8's air conditioning, with the top down, . . . not so good.) I swapped places with Gil Stegan halfway back and rode the rest of the way with Barbara in the Saab, to the end point of our afternoon run, the Embassy Suites Hotel where many of us were staying. We had a little time to check in and freshen up before heading out to Tom and Kathy's home for a dinner party.

Some found a glass of wine or continued to chat in the lobby. Andrea used the opportunity for a quick nap. I spent a few minutes looking at videos on changing pinion seals. There was a little tech talk about leaking pinion seals and how a big hammer was needed. I haven't had the pleasure of changing one so I went to the omniscient internet for an education. Then a shower and downstairs to meet the gang for the drive over to Tom and Kathy's home.

The drive to Tom and Kathy's home was short. Their home and property are exceptional. Tom has a great garage set up that houses his other Morgan, a red Plus 4 4 place, a boat and his MGB race car and all the other odds and ends you put in the garage. It's quite tall so Tom has a plan for a two post lift.

The house is very nice but like most parties, the crowd mostly hung out in the kitchen. Tom and Kathy had it all. Tom barbeque pork loin and chicken breasts, while Kathy was preparing tomato salads, potato salads, and a highly lauded spinach and artichoke casserole (recipe included next page.) Key lime pound cake with vanilla ice cream was offered for dessert. All of that, a few cold beers, and I was set. As were the rest of the crowd. And Tom and Kathy have a new puppy 'Gibbs'. A 9-month old Golden Retriever who was chewing everyone and everything. He was fun, too fun, and got banished to the laundry room with a cardboard barrier that was just propped up against the door frame. He could have easily poked it and it would have just fallen over, but no, he just sat there. Good dog!

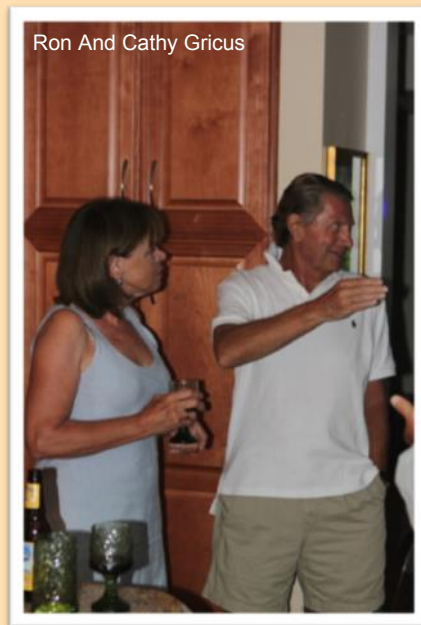
We reluctantly filed out and headed back to the hotel as the sun went down and it got dark. Tom and Kathy out did



Tom & Kathy in the Kitchen



Jack Zimmerman



Ron And Cathy Gricus

themselves on this first of, hopefully, many GatorMOG Noggins. Everything was perfect - the directions, the roads, the lunch spot, the people, the weather and finally the 'consummate' evening barbeque. A BIG thanks to Tom and Kathy!

I do need to say something about some of the folks that participated. Having everyone come out and join us was really appreciated, but having the Zimmermans come from North Carolina and the Stegens from South Florida was especially nice. Also, Gene and Betsy McOmber joined us and I think some congratulations are in order. Gene recently celebrated his 80th birthday, and they both celebrated their 50th Wedding Anniversary this year. Gene also marked over 60 years of British Car ownership and his Morgan 4/4 was on the track for more than 47 years. All amazing milestones. Wow! *[Prior versions were incorrect. My apologies. Ed.]*



As always, the cars are a common thread, but it's the friends that come out to play that make these events so special. And, for us it's a great opportunity to meet some folks we hadn't met before, like Ron and Cathy Gricus.

Sunday morning came too early for some and we met in hotel lobby for coffee. We missed the Stegens as they had to leave quite early. Barbara was in the middle of negotiations to purchase an Olympic quality horse for her daughter. We did however see Chuck and Karen, as well as the McOmbers who were off early to see the sites.

The remaining folks, the Frazees, Zimmermans and ourselves, dawdled around and finally got some breakfast. We had time to burn. It was a quick run home to Orlando.

I picked up the Plus 8 at Rick's hotel and took it home. It ran but not well. I'm glad I chose not to take it to Tampa. After getting it home we headed back down to Rick and Sam's. There was still a good bit of time in the afternoon to socialize with the Frazees and Zimmermans. We perused the shops of Winter Park with Pat doing all the shopping (to Jack's chagrin.) Then found ourselves in a pub for a glass of wine. We ended up staying way too long, but the sky opened up and rain came down in torrents. We only left when the power went out.

Another *great* Morgan adventure and a *tremendous* weekend! We definitely need to do more of these and the fun we had this past weekend just reinforced our desire to get together again, soon.

I would hope everyone is having (or planning to have) similar Morgan experiences in their own regions. It's a shame to leave these cars in the garage. And, it's much more fun to come out and play. Hope to see you all at the next one! (P.S. Don't forget the Huntsville, AL Fall Meet in September.)

Mark



PITTSBURGH VINTAGE GRAND PRIX

July 19 - 21

Celebrating its thirty first year, the Pittsburgh Vintage Gran Prix claims to be the only true road race run on city streets through a downtown park lined with large oaks and granite curbing. It is certainly not a smooth F1 track as the pavement lets the driver know of rough transitions, center crowns, off camber turns, hay bales, all in a two to three minute lap. Race Schenely once and you certainly earn the t-shirt. I have raced there four times, three in my Ford Model A Speedster and most recently in my newly acquired 1928 Riley 9 Brooklands. Finally I can say without hesitation, the Riley is a pleasure to drive

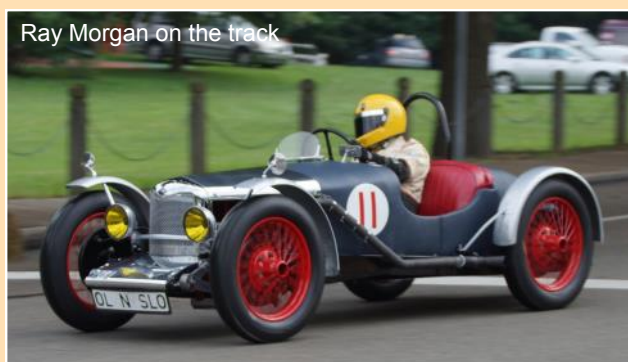


1928 Riley 9 Brooklands

The Riley Company of Coventry England began building automobiles at the beginning of the twentieth century. In 1927 Parry Thomas and Reid Railton conceived an ingenious racing concept called the Brooklands. This car embodied clever engineering concepts such as; a graceful, light weight, fabric covered, open body standing only 36 inches at the scuttle and weighing under 1000 pounds. Its low center of gravity came from utilizing an underslung rear axle with only 6 inches of ground clearance. The Brooklands was the first car of the era to break the 100 mph average lap speed. Approximately 80 Brooklands were built. Few exist today.

Features of the Brooklands 9 include a powerful and very reliable engine and gearbox. Displacing only 1100cc's, the supercharged engine utilizes a counterbalanced crankshaft, dual camshafts, overhead valves, a cross flow cylinder head, hemispherical combustion chamber, four branch exhaust and a large Skinner Union carburetor. The four speed, square tooth, close ratio gearbox called the 'silent three' is both light weight and strong although second gear is noisy.

This car has competed in numerous modern vintage events including Goodwood where it holds the track record for its class. It has been recently reconstructed with an original style body and is presented by Vintage Motorcar Restorations of Atlanta, GA as a tribute to past glory and achievement.



Ray Morgan on the track

over the Ford. It is about forty five seconds a lap faster and made driving a pre-war car fun.

The three

day weekend is filled with activity all to raise money for charity, the Autism Foundation. With lots of corporate sponsorship mainly from Shop-N-Save, the weekend draws about 200,000 people from literally everywhere most of which gather on a golf course for picnicking and enjoying their favorite marque display and of course the variety of races. This year featured Mustang but the American contingent didn't displace a strong turnout of British brands.

I counted only about eight Morgans which included one new trike among the seemingly millions of MG's and Triumphs. But the most unusual Morgan sported a red body with white wings. I don't think I have ever seen this car before or even photos of it. It was certainly different.

Back to racing, I was in the pre-war class which had been combined with early MG's. About thirty cars in all and this year with the Riley, I didn't get lapped. I didn't win but I was on the lead lap when the red flag dropped stopping the race a couple of laps short because a MG TC lost a wheel and spun at start finish. My Riley ran great. The technology from 1928 held up for yet another year of abuse. And I will go back again for what is a super weekend. From here I am preparing for Circuit of the Americas in October. It should be fun to drive something so old on a track that is so new.



1962 4/4 ?



1959 Plus 4



Morgans on the field

(All Photos Courtesy Ray Morgan)

Ray



CASTING LIGHT ON THE MARVEL OF LUCAS ELECTRICAL SYSTEMS

Autoweek 1/1988, by Satch Carlson

[This old article fell out of my files and I read it again some 25 years after it was first published. It's hard to refute the validity of it all! Again I find myself perplexed, not knowing whether I should laugh or cry. It's best to laugh . . . Life's too short. Ed.]

We were, I believe, talking about Lucas electrical systems.

That's probably when the lights went out. Just the other day I found myself thinking, with a certain sympathetic pity, of all these modern sprouts who have grown up with no Lucasian experiences. There is now an entire generation wandering around who believes if you throw the switch for the windshield wipers, these little rubber arms will automatically commence sweeping water off the glass. **These people will never know the wonder of watching windshield wiper blades tremble, hesitate as if evolving into some pathetically weak life form, and stumble haltingly across the glass, pausing now and then along their arc, then shuddering and dying once again.** No wonder so many of these young people don't believe in God.

Truly, the followers of Lucas, Prince of Darkness, have had their faith tested time and again; there comes that moment of black despair, that existential anguish when we believe we are alone, that we are lost and long-forsaken, that we are but aimless Brownian particles in an indifferent universe.

And suddenly, inexplicably, without warning or explanation, the lights will come on. A miracle! We're saved!

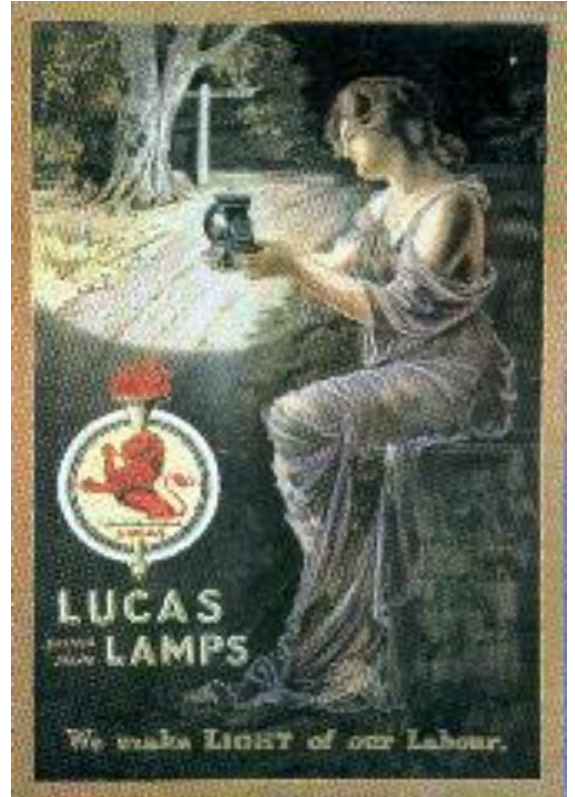
Of course, the lights being Lucas parts themselves, we can easily be distracted by theological debates regarding the Nature of Light, and whether this is really light at all, or merely the soft reflection of light, a shadow of Platonic ideal of light, which is what we get from Cibie and the like. **Lucas light is the Jell-O of light; you know something is there, but it has no real shape of definition. Nor is it very filling.**

I had forgotten about Lucas electrics until I fell into possession of the red Bugeye Sprite a few months ago. (If you are now asking, "Mom, what's a Bugeye Sprite?" you are too young to be reading this.) I mean, hey, it looked so gosh-darned cute, you know? And the next thing you know I am driving this silly roller skate form Oregon to California. (Okay, I know; Oregon is right next to California, so you could drive from Oregon the California in ten feet, ha ha. I'm talking about the back porch of Oregon to the living room of California, okay? Jeez

Everything was fine until I turned on the lights.

Now to be fair to people at the Austin-Healey works and the Lucas plant (you know the last words of Joseph Lucas? - "Never drive at night!") This particular Bugeye Sprite has had some work done to it, which means something has been done to the wiring; because the first thing you do if you have a British car is do something about the wiring; some former owner had installed a walnut dashboard, for instance, **and the simple toggle switch, optimistically labeled LIGHTS,** was not a Lucas item. Probably the car rolled (or fell) off the assembly line with a full ration of Lucas lights allotted to it though that is never very much, since the British have always had the disadvantage, being an island nation, of having to import their electrons from whatever sources they could find, resulting in weak, genetically tremulous electrons quite unlike and inferior to the robust electrons available in the U.S. and Sweden.

Still, whether by design or default, the fact remains that I had to pull off the road and get out and check to see whether the lights were working or not. The last time I did this was driving a 1943 military Jeep with blackout lighting, though I am not sure whether or not it was provided by Lucas. The good thing about the American interstate highway system is that generally the people on it are going somewhere, so lights are not as necessary as they would be in other situations; it is a



simple matter to tuck in behind some fellow with headlights that are actually white - Lucas prefers a warmer tone, something between red and amber - and motor on down the road until he decides to exit the freeway or speed up beyond the catch-up abilities of the Bugeye Sprite, which are somewhat less than phenomenal. The bad thing about the system is that cars coming up behind you expect to see real taillights; perhaps something in a nice, bright red, instead of the eentsy-beensy dots at the back end of a Bugeye Sprite, which are no bigger than Susan B. Anthony dollars and which emit even less light than the headlights. You can duplicate the effect of these taillights by leaving a flashlight on for seven hours and then putting it inside a red cereal box.

Of course, whoever installed the new dashboard staffed it haphazardly with Smiths gauges (people go to work for Smiths when they get laid off from Lucas), but there seemed little point in illuminating those gauges, since one never drives at night and one fears the draining-off of the third-string electrons one is holding in reserve for the windshield wipers. The electronic tachometer was simply there to fill up a large hole in the dash, the speedometer worked at about the same rate as British Labor Unions, and the only reliable instrument was the familiar two-in-one oil pressure and water temperature gauge so beloved of our childhood, the one that uses no electricity.

That left the fuel gauge. True, when the fuel tank was topped up, the gauge read FULL; in fact, for the next 150 miles, the gauge still read FULL, until it would drop suddenly to the "—" mark for about 15 minutes, and then to the halfway mark. It would linger like a tubercular cripple for another 100 miles or so, at which point it would give up the ghost and fall halfway to EMPTY. Which meant you had about ten miles to find a gas station or take up jogging.

For that reason, it might have been nice to have a light in that gauge, since striking a match seemed an unacceptable risk, there being a can of spare gasoline wedged behind the driver's seat. But one copes; one learns to ignore the gauges, the vagaries of electricity, the unanswered question of whether anything really happens when one throws the switch marked FAN; one assumes a state of grace and travels on faith; as I say, harkening back to an age of miracles and true belief.



UPDATE ON THE ATLANTA BRITISH CAR AND MOTORCYCLE FAYRE

MOGSouth has always had a great presence at this fun event, and this year should be the same. Mark your calendar and shine up the Morgan! See www.atlantabritishcarfayre.com for complete event details and to pre register your vehicle for the September 7th Car Fayre. The Fayre will be located downtown in historic Norcross in the vicinity of Holcomb Bridge Road and Peachtree Street. There are maps and directions on the web site.

The event has grown over the past 12 years and last year became a highpoint because it marked the largest number of cars in attendance. Due to the increased attendance and the desire to have all cars prominently displayed along South Peachtree Street, the City of Norcross has approved the request to expand down South Peachtree Street and close the Holcombe Bridge Road crossing of the railroad tracks to thru traffic.

Cars will no longer be parked at Thrasher Park, instead all cars will be displayed on South Peachtree Street and on the T-section at Jones Street near the Iron Horse Tavern. This will help with registrations on arrival. The motorcycle section will be directly next to the Iron Horse Tavern.

"Our goal for the 13th annual Atlanta British Car Fayre is to enjoy British cars and motorcycles, fun and fellowship with friends, and safety for everyone. This is a charitable event and your support makes an impact on the lives of others. We look forward to seeing you September 7th."

Motor On!

Atlanta British Car Fayre Team



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

Wanted English Ford 100E Engines

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



Morgan Parts for Sale

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

Morgan Library Additions

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



WOOD STILL GOOD FOR CLASSIC BRITISH MORGANS By Brendan McAleer, www.nsnews.com

DURING last week's all-British Whistler to Vancouver run, I had occasion to have a good look at a pristine, low-slung, long-nosed two-seater roadster in a very pretty shade of blue: a Morgan. Now, even if you're not a car enthusiast you probably already know that there's something a bit weird about Morgans - they're made of wood. If you haven't come across this little factoid yet, then yes, it's true.

While your daily driver probably has a skeleton composed of steel or aluminium alloyed with steel or, if you happen to be driving a 1970s VW Bus, steel alloyed with rust, a Morgan is traditionally backboned by ash. Thus, rather than some robot spot-welding the whole thing together, you have English craftsmen hand-sanding and carefully assembling, perhaps as their forefathers once built the mighty oaken vessels of the British Navy. Presumably there's less flogging and cannibalism in the Morgan factory, but as I've never been there, your guess is as good as mine.

Anyway, this method of building a car is bloody archaic and totally out of date. Or, to put it another way, completely excellent. It might not seem sensible to continue making vehicles in a distinctly old-world style, but Morgans are all a bit special, and to change them would be like trying to set Edward Elgar's music to dubstep. If you don't know what "dubstep" is, you are a lucky, lucky, lucky person.

Henry Frederick Stanley Morgan founded the company in 1909. HFS, as he was known (unless his mother was yelling at him to clean up his room) came up with his own design of a three-wheeled, single-seat machine. It probably terrified the hell out of the local horses.

Flinging his motorcycle-engined contraption about the lush Western Midlands countryside, H.F.S. soon attracted a great deal of attention. Convinced he could actually start selling the things, he exhibited both single-seat and two-seater versions in 1911, and then subsequently founded a private company with money from his dad.

I know what you're thinking - bored English Lord sets up company as a lark in an effort to spend some of the bothersome money that's starting to overflow the closets. Not at all: Morgan has staunchly middleclass roots with H.F.S.'s father a local clergyman.

The appeal of the early three-wheelers was not just in their somewhat - sporty design, but as a tax-dodge. Small three-wheelers like the Morgan were dubbed cyclecars, and paid only the same taxes as motorcycles (i.e. not much). There were a number of these companies around in 1910 - 1920, but the introduction of cheap cars like the Austin 7 and Citroën 2CV pretty much knocked them out.

In 1913, a Morgan took first place at the Cyclecar Grand Prix in Amiens France, and while you might set the starting date of the company's centenary in 1906, when H.F.S. opened his garage, or 1909, when he built his first prototype, or even 1912, when the private company was founded, I'd like to set it here, when Morgans started winning.

This first machine paved the way for what all modern Morgans would be - proper British sports cars with a dab of idiosyncrasy but a surprising amount of zip. You can spot them a mile away with their air-cooled V-twin engines hanging out the front, skinny motorcycle tires providing only the suggestion of grip and their driver doubtless feeling a bit like Biggles dicing with the Red Baron.

The mid-1930s saw the arrival of Morgan's first "proper" car which had a four-cylinder engine and four wheels and was named, in a fit of obviousness, the Morgan 4/4. Later would come the Morgan Plus 4 which was - you guessed it - slightly better, and then the Morgan 4/4 which was slightly better again, and possibly named by someone who simply had difficulty drawing a horizontal line.

The recipe remained the same, from the '30s right through to the late-'60s: ash-frame, larger and larger four-cylinder engines, long bonnet, two seats and an open cockpit. Yes, the bulging light-pods did become integrated into the front mudguards, and yes, the grille did begin to slope backwards in a concession to aerodynamics, but the ancestral roots were clearly visible.

Morgans continued to win races too. As they were so light, with 100 h.p. Triumph-sourced engines were good enough to take Plus 4s to production-class victory again and again. A factory-prepped special won its class at the 1962 24 Hours of Le Mans, covering 3,600 km at an average speed of 155 kilometres per hour; the drivers then drove the car directly home on public roads, no bother.

With modern manufacturers building smaller four-bangers in the late-'60s - '70s, Morgans turned to the venerable and compact Rover V-8 engine. As anyone will tell you, this eight-cylinder is actually a Buick design, a small-displacement, light engine that produces anywhere from 145 hp and up, depending on compression / tuning and whether or not the damned thing can be persuaded to run.

The Morgan +8, as it was known, paved the way for more modern Mog-gies of the current Millennium in that it was really quite fast, especially by the standards of the day. Cars with power hovering around the 200 h.p. range are so light they can run dead even with a Ferrari Testarossa up to 100 km/h. Good show, old bean.

And then, the modern Morgans, the Aero and the Aero Supersport, with their bulbous, kindacrosseyed faces like a 1930s sketch of what the future might hold. These no longer have frames of ash, but beneath the aluminium skin, there's still wood-framed bodywork. And they're ridiculously fast, with BMW-sourced V-8 power.

Morgans are still built in their traditional birthplace of Malvern, located in the Midlands county of Worcestershire which is pronounced: incorrectly. Here among the winding roads you can still see wire-wheeled 4/4s and Plus 4s on their shake-down runs - perhaps you'll even be lucky enough to catch a glimpse of the deliciously anachronistic Plus 8 with its 1950s bodywork and street-racer style wheels.

But Morgan will still sell you another car, a three-wheeler they dub simply "3 Wheeler." It's a blast from the past, a V-twin-powered machine that's like parking a Sopwith Camel in the driveway.

The Porsche 911 is slowly becoming a grand tourer. The BMW M-cars are hugely fast, but at a great remove from the road. Pick a manufacturer and you'll find the cars they make to be faster, more efficient, better-handling, and perhaps a bit less interesting.

But Morgan? They're still in the business of building proper Morgans. And thank goodness for that.



Letters to the Editor?

Dear Ed, I would first like to thank Mark Braunstein for the very nice comments about The Red Lady's birthday party, I did share it with SWMBO who was equally pleased that everyone enjoyed themselves.

I am not sure how many spotted Mark's deliberate mistake in the article, but to be an 80th party The Red Lady had to have dispatched in 1933 not 1935. I hope Mark is not a CPA :-)

SWMBO and I have really enjoyed our welcome to the Mogsouth group and we are looking forward to being part of many future events during our sojourn in Savannah.

Yours truly, *Peter S. Ballard* - The Red Lady's Consort

FYI. The online copy of the newsletter has now been corrected. Mark

Deliberate?? I doubt it. I can neither count or type. Not sure which malady caused this. Sad to say my major in college was Engineering, and my minor Mathematics. . . But in my defense, it's been a very, very long time since then. Thanks, Mark

Dear Ed, I'm attaching a [pic] of another car at [another car] show. It's one I've heard and read quite a bit about, but have never actually seen before. I had to look at the nameplate to find out what it was. It might be a good newsletter quiz. *John Tuleibitz*

[Anybody got a guess? I was a bit perplexed as well, but the chrome model identification on the side of the car is a bit of a clue. Zoom in if you can. We'll find some odd way to recognize the correct answer. Send an email to MOGSouth@yahoo.com Ed]



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dbondon@bellsouth.net



1928 Aero three wheeler, Pebble Beach, Anzani power \$ offers/trades



2000 Plus 8, 15000 miles, Concours winner \$59K



Also Available - 2005 Roadster, 5000 miles, Burgundy Exterior w/ Tan Interior, Wire Wheels. (No Pictures Yet) \$ offers??



2007 Aero America, 16,000 miles, slate with blue piped interior, side exhausts, bonnet louvers, \$79k

Call SuperDave with Questions, Offers or Other Morgan Needs! (770) 330 - 6210





A little preventive maintenance goes a long way, especially with a Morgan. One of those things we seem to neglect (out of sight, out of mind?) are the wheel bearings.

I don't know what the official interval is for packing the bearings, 10K, 20K or 50K Miles, but I do know that when you repack them every few years, they will last a very long time.

Perhaps there are others out there in MOGSouth Land that have an opinion on this?

Send a note to
MOGSouth@yahoo.com

HOW TO PACK WHEEL BEARINGS

by Moss Motors

Roller bearing on left, tapered bearing center and race on right

1. Purchase grease that is specifically labeled for wheel bearings.
2. Check the bearings you are going to pack. If it is a:

Tapered bearing – you will want the wider side facing down. This exposes the biggest opening in which to force the grease.

Roller Bearing – you will want the side with the thinner outer race facing down. This exposes the biggest opening in which to force the grease.

Pinching grease between bearing and heel of hand

3. With your bearings sorted as to which side you will push the grease through now put a blob of grease on your palm toward the heel of your hand. The trick will be to scoop a little grease from the blob while pushing the bearing firmly against the heel of your hand to force the grease up and into the bearing.

Grease packed through bearing and coming out top, rotate and keep going until all done

4. Grasp the bearing in your other hand by hooking your index finger through the middle so you can get a good grip as things will soon become quite slippery. With the big opening facing down scoop a little grease from the blob while pushing the bearing firmly against the heel of your hand to force the grease up and into the bearing. After a few strokes in the same place you should start to see grease coming through the top.

5. As soon as you see the grease at the top, rotate the bearing a little and keep forcing the grease through. Every time you see the grease peek out, rotate the bearing again, until grease is peeking out all the way around.

At this point you are ready to install your newly packed wheel bearings.





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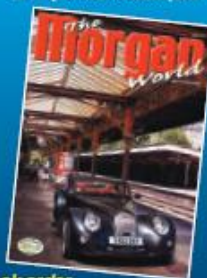
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WHAT WE NEED ARE MORE MOGSOUTH EVENTS !!

HOW ABOUT REGIONAL NOGGIN & NATTERS?

MOGSouth is all over the Southeast USA and it's hard for the club to organize an event in a location that allows everyone an opportunity to attend without having to drive for days. We do our best, but we are a club run by volunteers and our meets are located where and when volunteers come forward. We typically have a meet in the Spring and one in the Fall (hence the very imaginative names 'Spring Meet' and 'Fall Meet') and end the year with a gathering just before the winter holidays.

This leaves the summer months void of any MOGSouth club events and for some, like me, a big hole in my social calendar. This year we have had two great regional Morgan events, the kind of thing I would call a **Noggin & Natter**. First was the June Birthday party put on by the Ballards in Savannah GA and the other was the GatorMOG gathering in July, hosted by the Coryns in Tampa Florida. (See report in this issue of the Newsletter.) This is just the sort of thing the summer needs. We really ought to have more regional events like these to fill in the calendar.

So what is a **Noggin & Natter**?

A **Noggin & Natter** event is a regularly (or quasi regularly) scheduled gathering where club members meet at a local watering hole or someone's home to socialize and do whatever. The conversation does not always focus on cars and auto parts, and the events can be welcoming for both male and female members. However, there is always the opportunity to get folks together to solve some overly perplexing technical 'whatsit'. More likely however, it is a chance to get folks together and discuss important world changing stuff (that would be the **Natter** part) in a friendly and informal atmosphere. It is also a great way for new members to meet other members of the club in a less than formal environment. It's also a great time to let the cars come out to play. A driving event can easily be included (or perhaps just driving to the event would suffice?)

Normally, there are also refreshments and the like, to maintain hydration, or to simply stimulate the thought process, the discussion and perhaps the soul. Your choice. (That would be the **Noggin** bit). These events can be held anywhere around the MOGSouth region. Discuss it among your running buddies and seize the opportunity to start a local **Noggin & Natter**. All you need to do is locate a friendly pub with an area that you can gather in and has safe parking for the cars, or provides a good end to a spirited Morgan run, or decide to move it around your region.

Then most importantly, let the Newsletter Editor know the details of when, where and who to contact for more information so that they can advertise your meeting to your fellow members. Don't be afraid to write an article reporting on the events of the **Noggin & Natter** for the Newsletter too, just to let your fellow local members know about the event and the publicize fun you are having. *[Let us know what you think. Call Randy or Mark, or send an email to Mogsouth@yahoo.com. Ed]*

Did You Know?

THE EARLY DAYS OF THE MORGAN PLUS 8

By 1966 the Triumph TR4 engine was nearing the end of its life and would soon be replaced by the 6 Cylinder. The Inline 6 wouldn't fit in the Morgan so the aluminum Rover V8 engine, originally source from GM, was investigated. Maurice Owen joined the firm to take charge of development on a new car, the Morgan Plus Eight. The Plus 8 was announced at the Earls Court Show of 1968.

The Plus 8 maintained Morgan's reputation on the race track and proved to be one of the most successful cars that the company has ever built. Production continued until the model was discontinued in 2004. (A new 2012 BMW powered Plus 8 is being offered.)

At first, the Morgan Plus 8 was not approved for import into the US. It wasn't until 1970 that the cars were able to meet the US regulations. After 1971, the cars were again unable to be legally imported into the US. This shortage of cars resulted in the Bill Fink propane cars of the late 70s and 80s.

The early Plus 8s (1968-1971) are much more narrow than the later Plus 8s. They are sometimes referred to as the narrow bodied Plus 8s or the Moss box cars, referring to the 4 Speed Moss gear box.

These early Plus 8s were the lightest of the model and many were victorious on the track.

A Plus 8 won the Fred Dixon Modsports Championship in 1972 and 1975. MMC II, the first production Plus 8, took the BRDC Production Sports Car Championship in 1978 and the BRSCC Production Sports Car Championship in 1979. Driven by Charles Morgan and Rob Wells.

Fuel Injection began in 1986, and In 1989 the Plus 8 motor was enlarged from 3.5 to 3.9 liters to increase power.



1971 Plus 8





MORGAN MOTOR COMPANY NEWS

The press is all aflutter with this sort of speculation.

The automotive pundits want to inject the MMC with something that reflects the success of the M3W. I am not sure however that their ideas have any real substance, at least not this way.

It does however bring up a number of strange visions and thoughts. More M3Ws, akin to a resurgence of the famed Aero and Family models, perhaps?

Is it possible that the MMC would ever transition to solely a three wheeled company? They were there once before. Déjà vu all over again?

3 WHEELER IS MORGAN'S BEST-SELLER, MAY SPAWN ENTIRE LINE www.autoblog.com

As a glorious rolling anachronism in a line of other rolling anachronisms, we're not surprised that the Morgan 3 Wheeler has found a small but fervent following. But even Morgan execs probably didn't see this coming: the trike is outselling all of the brand's other models – and not by a little bit. According to Autocar, the 3 Wheeler itself will account for over 600 units this year, outshining the sales ledgers of the 4/4, Plus 4 and Roadster models, as well as the Plus 8 and modern-look Aero, the latter two accounting for only about 150 units a year. Importantly, not only is the 3 Wheeler selling in volumes that have "far exceeded" company expectations, it appears to be drawing in a younger crowd, exactly what a boutique automaker like Morgan needs if it hopes to thrive long-term.



With the 3 Wheeler's great success, it should come as no surprise to learn that the automaker is looking to leverage its appeal with new variations – some with new engines hung out front, others with different body styles. And in other matters of the heart, Autocar indicates that Morgan is presently debating whether to continue using its traditional steel chassis construction as well as the extruded aluminum framework found under the Plus 8 and Aero. *[The thought of going to a single material for the various chassis, e.g. aluminum, does make some sense, but redesign costs \$\$\$. Ed.]*

MORGAN TO BUILD MORE 3-WHEELERS WITH S&S V-TWIN ENGINES www.autoevolution.com

Motorcycles are not the first thing which comes in mind when the name of Morgan comes into discussion. However, the car manufacturer is involved quite deep into the motorcycle industry . . . with their 3-wheeled cars using front-mounted S&S Cycle engines. As retro as it gets, the Morgan 3-wheelers are selling in exceptional figures. In fact these contraptions sold 600+ units, surpassing Morgan's traditional 4-wheeled cars.

The company's chairman Charles Morgan is even pondering moving to a single platform as far as the chassis is concerned, Cyril Huze reports. *[Now this is an interesting comment. What is envisioned here? A larger three wheeler or smaller offering for the Trads and Aeros? With the current range of offerings, I am not sure I can see it. The thought of going to a single material for the various chassis, e.g. aluminum, does make some sense, but redesign costs \$\$\$. Ed.]*

Using the same chassis for both the 4- and the 3-wheeled machinery would surely be easier, from an engineering point of view, though Mr. Morgan adds there are strong arguments for both models.

Now using an 1976cc (120cui) S&S power plant mounted outside the very bodywork, and producing an estimated 140 Nm (104 lb-ft) of torque, mated to an MX-5 gearbox all packed in the retro attire of Morgan's classic design . . . we kind of figure out why these 3-wheelers sell so well.

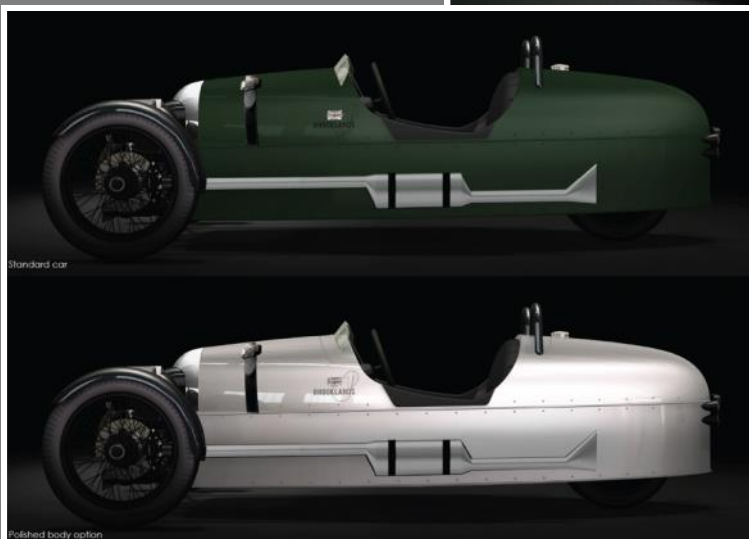
JUST ANNOUNCED BY THE MMC **BROOKLANDS** EDITION

Roadster and M3W

These Limited edition Brooklands inspired Morgans have been designed to celebrate the ancestry of British racing cars and their styling. An unusual arrangement of classic colour-ways, black detailing, and satin finishes are both in vogue and visible on cars of the era. The cars focus on using the options currently available on a Morgan car in a cost effective manner.



Photos and text Courtesy www.morgan-motor.co.uk, except as noted



Only 50 of each the Brooklands Roadster 3.7i V6 and 3 Wheeler vehicles will be built. Each car includes a limited edition numbered dash plaque, an array of cost options, a Brooklands centenary book, and an annual membership to the Brooklands trust.

<http://www.worldcarfans.com> writes - 'Designed to "celebrate the ancestry of British racing cars," the limited editions are named after the Brooklands circuit and feature a Jaguar 'Brooklands' green exterior with black accents and special badging. Both models are also equipped with black leather seats, a four-spoke steering wheel and rubber floor mats. The Roadster also gains a body-color dashboard and a revised gearbox cover that frees up additional legroom. The 3 Wheeler, on the other hand, has a polished cowl, a Brooklands exhaust and a polished engine.'

[More limited editions, but this roadster specification shows a new pedal box with more space and revised gear lever position. Soon available in all Roadsters? The cars will be launched by the MMC in September. Ed.]



The MORGAN Thrill On the Hill - September 13th, 2013

"The Shelsley Walsh Hill Climb will become the setting for one of the UK's largest gatherings of Morgan vehicles. Sports cars from past and present will delight the crowds as hundreds of will tackle the challenging climb. With music, entertainment and much more to see and do, this is a 'not to be missed event' for any Morgan enthusiast and their family." [More fun and games for our Morgan colleagues in the UK. Might be worth a try. Any body got a hill? Ed]



Extracts from MMC Web

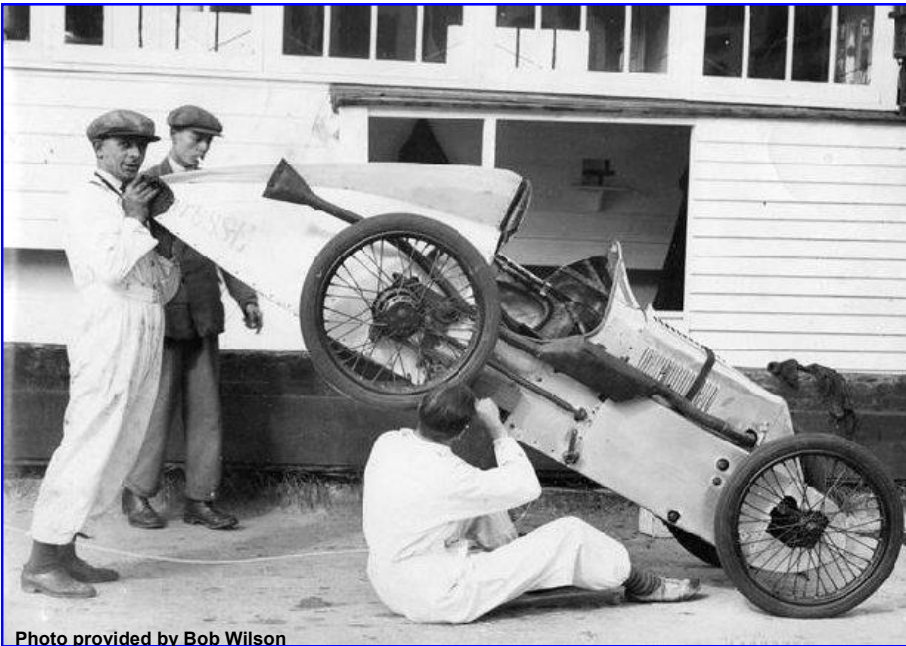


Photo provided by Bob Wilson

DO YOU NEED AN EXCUSE? 'It's a Very Healthy Hobby!'

Or at least that's what I tell people. Running a Morgan or any old British car is a great work out, and certainly more fun than going to the Gym. It shouldn't take much to convince the rest of the household just how healthy the Morgan hobby is. *It'll keep you young (but, as it turns out not all that thin.)*

Maintaining any old car will certainly require some level of personal effort and physical contortion. *You'll stand on your head, stretch trying to reach the unobtainable, crawl on the floor, and do things only your kids should attempt.*

And, if you are like me, you will generally get stiff and sore, but oh, *it will it feel so good when the lights come on.* Ed.

SERIOUSLY? THEY HAVE GOT TO BE KIDDING!

I know that certain folks, especially those out west where the roads are good and straight, see this as a good thing, but for me, I'm just not sure . . . *Do we all buy Aero 8s or just be happy to sit in the slow lane with the beaters . . .*

Some 36 states have speed limits of 70 mph or above on some roads, according to the Insurance Institute for Highway Safety. *It will be interesting to see what these higher speed limits provide us.*

Heck, if I could even get my cars to go that fast, I'm not so sure it would be safe. The Plus 8 is probably my only hope. My 4/4 can probably get there for a short burst but is much happier at 65 mph. My Series 1 DHC is a handle to drive straight at 45 mph (I think the steering linkages are all a bit worn), and my F Super with the Ford 93A engine, once I get it built, only puts out 30 bhp which will top out around 60 - 65 mph. Even with the 'Go Fast' aquaplane parts I have for it will only add some 10%, giving it a whopping 33 bhp? Likely, still not enough . . .

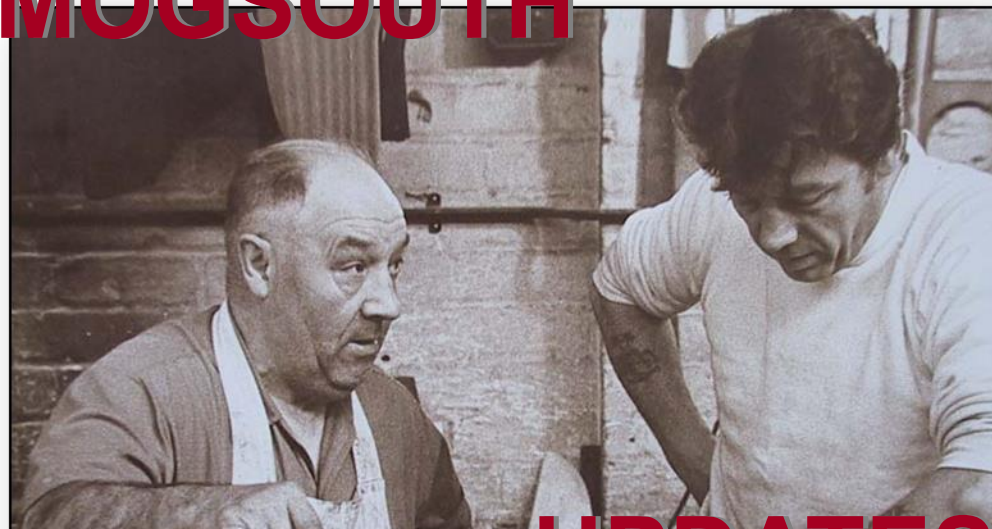
If this persists I may be relegated to circling my drive way . . . Ed.



Photo Courtesy <http://www.usatoday.com>



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

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

Updates: Aug 26 - 29, Put-In-Bay, OH. 3 people from Texas who had reserved rooms have dropped out so their rooms at the Put-in-Bay Resort and Conference Center were freed up. So there may still be a few rooms left. Reserve by phone and the room block is being held under "**Morgan 821.**" If you have not yet registered, you must use the updated form at pibroaddrace.com. Be sure to register before August 1st. Morgan - Specific information at: <http://tinyurl.com/mbsbgqs>



See the photo of the medallion produced for the event. Every registrant receives one in their swag bag and extras are available for \$15. Order now and send your check to MOTRAH, care of: Kermit Wilson 5826 Queens Cove, Lisle, IL 60532. Also, be sure to bring your 'valve cover' racer (See <http://tinyurl.com/n4qvbyg> for more information) for the races at Put-in-Bay!

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 & Carolyn Wade*

AND OTHER THINGS YOU SHOULD KNOW !!



2016 **MORGAN** all new EVA
GT // Order yours now!

2013 **MORGAN 3 WHEELER**
Sport Green (BRG) exterior

New 2013 **MORGAN 3 WHEELER**
Black Cherry Metallic - Just arrived!

2013 **MORGAN 3 WHEELER** Magma Red

2012 **MORGAN 3 WHEELER** Tan

2011 **MORGAN AERO SUPERSPORTS**
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** Silver Blue

2005 **MORGAN ROADSTER** Grigio
Ingrid/Tobacco, 3 k miles

2005 **MORGAN ROADSTER**
BRG/Mulberry, 9k miles

1967 **MORGAN PLUS 4 FOUR**
SEATER Supersport

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

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

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

1959 **MORGAN LIGHTWEIGHT**

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

1953 **MORGAN PLUS 4 ROADSTER**
BRG, Brown Leather

1952 **MORGAN Plus 4** Butterscotch

1934 **MORGAN 3 WHEELER** Ivory



New MORGAN Plus 4
60th Anniversary Badge

 **WWW.MORGANWEST.NET**



WWW.PERANAWEST.COM

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OTHER MARQUES

2013 **ALLARD J2x MkII** Blue with
Red Leather, Hemi engine!

2012 **PERANA GT BY ZAGATO**
730HP/6Speed manual
or 430HP/AT

2011 **ZOLFE ROAD ROCKET**

2007 **HARLEY DAVIDSON**
HL1200N NIGHTSTER

1978 **TVR TAIMAR**

1973 **MERCEDES BENZ 450sl**

1972 **HARLEY DAVIDSON**
XLH SPORTSTER

TVR 3000 s CONVERTIBLE PROTOTYPE
1978 model; purple/tan leather,
black top

1964 **JAGUAR E-Type 38 Roadster**

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

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A STUNNING ONE-TWO FINISH IN LM P2 FOR OAK RACING AT THE 24 HOURS OF LE MANS!



On 23 June 2013, Le Mans-based outfit OAK Racing won the 24 Hours of Le Mans for the very first time in LM P2 with the no.35 Morgan-Nissan driven by Bertrand Baguette, Martin Plowman and Ricardo Gonzalez. It also achieved a one-two finish. Olivier Pla, Alex Brundle and David Heinemeier Hansson finished as runners-up in the team's no.24 car, rounding off a successful weekend for OAK Racing. The two crews finished seventh and eighth overall. Unfortunately, the third car entered by the team, the no.45 Morgan-Nissan Art Car, was forced to retire just two hours from the end of the race.

Throughout the 24 hours, OAK Racing's Morgan-Nissan LM P2s, created by its constructor department Onroak Automotive, dominated their category. Starting from pole position in the no.24 car, Olivier Pla set the pace in this 81st edition of the 24 Hours of Le Mans. In the no.35, Bertrand Baguette wasted little time in joining him at the front of the field.

The two Morgan-Nissan LM P2s then took it in turns at the front, never relinquishing control of the race. They repeated three-stint shifts throughout the race, making the most of the performance of their Dunlop tyres in the difficult conditions and with varying levels of grip. The no.24 of the Pla/Brundle/Heinemeier Hansson crew hit the barriers in the early stages of the race after restarting on cold tyres following a long safety car period, losing over a minute and the lead in the process, dropping down to sixth position. The crew was nonetheless able to make up the time lost and moved into the lead again within two hours. Unshakeable despite the rain, and the various incidents and safety car periods, the two Morgan-Nissans swapped places at the front and dominated the race right to the end. The no.35 car eventually prevailed, whose three drivers enjoyed the perfect race, despite a heavy downpour in the closing stages of the race which forced everyone to managed additional tyre changes.

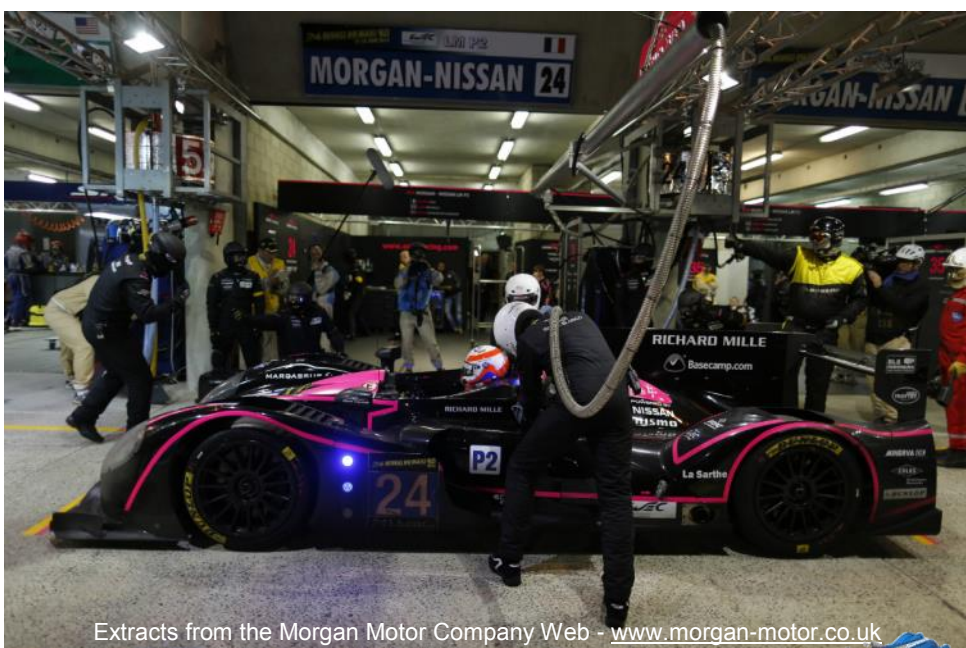
OAK Racing's two Morgan-Nissans crossed the finishing line one and two laps ahead of G-Drive's no.26 Oreca-Nissan, securing a historic one-two finish in a category where the standard was higher than ever.

Meanwhile, the no.45 Art Car suffered a few setbacks. Stopped for 45 minutes at dawn following an electrical problem, it then suffered a failed wishbone yoke, was shunted in the pit lane and was finally forced to retire two hours from the finish of the race after going off, an electrical problem preventing the car from restarting. Despite producing a solid performance, Jean-Marc Merlin and Philippe Mondolot were unable to make it to the end of their first 24 Hours of Le Mans. Clearly disappointed to have had to retire, Jacques Nicolet, OAK Racing Team Owner, was nonetheless very pleased with the team's magnificent collective result.

This impressive achievement moves OAK Racing to the top of the Teams' standings in the World Endurance Championship, with the trio of Baguette/Gonzalez/Plowman leading the Drivers' championship ahead of Pla/Brundle/Heinemeir Hansson.

Onroak Automotive, the team's constructor department, was also delighted with the result of Morand Racing, which had entered the no.43 Morgan-Judd in LM P2. This Swiss team was taking part in the 24 Hours of Le Mans for the first time, and finished sixth in the category.

Sébastien Philippe, Team Principal: "It was a chaotic race with unpredictable weather and lots of safety car periods. We were fortunate, but above all the entire team did a great job. We managed to avoid making any major mistakes, we not only won the race, we also secured a one-two. We showed our performance in qualifying and then we led the race much from start to finish. It's a fantastic win."



Extracts from the Morgan Motor Company Web - www.morgan-motor.co.uk



What is it?

This is the latest iteration of the Morgan Plus 8, a car that now combines its traditional body shape with V8 power and a modern chassis. It is also a glimpse at Morgan's future, as it demonstrates its capability of uniting old-school shapes with modern, cutting-edge technology.

While the experience is dominated by that body shape and the BMW-derived 4.8-litre V8, this car is of note because it was produced after the original Autocar road test midway through last year.

Showing the type of agility that only small car firms can (but rarely do), Morgan has responded by fitting an entirely new power steering system in response to our criticisms.

Unlike the auto on our road test car, this version is also fitted with a six-speed manual gearbox.

What is it like?

Charming and thrilling in equal measure, albeit it with a small dose of frustration thrown in.

First, though, the positives, because when all is said and done they are what really stand out.

The engine is a belter. From the bark on start up to the roar at higher revs it makes a noise to set the hairs on the back of your neck upright, while the real world performance of 0-60mph in about 4.5 sec does everything to be the equal of it. Roof down, revs up, there is little on the market that will put a wider smile on your face.

That six-speed manual also helps. It's action, and that of the clutch, is very heavy, but that firmness and directness is a positive, lending the car a heft that takes getting used to but which complements the engine's meaty performance once mastered.

The revised steering system is also a qualified success. The once uncertain feel of the all-electric system is gone, replaced by a more dependable, and hydraulically assisted, if not sparkling, set-up.

As for the rest of the car, it is hard not to applaud Morgan's ability to mold old and new tech. That a car that looks like this and that is built around a wooden frame can also be fitted with ABS and airbags is praiseworthy. That it can meet modern legislation and retain such charm is a lesson to other car makers.

The Aero-derived chassis contributes to all-in car weight of around 1100kg before options. It is assembled from a kit of 32 panels, which are glued together and then riveted for extra strength, before being cured in a two-stage heating process. Those aluminum panels are then supported by an ash frame, which lends the car both its light weight and decent rigidity.

The end result is a chassis that has a more than reasonable balance. Corner hard and there's a touch of initial understeer followed by a touch of oversteer. Even on Aero-sourced 19-inch wheels it rides acceptably.

Foibles? There are a few. A cloth roof introduces inevitable compromises, the door locks are near-pointless and a frustration to operate — and the fuel filler seems angled solely to provoke the automatic spillage cut-off to kick-in. For brief moments they can make you wonder why you'd spend more than £70,000 on such a car.

Should I buy one?

Be assured, though, those moments of doubt are fleeting. This car exudes charm and is a thrill to drive when the engine's roaring. The steering and chassis are decent. Sure, the interior finish and general ergonomics aren't great, but if you've taken the decision to buy a Morgan Plus 8 the chances are you will have accepted that already.

And if you are thinking about it, my advice would be to take the plunge. It's not an everyday car, but it is an extraordinary one. Add it to a diverse garage and use it when appropriate and you will return home smiling every single drive.

Morgan Plus 8

Price £85,200; 0-62mph 4.5sec; Top speed 155mph; Economy 23mpg; CO2 256g/km; Kerb weight 1100kg; Engine V8, 4799cc, petrol; Power 390bhp; Torque 370lb ft; Gearbox 6-speed manual

Article Courtesy of <http://www.autocar.co.uk/>



Morgan Factory Visits or Meetings with Peter / Charles ??

Many of us have had the opportunity to visit the Morgan Motor Company factory in Malvern and some of us have had the honor of meeting with Peter or Charles Morgan while there. We would like to capture these visits to the factory and meetings with Peter or Charles (photos and/or words) in our archives.

The photographic records give us a great sense of the evolution of the factory and how the process of building Morgans has changed with time. Those of you that have been to the factory on numerous occasions may have your own ideas about these changes. **Share!**

Also, your written recollections (photos are certainly welcome too!) on meetings with Peter or Charles can help us paint a picture of the environment and the attitudes of the MMC management over time.

If you have been to Malvern and visited the factory, we would love to see the photos (any format will work - hardcopy prints, slides or digital), and if you met with Peter or Charles, please reflect on the meetings and describe your experiences for us. Send a note to MOGSouth@yahoo.com and we can work out the details. Thanks.



[People will do just about anything to stand out from the crowd . . . Now where is that check book? Ed.]

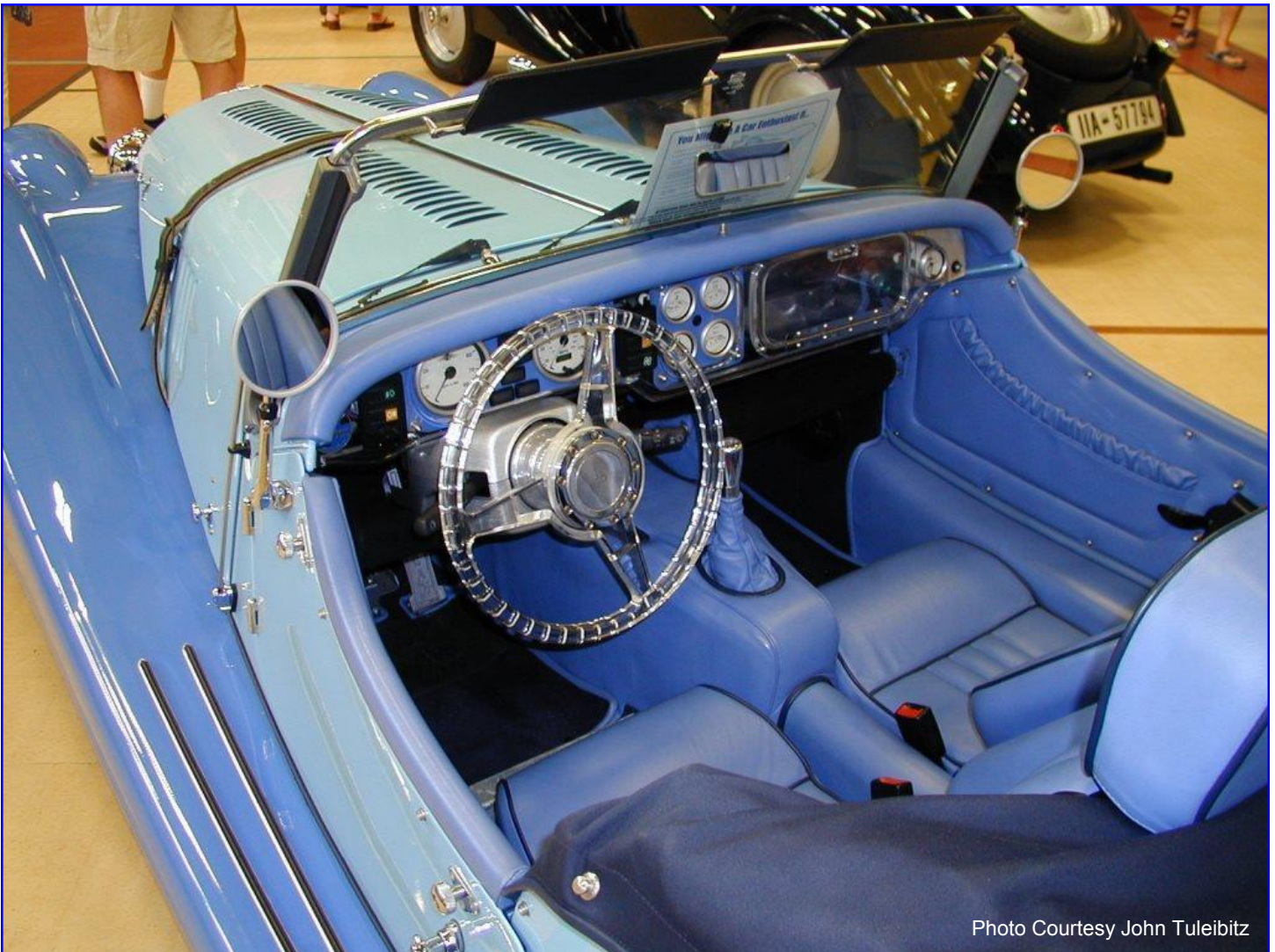


Photo Courtesy John Tuleibitz

1909



2013 US (and a few International) EVENTS

2013

Not Only did they change the location of the Hilton Head Island Concours, the dates have been de-conflicted with the Winter Park Concours. They are no longer the same weekend. Also, if you didn't notice before, we now have confirmed 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



- **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
- **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**



It's Not to Soon to Be Thinking of the 2014 MOGSouth Calendar !

We already have dates for the Spring Meet. Let us know if you have events that we need to add to our calendar.

- **MOGSouth Spring Meet, Mar 28 - 29, 2014**, Charleston, SC - Charlie Miller Hosting w/ help from Gordon King

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

Morgan Aero Coupe: Street Theatre - XCAR (A very good review of the Aero 8 Coupe with some great photography.)

Morgan Motor Company: The Most Honest Car Factory in the World - /DRIVEN (Very different that I remember. I guess one needs to visit every few years to keep up with all the changes (?) at the company that doesn't change (??))

WFCS 2.15 Morgan 3 Wheeler / Mad Max Car (Justin Bell Does an Ebay Motors review of the M3W. Much of the same but with a few interesting historical photos.)

Timothy Everest, Horiyoshi III and Morgan Motor Company collaboration at LCM (A video a little bit different from the norm with Tailors, Tattoos, and Bats?)

Morgan Aero SuperSports Top Gear Track (The Aero 8 SS at speed. Couldn't tell who was driving - the Stig?)



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MOGSOUTH REGALIA - Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. Please contact SuperDave Bondon at 770 330-6210 or Dbondon@bellsouth.net to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096.

Name Badges - 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 be accepted at all the finer establishments!

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. 6/13

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

