

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 1/15

Phew!



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Wow, another New Year! Hard to believe but we made it through another one, again! With all the weirdness in the world, we have to be thankful. I certainly, and suspect you do as well, start each year with some sense of thanks and accomplishment. It's kind of a **'check the box'**, if you will.

Now that 2014 is gone, we all breathe a collective **'phew'**, but, the 2015 is here. There is no going back. So we have to look forward. And when we do, there is this blank calendar right there, staring back at us . . . like some sort of mid century **'dance card'** . . . just waiting for us to create the perfect dalliance. (I guess it is sort of a dalliance we have with the Morgan . . .) When I look at that calendar, I always hear the questions, **'What do we do, now?'** . . . **'Where do we go?'** . . . and **'How do we get there?'** (sometimes I hear other things, but we won't go there now.) And, if this isn't enough to confuse me, my mind wanders to all the other influencers - family, safety, relevance, community, career, finances, health, etc. **Hey, Andrea we need a plan!!**

But, first things first. Let's start with putting the easy stuff on the **2015** Calendar. Yeah, like the known **Morgan** stuff!! First thing to schedule is the MOGSouth **40th Anniversary Meet**, May 1 -3, in Aiken, South Carolina. This is going to be a big deal for MOGSouth, certainly not something you'd want to miss. Based on all the preliminary registration and hotel room reservations we should have well over 100 folks in attendance and some 50-60 Morgans and possibly more.

2015 is also special for other clubs in the Morgan community. We aren't the only club with major milestones this year. MOG Northwest (**MOGNW is celebrating their 40th Anniversary as well**), and I have been told that they have some special activities planned for July. The Morgan Three Wheeler Club (**MTWC is celebrating its 70th Anniversary**). Wow! Quite an accomplishment. (See an article on the MTWC history, later in this issue.)

Then, there is the **MOGSouth Fall Meet**. Even though the year has just started, the Fall Meet location is set already - we have volunteers that will host us in or around Rome, Georgia. The dates are still being worked, but the latest thoughts puts the meet in the later half of October. That should be a superb time of the year for the fall color in the north Georgia mountains. Gary and Judy Heck are our hosts. So we will pencil that in.

This year is bit special for us as we (spelled 'I') made some adjustments to our big annual trip. We had planned to visit Ireland the second week of June as part of a mini-college reunion. Since we were going that far we figured we should stay another week and thought Wales would be interesting. It turns out that the UK Morgan Sports Car Club's big event for 2015, **MOG2015**, is in Wales this year, and it's right before we start the Ireland visit. *"Since we will be in the area we just have to go!"* **Ok, so it's Wales first, then Ireland! That'll work!** Well, we signed up, so I've added this event to the 2015 Calendar, as well. (And, it turns out, that we won't be the only MOGSouth members attending!)

Now that we have that stuff locked in, let's add all the other important events. Birthdays, anniversaries, family activities, Irish Setter visits to the groomer, etc. Got it! Ok, we can now get back to other activities that involve cars, MOGSouth friends and perhaps a Morgan (or two). Looking through the EVENTS calendar on the MOGSouth web site there are lots of things to do (www.mogsouth.com/events.htm). Car Shows, Pub Crawls, Car Races, etc.

More Morgan things to do than most can afford. So, as they say, 'chose wisely.' I'm sure we'll see you down the road!

If your calendar is anything like mine, you will soon find that your **'dance card'** is quite full. And, this is a good thing. I didn't quit work just to sit home and watch television.

GREAT MORGAN VIDEOS ACCESSIBLE VIA THE MOGSOUTH WEB PAGE

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> (or you can go to www.YouTube.com directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box. Be advised. Videos on YouTube may or may not be retained, so videos listed in old issues of this newsletter may have been removed for some reason and might not be available for viewing. Same thing might occur for videos on other internet servers. So best to watch them now !!

Morgan 4/4 (this is the one posted by yamaka mitsuo. A great video of someone with talent.)

GRAND PRIX RETRO PUY NOTRE DAME 27 JUILLET 2014 2ère Partie (Provided by Ray Morgan. This is racing like it used be with people on the roads and hay bales. Motorcycles with side cars, vintage four wheelers and Darmont trikes.)

Morgan Motor Company TV-Spot (this is the one could get you into a bit of trouble. In German but it doesn't matter.)

Morgan Plus 8 Speedster v BMW R Nine T | evo CAR v BIKE (The Speedster gives EVO tester some spirited laps, drifting style drives, and loud laughs. The car has the autobox and it adds to the fun.)

<http://onlymotors.com/morgan-factory-tour-on-the-road/> (Not a YouTube video but if you click the link it should work. This 2014 video provides a good walk around the factory as it is now, and shows a bit new technology, techniques and methods. Modern Morgan. Yeah right! Special Tools – *'an ole bit of wheel arch'*!)



A MORGAN IN LA HAVANA BY DOUGLAS HALLAWELL

Douglas Hallawell

[The recent loosening of restrictions between the US and Cuba stirs visions of classic cars, hidden from view for many years, stored somewhere in a barn out in the Cuban country side. These cars may be 'purple squirrels' however. I have a friend, a professional photographer, also a car guy (TR6), who traveled to Cuba for a photography event, and his reports were very disappointing. The Cuban cars have mostly all been bastardized to keep them running. All sorts of non-standard modifications. Engine swaps, transmission swaps, etc. Not to mention the cosmetics. I thought this report from Douglas Hallawell does let us know that not all is lost, there is (or was) at least one Morgan in Cuba! Ed]

Cuba wasn't exactly top on my list of places I was longing to visit, but as fate has its say on occasions, it was where I landed in August 2011. A next - door neighbor friend – Jean - François Guillotin – happens to be the son of a ship's crew member that survived a major sabotage which took place at La Havana's docks on March 4th 1960. He finally convinced me last year *[2011 I believe. Ed.]* to accompany him during what was intended to be a 10 - day holiday, at least as far as I was concerned.

In March 2010 the Cuban embassy in Paris had organized a 50th anniversary ceremonial tribute to the 101 victims of the sabotage of the French cargo ship La Coubre. The following year J-François informed the Cuban ambassador of his upcoming Cuban holiday, with me tagging along (& acting as translator). Unawares to me, the Cubans had decided to give us the red carpet treatment...

On arrival we were intercepted by two officials, one of whom was a judo black belt chauffeur. The other was to be our personal guide and interpreter, 'trained' in Moscow. As it turned out, Pedro and Julia picked us up every morning at the Plaza Hotel and took us to various government institutions, like the archives, where no tourists would ever be granted access. We did, however, manage to fit in one single day on a distant idyllic beach the day before our departure.

Our visit started off with a press conference where J-François was guest of honour along with a couple of surviving widows of Cuban dock worker victims. I was, however, intrigued by the discreet presence of an American woman who purported to be a

journalist during my discreet conversation with her. Cuba is, after all, one of the most unlikely places on earth to bump into a US citizen (or, for that matter, a Morgan sports car). This all resulted in extensive press coverage on TV that evening and in the newspapers the next day surrounding J-Francois' visit to Cuba. It should be noted that none of the surviving crew had ever returned there.



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So much so for the setting of what was to become anything but a straightforward Caribbean holiday. But where, one might ask, is the Morgan content in this story!?

Well, three days before leaving Cuba I decided to investigate an amazing discovery I had made the previous day. To my surprise I had come across a Morgan parked all on its own near the Spanish embassy but the message I left on the driver's seat had remained unanswered. Not to be so easily discouraged, I decided to try again to establish contact. The car bore diplomatic black plates so it seemed logical that the owner was based at the nearby Spanish embassy. After speaking to security at the entrance, a Spanish diplomat joined me and very affably proceeded to screen me during his cigarette break. I gave him my card and hotel details, confident that it would be handed to the Mog owner.



Later that day I discovered an official sealed letter from the diplomat owner waiting for me at the Plaza's reception with an invitation to join him for coffee the next morning in his office. My perseverance had finally paid off! Although taken aback by a change in schedule, Pedro and Julia had no option but to drop us off at the embassy where, we told them, we had an important appointment with a high-ranking diplomat. And so it was that I finally made contact with the only Morgan owner in Cuba. He turned out to be one of the embassy's advisors, and was delighted to talk about Morgans and tell us about the trials and tribulations – in spite of his diplomatic status – in getting the Morgan V6 Roadster licensed in Cuba. The Cuban authorities had no knowledge whatsoever of the marque and so initially thought his Mog was a one-off from Spain!

Before leaving, he asked me if I would care to have a leisurely Sunday morning drive in La Havana in his 2007 Roadster to round off my holiday. Needless to say, I was only too pleased to accept. On the day, it was so hot we decided to leave the top up! When I requested his permission to write an article on our encounter, he accepted provided he remained anonymous.

Douglas Hallawell

Originally published a few years ago in the 3/4 Morgan Group's Morganeer. [Thanks Frank! Ed.]

MORGAN ARTWORK

If the Morgan car itself is not enough 'artwork' for you, there are lots of artists providing us with their vision of our favorite automobile. One I know I've featured before, **Hans Stuurman**, continues to work his magic with classic cars, 'Oldtimers' as he calls them.

His latest is a Morgan SLR. Should you be interested, Hans has a number of other Morgan pieces that could grace your walls (may be too good for the garage, though!)

Visit Hans' web site to see these other works and/or to contact Hans directly. www.oldtimergallery.nl



THE ENGLISH PREMIER LEAGUE AND HOW BRITISH CARS HAVE BEEN REINVENTED

Peter Cheney www.theglobeandmail.com

My history with the English car goes back to the 1960s, when I raced miniaturized Lotuses on my basement slot car track. Then a friend of my dad's took me for a ride in his Triumph TR3, and the hook was set.

At 22, I nearly bought an Austin Healey roadster, but my father intervened, **warning me that owning an English car was like being married to a beautiful woman with mental problems and a bad heart.**

He was right. Healeys were rust – prone antiques with convertible tops that leaked like cheap pup tents. Jaguars were beautiful but inclined to fuel leaks and wiring snafus. Lotuses were fragile racehorses that demanded non-stop tweaking.

But things have changed – the English car has been reinvented. In the course of a week last month in England, I drove three cars, and together, they told the story of an automotive nation.

Jaguar F-Type

This is the heir to one of the automotive world's greatest franchises – the legendary Jaguar E-Type. The new F-Type is an industrial re-imagination of its ancestor: it has the same kind of beauty, but this time, the wiring comes from Germany, and the engineering details have been nailed down.

As I bumbled through London, the F-Type's temperature gauge never budged from the middle of its range. And out on a winding back road that streamed through the English countryside south of Birmingham, the F-Type was sublime, carving through corners like a perfectly weighted sword.

The exhaust note was beautiful, the interior wrapped around me like a glove, and the F-Type encouraged me to drive ever more quickly. The road was lined with tall hedges – I was riding a motorized bullet down a long green gun barrel.

Bottom line: the F-Type is the E-Type minus oil leaks and with better handling and brakes.

Morgan Plus 4

This may be the most English car ever built. [Not sure just how to define 'English'? According to the all knowing web "English" - 'of, relating to, or characteristic of England or its inhabitants, institutions, etc. Does that help? Ed.]

The body panels are formed by hand and the structure includes carved ash frames. Out on the road, I looked through a flat plate windshield and over a set of graciously curved fenders. The doors were low-cut flaps and the road was just inches from my elbow, streaming past like a fast-flowing river.

Where the new Jaguar had the solid, carved-from-billet feel that typifies the modern performance car, the Morgan had an organic, hand-made quality: **its structure flexed beneath me, like the hull and timbers of a square-rigged ship tacking into the wind at the Battle of Trafalgar.** [Oh, I like that . . . Ed.]

The Morgan's cockpit induced a powerful sense of déjà vu – the stubby shifter, toggle switches and glass-faced Smiths gauges brought back that long-ago ride in the TR3. And like that car, this Morgan had a magical ability to multiply speed through sheer sensory overload – **driving the Plus 4 was like riding on the wing of a Tiger Moth biplane.**

Rolls-Royce Ghost 2

After the raw, open-air rush of the Morgan, the Ghost took me to the other end of sensory experience scale: I rode in tomb-like silence and featherbed smoothness.

The Ghost costs as much as a house, and felt just as substantial: The Ghost's abiding quality was calmness and solidity, as if Balmoral Castle had been equipped with wheels and headlights.

Rolls-Royce represents a particular automotive paradigm. In the Jaguar and the Morgan, the engines had been visceral presences that I could hear and feel. In the Ghost, the motor supplied power without intruding – toeing the Rolls-Royce's throttle was like commanding the furnace of a country estate or the engine of a grand ocean liner.

I rode in the back while a friend drove it along the lanes near Goodwood. Driving the Ghost had been a nice, but being chauffeured was even better – there was monumental legroom, flip-down drink trays and the most beautiful wool carpet.

So which car would I choose? I'd buy them all. Together, they are England. Hail Britannia

[I read this through a good number of times and still don't get the relationship to the English Premier League unless the author is making the point that these cars are the top of the English automotive game, so to speak. One could argue that Jaguar nor Rolls Royce are no longer English owned, but . . . Ed.]



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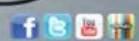


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One of those weeks . . . nothing too interesting on the schedule. Just some house work and a few phone calls. Hey, what's this in the mail? Free tickets to the Mecum Auction in Kissimmee from my friend JR.

'Do I want to go?'

This could be fun! I haven't spent much time at car auctions though I do watch Mecum, Barrett Jackson and others on television. Actually, I have frequently looked at the cars being auctioned at Amelia Island outside the auction or in the staging tent, but I have only been inside an actual automobile auction once. I went to the Amelia Island Auction with Rick Frazee a few years back. Rick had a purpose. He was in search of a Plus 4, 4 Place. He was looking for a large back seat to accommodate his 'large' dogs (giant schnauzers). There was a car with potential, but only for the right price. The car eventually came on the block, but Rick never did bid as the price quickly went through the roof and it shouldn't have (It was a \$20,000 car with questionable body and paint.)



Anyway, free tickets to the Mecum Auctions at Kissimmee and something to do during this less than committed week sounds quite good!

'You Betcha' I want to go!'

Kissimmee is not even an hour south of where I live, so a short run down to the auction site. Our tickets were only good for access to site, and for watching the proceeding. You needed special tickets and passes to actually bid on the cars. It's my understanding that if you intended to bid you had to preregister and put aside some amount of money. Neither JR nor I have any money so spare, nor do we have any unused garage space, so bidding was not a consideration.

The MECUM Auctions tout themselves as 'Collector Car' Auctions. In their vernacular this means Muscle Car. And, that's what they had. **Muscle cars galore.** Corvettes, Impalas, Camaros, Pontiacs Trans AMs and GTOs, Dodge



AH 3000 MKIII, Highest Bid was \$36K, No Sale

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Challengers and Chargers, Plymouths Furys and of course all sorts of Ford Mustangs. There were quite a few custom cars as well, hot rods and rat rods and stuff made from kits. Foreign cars were very much in the minority, which was to be expected, however there were a few interesting cars in the mix. A Hillman Minx, a Mini Shooting Brake, a couple of Sunbeams, 2 Tigers and an Alpine. A good number of Austin Healey 3000s, only one 100-6. One MGB, two MGAs, no twin cams. A few Jag sedans and an XJS. Only one E Type, a 2+2. No Morgans. Oddly, there were more late model Bentleys and Rolls Royces than I have ever seen in one place. And, the prices were very good for these cars.

They also had a few motorcycles, some old, some new, motorhomes, travel trailers and boats. Lots and lots of toys to look at. There were even a few vendors hocking automotive stuff - gas pumps, art work, neon signs and even shiny but inoperable outboard motors (the vendor said they were fine art so they didn't need to work?)

Actually, we only spent a few minutes in the actual auction pavilion watching the cars cross the block. It was interesting, but truthfully, you can see a whole lot more of the proceedings on TV. The real fun was walking the tents of cars lined up to cross the block. They had the cars in big tents, segregated by days. The cars that were to be sold on Tuesday were one tent, the cars to sold on Wednesday in the next tent and so on. Huge tents and lots of cars for each day. I certainly got my exercise walking the tents and poking at the cars.

There were some obviously very pampered cars. Someone's treasure and the result of huge investments, now up for sale and parked in a tent. It made me wonder what the backstory was. **Someone's dream and passion being sold off like cattle.** Is this what's in store for my Morgans? I hope not.



I really wanted to take a low mileage Bentley home but . . .

There was also some cars that were not so well prepared. Bad paint, unkempt, dirty. Again, it makes you wonder what the consigners were thinking. These cars were in the tents, displayed for the potential bidders. I would think you would want to do a good job, displaying the car, if you hoped for big bucks.

Another interesting bit was VIN verification. Some (lots) of the custom cars had these **'VIN Alert'** stickers. The sticker indicated the VIN was missing or for some other reason, it could not be verified. Possible reasons included things such as the chassis had been replaced, the car was built from parts, etc., and the onus for registration was placed squarely on the shoulders of the buyer. Even in easy States, like Florida, this can be problematic. A **Buyer Beware** sort of thing.

Seeing a lot of these **'VIN Alert'** stickers certainly reinforced the message for me. **Don't lose your VIN!** Morgan restoration, at times, requires replacing the chassis or firewall. If you are doing this, you will want to make sure that car's VIN is still available. Make sure the data plate is retained or re-stamp the VIN number onto the new chassis, or verify the chassis number is stamped on the bonnet hinge, etc. And, there are other options. But, best to clear this with the DMV first. I've personally had one of my Series 1 verified using the engine number. Anyway, point noted.

The weather was a little cool for Florida, but the sun was out and with all the exercising we got, walking the tents of waiting cars, we worked up quite a sweat. Coincidentally, there were a few stands selling beer! Cars, automotive knick knacks and beer. Could this day get any better! Well, perhaps if there were a few Morgans around!

These auctions are really a great way to find a well priced car. Since the folks at this auction most likely came for the muscle cars, the odd foreign car that crossed the block, was sold at what I thought was a pretty cheap price. Perhaps a contrarian strategy is appropriate? Buy something that the other folks aren't interested in?? But, your choices are certainly limited. But then again, it really didn't matter to me. I wasn't there to bid or buy. I got out of the house, was able to enjoy the Florida sun, got plenty of exercise walking around the tents and poking at shiny things. Plus it was a good time catching up with my friend JR. And better yet, it's a Wednesday! **Boy, this retirement sure beats work!**

Mark



LIVING WITH - MORGAN PLUS 8

Peter Jenks' Morgan Plus 8

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

In March 2014 I drove the Morgan Plus 8 press car and wrote a review of it. Morgan Motors went on to sell the car to a chap called **Peter Jenks** who has charmingly called it Tarka, "Because it's brown and 'otter than the Roadster."

[Peter is a common contributor to the Morgan blog, TalkMorgan, that I read and his observations on the results of this hybrid of an Aero Chassis and a Traditional body are interesting, as are his thoughts on the evolution of the MMC manufacturing processes. Worth a read. Ed.]

Peter has kindly sent us his thoughts on Tarka, and compares it to his 2009 Roadster, Aldermog.

PLUS 8 VS. ROADSTER...

They looks superficially similar, but how different are they?

I've now driven Tarka the 2014 Plus 8 around the roads I know, so I can start to make a comparison whilst Aldermog, our 2009 Roadster, is still fresh in my mind.

Let's start with **"Fit and Finish"**. **In many ways Tarka is very much improved**: under the dash and into the foot wells the soft leather extends as it does in my wife's Mercedes, a vast improvement. It is actually quite difficult to see or feel any loose wires. But there are still some hangovers from the Roadster, for example the hex head screws holding the door hinges are still mild steel and have rusted: why, oh why, can't they use stainless steel? The hinges are stainless anyway.

Moving on to comfort: this is where the difference shows. **The car rides like a modern car**, the suspension is controlled and the car passes over small road damage almost imperceptibly and deals with sleeping policemen without a concern. The ride is actually more controlled than that of our Mercedes E 350 Coupe. Inside the high back sports seats with seat heaters are as good as any high end seat, but for the broad of hip they might be a bit too snug! The extra 10cm cockpit width makes a big difference on a long run. I got the dealer, Williams Automobiles, to trim the inside of the side screens, this has finished off the cockpit perfectly and it is draft free. The hood has a separate lining and driving 'hood up' it is warm and dry, indeed the heater is powerful and infinitely controllable with modern electrically driven controls.

The radio is mounted in sight of the driver, a novel



improvement and the car comes with a full 6 speaker installation. I've fitted my Alpine CDE 136 BT and it works perfectly: it is a DAB unit and as in the Roadster the DAB reception with a simple powered splitter works very well. The sound quality is as good as any other basic sound system in a modern car.

Overall **the car is very significantly quieter** than Aldermog, at least until the loud pedal is exercised, when it produces a wonderful rasp from the exhaust, drops a gear or two and rockets forward.

There a few in-cockpit negatives, two that are easy to sort are the lack of a transmission tunnel locker and the ever useless door straps. I've fitted Librands door checks: this also replaces the rusting set screws and I'm working with Austin at Williams to develop a locker to go over the transmission tunnel between the seats. It will also act as an elbow rest! The more difficult challenge is the insane open ended glove box under the dash. Quite how this has been allowed to exist is beyond me: all it needs is a small 10cm x 10cm square of aluminium attached to the base of the glove box. Easy in construction but very difficult now.

Finally, to the important bit: how does it drive? I've only lightly explored the envelope, due to a combination of darkness, wet roads and lack of time. **But Tarka certainly has lots of power and the right foot needs to be very controlled on cold wet and greasy roads,** I was driving into a supermarket car park and needed to apply a little throttle to get over some speed bumps: the back end stepped out sideways about a foot...the road was wet and perhaps there was diesel about, but the sort of care any biker will understand is needed.

On the open road it is another matter: **the car can be driven as a lazy tourer,** letting the smooth auto box do everything or by putting the gear lever into "Sport" and using the steering wheel paddles it becomes a quick and responsive thing. The noise when accelerating hard is sinful, it sounds exactly how a big V8 should but so often doesn't. My "friends" at the BMW dealership were most impressed, **not just with the noise but the overall product.** Tarka's unusual colour was also considered to be really good, distinctive yet subtle.



Manoeuvring in confined spaces is not as convenient as in Aldermog, other than the **hydraulic power steering is a bit lighter:** but not massively so. The big problem is the lock, or lack of it. The lock is worse than Aldermog, quite how that can be I'm not sure! Once on the road I like it, much faster response to input than Aldermog and some semblance of feedback, not much but more than the electric power assist on my BMW. I know there are those who feel for track use the steering is slow to respond to rapid steering inputs. Perhaps, but that isn't going to worry me: I have little time for the "how fast is it round Nurburgring?" method of comparing cars.

Driving at night showed the **7" headlamps up as weak.** I've asked Williams to investigate fitting a pair of Wipac auxiliary main beam lights, they are certainly needed. Meanwhile I'll fit the head lamp units with LED sidelights I had on Aldermog, they are better than the standard units. [\[If you want to hear it, go to https://www.facebook.com/video.php?v=812154012142039&set=vb.209507192406727&type=2&theater](https://www.facebook.com/video.php?v=812154012142039&set=vb.209507192406727&type=2&theater) Ed.]

Peter Jenks



What's It Really Cost? *Tim Suddard, From the July 2014 issue of Classic Motorsports*

[I can, and I suspect many of you can as well, corroborate Tim's experience in restoring a classic car. If you aren't given the car in the first place, e.g. no purchase price, the costs of restoration will never make sense. Sometimes, even a gift of the car to start with won't make the process cost effective. But, as Tim states, the process is somewhat cathartic and certainly more rewarding than other methods of coping (and cheaper than some others I have tried). Ed.]

It's such a simple question: What's it cost? In the world of classic cars, however, it's one we spend a lot of time either obsessing over or ignoring completely.

We obsess over it at auctions, where the prices of even common collector cars like Mustangs and Triumph TRs approach \$40,000. We think that's crazy, but isn't that just another way of saying we conveniently ignore the flip side of that purchase cost? I'm talking, of course, about the cost to restore a car.

I've been spending a lot of time on that flip side restoring our Mini Cooper project car. When I first looked at this car, the owner was asking \$10,000—and boldly told me that it was worth \$25,000 when it was done. I explained to him that he was absolutely right: Once I bought his car for \$10,000 and put another \$25,000 in it, it would be worth \$25,000. He sheepishly cut his asking price in half and I bought the car.

Fast-forward a few years, and we are nearly done restoring this cool little numbers-matching 1967 Mini Cooper S. On the plus side, in concours condition it is now worth more like \$40,000; on the minus side, it was (of course) way rougher than we originally thought. We just got finished with 200 hours of welding and fabrication just to make the shell perfect.

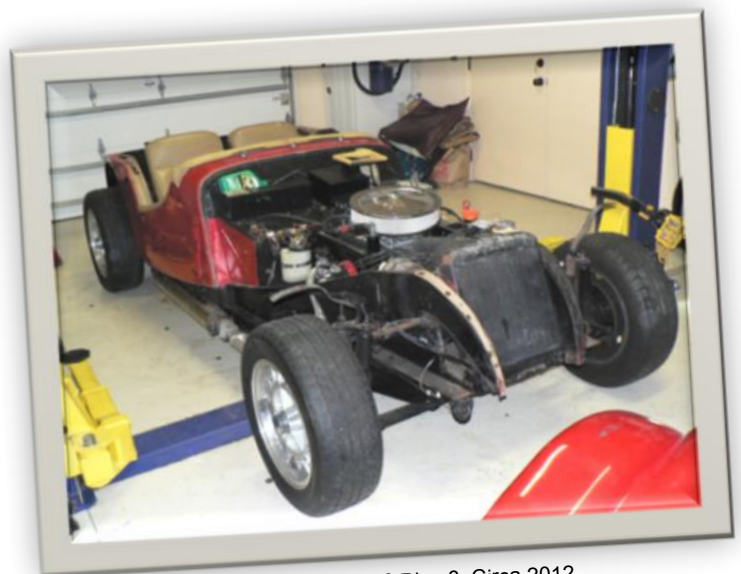
That's the nature of restoration costs: They're nebulous. They grow over time. They also tend to stay hidden, since a reluctance to face bad news (or one's spouse) means the receipts are often hidden, ignored or lost. Even if they are tracked religiously, they rarely include the costs of sorting a newly rebuilt car.

It all adds up to this: Not many of us really know what it costs to restore a car. That's especially true for those of us who do at least some of the work ourselves. We don't calculate how much time we spend in the garage, and how would we assign a cost to it if we did?

Nevertheless, let's try a little math here. So we bought a Mini for \$5000, and spent \$10,000 at Mini Mania for parts. Let's not forget the used door and other pieces we got from Heritage Garage—better add another \$1000 there. We spent a few thousand in machine work doing the head and rebuilding the transmission. We bought Vredestein tires and Koni shocks; this set us back another \$1500 or so. We spent another \$2000 rebuilding the rest of the suspension, since we decided to stick with the original displacers. A paint job is going to set us back \$5000, and that's only because our paint guy takes real, real good care of us. We got a new wiring harness from British Wiring, an insulation kit from Quiet Ride Solutions, and we had the original heater rebuilt by Ron Jernigan. Chock up another grand or two. We sent the gauges to Nisonger, and while they come back perfect every time, that cost a few bucks as well.

Add this all up, throw in the additional \$5000 in miscellaneous expenses that I know this car will need before it is done, and we have a grand total of nearly \$35,000. Right off the bat, we're \$10,000 over the \$25,000 cost I quoted the original owner when I bought the car. We always seem to underestimate costs—plus, as we have mentioned, although this car was very original and had all its numbers matching, it had been ridden hard and put away very, very wet.

At least I can comfort myself with the idea of a \$5000 profit on my projected \$40,000 sale, right? Yes and no. Notice that we haven't talked about labor. Along with my buddies Jere and Tom, I have some 500 hours in this car already. At \$20 an hour, that's about \$10,000. At a more realistic \$50-\$70 shop rate, that's a cubic crapton of money. And if this car was more



Braunstein's 1986 Plus 8. Circa 2012

complicated that number would be more like 2000 hours.

Obviously, my accountant would tell me that none of my hard work makes any sense. Going to auction and buying a nicely restored Mini at auction for top dollar looks like the deal of a lifetime, right?

Not so fast. We haven't figured in my savings on therapy costs, and let's face it, a good shrink charges more than even the most expensive shop rate. **And since most of us crazies would spend our time (and money) on some other bad habit if we weren't out in the shop, I consider myself money ahead for every hour I spend there.**

Back in the real world, though, if you're a bottom-line kind of person, purchasing finished cars is the way to go. Even if you pay all the money at auction, you'll still save time and dollars over trying to restore it.

If, however, you are like me and you do this because you love it, then you can't put a dollar figure on what you get out of bringing old cars back to life. I have restored more than 40 cars in the last 30 years, and as I near the finish line with our Mini, I am already getting excited about the 1958 Tornado Typhoon I'm going to do next. After all, I've spent way more on stupider stuff.

[Now don't get too discouraged by all this. There are some obvious options, specifically if you don't get carried away. In my mind, a mechanical restoration is always cheaper than a full up restoration that includes the cosmetics. Deciding not to produce a concours quality car, just a good driver, say a '20 footer', and you can do this and still not break the bank. All of this assumes a relatively complete car. Buying a lot of missing bits (gauges, switches, chrome trim, etc., will not help matters.)

In my experience, it's the body work, the respray and the retrim that will cost you. The body work, and the respray costs a lot more than Tim allows (but he says he has a friend . . . boy, I do need a friend!) The retrim of the interior is also quite expensive, especially if you opt for leather, a new top, a new tonneau, etc. I have completely repainted and re-trimmed a number Morgans and doing so absolutely transforms the car . . . but it also is a huge financial investment.

Luckily, much of the classic Morgan's interior trim can be done at home. But, the somewhat non-standard nature of a Morgan eliminates the availability of a lot of off-the-shelf retrim kits. Seat kits, top and tonneau kits can be purchased, but don't be lured in by the advertised simplicity - they will still require a good amount of time and work to fit and install. It also helps if you have a friend with skill and an industrial sewing machine . . . (this time I know a guy!)

Even if you decide to opt for only a good driver, you need to be careful. There are two big things that can skew all your mental math and estimates. These are the Morgan chassis and the wood. A new chassis' can be procured but replacing the one requires time and you will need a lot of shop space. A new chassis will most likely require some metal work, e.g. fabrication of brackets and drilling of attachment holes, so you have to be prepared with the requisite skill and tools. The other big kicker, is wood rot and wood component replacement. Look at these things closely and when doing so, consider your own abilities, tools, and shop capabilities.

(Of course there is always the justification, beyond just this one restoration, for buying that new, shiny tool . . .)

The apparent re-sell rates for Morgans (see Hemmings.com) makes the whole process a bit more appealing. However, you have to take these advertised prices (like those on Hemmings.com) with a grain of salt and realize that they are only what an overly enamored owner is asking. The actual selling price will likely be 10%-20% less than that asking price.

Bottom line. If you can find a complete car that will require mainly mechanical refurbishment, has a decent chassis and wood, and won't necessitate a full up restoration, to include a respay and retrim (and you can personally live with just a '20 footer') you just might stay financially solvent.

Unfortunately for me, I like the shiny stuff too much and always end up with a big bill for paint, leather, chrome, etc. Good thing Andrea doesn't see all the bills! Ed.]



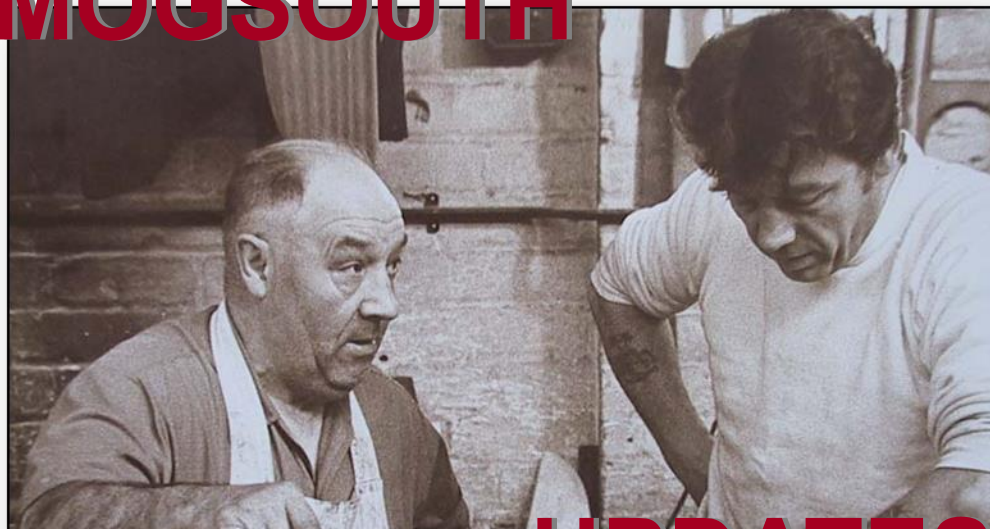
Braunstein's 1939 Series 1. Circa 1995



Braunstein's 1952 F Super. Circa still in the garage . . .



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

This is a big year for MOGSouth. Not a year to waste away, leaving the car in the garage to gather dust and leak oil. Get it out!

Better yet, come out and play with the Club. Register for the 40th Anniversary Meet by going to the MOGSouth Web Site Home Page (www.mogsouth.com) and click on the Registration Link to download the form. Follow the instructions.

Also, make sure to reserve a room in Aiken or you will find yourself sleeping with the Gypsies!

The Events calendar is chock full of other good stuff. Time to fill out your 'dance-card' now!

MONTHLY CLUB GATHERINGS !!

ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

Other ANNOUNCEMENTS Of Interest !!

MOGSOUTH MEMBERSHIP ROSTER UPDATES

We are still trying to finalize the next version of the MOGSouth Membership Roster. This means that we need to have everyone pay their 2015 dues and update their contact information. The MOGSouth Membership Roster was last updated in 2013 so it's time.

We use an **Email contact list for communication**, so in order to receive communications from MOGSouth about upcoming events, newsletter availability, etc., you must provide us with your email address. I use the roster constantly and I suspect that many of you do as well. If there is information on the membership roster that you would prefer not be published, just let us know. We hope to have a new roster to distribute at the MOGSouth 40th Anniversary Meet in Aiken, May 1 - 3, 2015.

MOGSOUTH AND MORGAN REGALIA

COMMEMORATIVE ITEMS FOR SALE AT THE MOGSOUTH 40TH ANNIVERSARY MEET

MOGSouth isn't a club with lots of discretionary funds so there aren't usually a lot of Regalia items in inventory. We do have **MOGSouth Car Badges** on hand and they will be available at the MOGSouth 40th Anniversary Meet, should you need one, or need another? There will also be **GatorMOG Car Badges** available as the meet.

Specific to the MOGSouth 40th Anniversary Meet (since we hope it will be somewhat special) we figured we'd best spend some of the club's funds on commemorative items.

If you have registered for the 40th Anniversary Meet you know we have T Shirts planned and have asked for sizes, quantities, etc., in the registration process. (If you haven't registered as yet, please do so very soon. See the next page of this newsletter for details and instructions on how to register and reserve your hotel room.)

Commemorative T-Shirts will not be the only thing available at the 40th Anniversary Meet, but we want folks to be surprised, so we aren't going to 'spill the beans' just yet. Rest assured we believe these items will go very quickly so you will want to be sure to get yours before we run out. **But, be sure to bring your check book!** MOGSouth is purely a cash and carry sort of outfit as we have no ability to take credit cards.

AND OTHER THINGS YOU SHOULD KNOW !!



MOGSOUTH 40TH ANNIVERSARY (SPRING 2015) MEET UPDATES!

As of **January 2015** the event schedule is set. (See below.) Also, the registration process is underway and working well. You must Register for the event and make your own hotel reservations. See the **ACTION REQUIRED** section, below. We have well over a hundred folks signed up and are very close to filling our hotel room block the Hilton Garden Inn. **It's starting to look like a 'who's who' of the US Morgan community.** This is a meet you definitely don't want to miss.

Again, as a reminder for those of you who may have missed it, the MOGSouth 40th Anniversary meet will be held the first weekend in May (1st - 3rd) 2015 in Aiken, South Carolina.

We have a full slate of exciting Morgan activities planned for the weekend starting Friday afternoon. The weekend activities will finish with a banquet on Sunday evening. So plan your travel time and hotel reservations accordingly.

You don't have to be a MOGSouth member to attend. All members of the Morgan community are welcome, regardless of club affiliation or car ownership. Even if your car doesn't run, come anyway. We actually want to see you more than your car. As is the norm for all our meets, there will be a complementary hospitality suite, provided by the MOGSouth treasury, open each evening, for Morgan 'Noggin and Natter.'

ACTION REQUIRED (TWO STEPS)

- **HOST HOTEL** - **You must reserve a hotel Room** - [Hilton Garden Inn](#), Aiken South Carolina is the Meet HQ. You need to make your own reservations. You must call the hotel directly at **(803) 641- 4220** and mention **MOGSouth** when making your reservation. You should do it now. A block of rooms at the Hilton Garden Inn is being held until **17 March 2015** however it is likely that we will have to use the overflow hotel, the Hampton Inn. (As the two hotels are related, you just need to call the Hilton at the number above, and they will handle the overflow reservations, if required.) So don't wait to make your reservations. Don't forget, be sure to ask for **MOGSouth** to get the group rate. Breakfast and other amenities are included in the rate. Click the link to see the hotel's web site.
- **REGISTRATION** - **You must also register for the Meet.** There are far more folks reserving hotel rooms than registered for the meet. Not sure what that means. Go to the MOGSouth Website home page or this link (www.mogsouth.com/40thAnniversaryMeet.htm) to download the Registration form. Annotate your likely (or not) participation in the meet's events, buy your meal tickets and purchase meet regalia. For the meals and regalia, we have included prices. Select what you want and send us a check. Your meal tickets and regalia will be in Aiken.

HONORED GUEST

Steve Morris, the Managing Director of the Morgan Motor Company will attend the MOGSouth 40th Anniversary Meet and will be our Chief Judge at the Concours and the Guest Speaker at the Banquet.

TENTATIVE SCHEDULE OF EVENTS (We believe this to be accurate but if things change we will let you know.)

- **Friday 1 May** - Afternoon **Gymkhana** vicinity of the Hotel. Dinner is 'On Your Own'. We will provide a list of recommended restaurants. It has been suggested we avoid downtown on Friday due to other events going on downtown so our list will include restaurants in the vicinity of the hotel. And, the hotel is close the Aiken Mall!
- **Saturday 2 May** - **Morgan Rally / Drive** to the [Augusta Sailing Club](#) on Strom Thurmond Lake which straddles the Georgia and South Carolina border. The Rally will include a **Scavenger Hunt** with questions along the route. A **Catered Lunch** will be provided at the Sailing Club. Following Lunch, the Morgans are expected in downtown Aiken for a **'Public' Car Show**. We have reserved the Aiken 'Festival Center' on Newberry Street for our show. We'll let the Aiken public select a 'Peoples Choice' Morgan. Our event is co-sponsored with Aiken County Historical Museum. FYI, **the Aiken County Historical Museum is considering a Morgan Car Exhibit during our stay in Aiken.** More to follow. Dinner is again 'On Your Own', but this time we'll provide recommendations downtown.
- **Sunday 3 May** - Mid morning formal **Judged Concours** with accompanying **Brunch** at [Rose Hill Estates and Stables Restaurant](#) in downtown Aiken. After the Concours, folks are free to explore Aiken or rest up for the **MOGSouth 40th Anniversary Banquet** at the [Woodside Plantation Country Club](#) on Sunday evening.

Be sure to put the dates on your calendar and make sure you register quickly. **Watch this space and the web site. But, if you have questions, please feel free to call or leave us an email at mogsouth@yahoo.com.**



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

News out of the factory has been minimal however there is a sense that something is going to be released soon. Not sure just what however.

There are lots of rumors swirling about the demise of some models and this brings on desires and wishes for other models and power trains.

Maybe an announcement of a new US model! Doubt it, we couldn't be that lucky.

Rest assured we have our ears to the proverbial ground listening for real substantiated news.

Stayed Tuned !!

MORGAN 'FLUES' ?? <http://www.malverngazette.co.uk/>

Investigation finds Morgan Cars breached planning guidelines in erecting chimneys and flues on factory roof

An investigation has found Morgan Cars did breach planning guidelines when it constructed chimneys and flues on the factory's roofs. The legendary manufacturing **giant** *[One might argue with the definition of the word 'giant.' Ed]* must now submit a retrospective planning application, to gain permission for the controversial flues to stay there.

Duncan Rudge, development control manager at Malvern Hills District Council, said: "We have had an almost completed retrospective planning application from Morgan. "The application is for the retention of the flues on their roof.

"Once the application is complete and includes all of the necessary information, neighbours will be notified and the application will be open for comments in the normal way."

A spokeswoman for the authority confirmed Morgan Cars should have applied for planning application in order to build the additions on its roofs. As with any planning application, it can be refused if there is a planning reason to do so.

Despite being contacted, Morgan Cars remained unavailable for comment.

The flues sparked complaints from residents to the Gazette and Malvern Hills District Council, leading to the district authority launching the investigation. Noise, smell of fumes and even views of the Malvern Hills being blocked were all complaints residents of Charles Way made.

Peter Roome, who was one of the residents to complain about the erecting of the flues, said: "I am very happy with this result. This is exactly what I wanted. "Morgan Cars can't just go around blindly doing what they want, just because they are who they are."

When the planning application is submitted, residents near the car factory, in Pickersleigh Road, will be notified. Comments can also be made during the public consultation period, which will be taken into account when the application is decided upon.

WEXFORD'S DONAL KIRWAN WINS MORGAN DEALERSHIP www.wexfordpeople.ie

Businessman Donal Kirwan has been awarded the all-Ireland dealership for the iconic Morgan car brand.

It's quite a coup for the Camolin-based Donal who said Morgan wanted a long-established business to match their long-established brand rather than a johnny-come-lately who wasn't fully committed and passionate about the bespoke models so-beloved of enthusiasts throughout the world.

'We have been in business for 40 years, Morgan has been in business for more than 100, so it's a perfect fit, a common bond,' said an up-beat Donal, who said he had signed the contract following months of negotiations with Morgan's

Continued Next Page

equally up-beat managing director Steve Morris and his team.

All Morgans are hand-built and tailored to individual requirements in terms of colour, trim, materials and specifications, with Ireland, that is all of island of Ireland, being allocated 12 to 15 cars out of a 1,000 cars that are built each year at the factory in Malvern, in the UK.

Donald currently has two demonstrators in stock, a Plus 4, so beloved of the prestige marque's fans, and a Three Wheeler, a modern take of a model which first took the road in 1909 - one of the first forms of motorised transport. While rates of VRT are still being worked out, the Three Wheeler will sell from the low €40s with the Plus 4 coming in at the early €50s, depending on specification. Donal said that while he had not yet been advertising the Morgans, there was already a groundswell of interest. The last time Morgans were imported into Ireland was in 2006, but with the recession kicking off the time was not right.



Lifting the long bonnet of a 'traditionally-styled' Morgan Plus 4.

He said that a time when many new car models were so similar, Morgan models, from the Plus 4 and 4/4 models to the Aero range, are very different from anything else on the road - 'a beautiful marriage of new technology with classic looks'. 'A lot of people who want a classic car are not petrol heads, they don't want the drama that sometimes goes with a classic car and want something that starts everytime and doesn't break down, so with the Morgans we can take all that drama away with a warranty and dealer service in a car with classic looks,' said Donal. 'I love the simplicity, it's the best combination of old meets new'.

All Morgans are expertly crafted using three core elements: ash, aluminium and leather, and each 'celebrates traditional manufacture while embracing modern design', built in a similar manner reflecting over a century of tradition and heritage.

Founded in 1909, Morgan is the world's oldest privately owned motor manufacturer and offers the most personalised service in the industry. While many people will be familiar with the traditionally-styled Plus 4s, Roadsters and Plus, with their sweeping lines and 'old school' looks, the new generation Three Wheeler, launched in Geneva in 2011, will come as something new to many. **Donald sees his main market for Three Wheelers among those middle aged men and those who have a hankering to buy a big motorbike.**

'With the Three Wheeler they can recapture that feeling of freedom without the fear of falling off that may have with a bike,' he said, 'It's just such fun.' 'And that's what owning a Morgan is all about, putting fun back into motoring. It's a lot more than getting from A to B. It's a journey every time you get into one,' said Donal. *[I have come to believe that a Morgan is not really a car (but it can be when called to service!) but actually more of a 'hobby'. We spend more time and certainly more money on the Morgan, than we ever would if it was a just a car. Ed]*

Donal's dealership will serve all 32 counties and he expects some of customers to come from the north given the UK's more favourable tax rates on new cars and the absence of the dreaded VRT, although given that some of the new models have low enough emission levels it is necessarily Draconian. 'It's all about developing my business to be that little bit different,' said Donal.

MORGAN GT3 RACE CARS *Richard Thorne acquires both Morgan GT3 race cars from the MMC!*

Richard was delighted to negotiate the purchase of the 2 GT3 race cars from the factory on behalf of long term customer Roger Whiteside. The intention is to re-prepare both cars with the target of racing them in predominantly endurance races, and make them available to the factory for selected events in 2015. Morgan Finance Director Tim Whitworth said "I fully support the purchase of these important cars by RTCC for Roger who is one of our most passionate Morgan racers. I look forward to seeing the cars in action in selected events next year". The cars were collected in time for the RTCC Christmas Party on Thursday December 4th and were much appreciated by their customers. Roger himself was on hand to give a very amusing talk about his racing exploits with the RTCC team in 2014, including very successful drives at Le Mans and Spa 6 hours. *[There is some speculation that the sale was necessitated by a need for cash by the MMC. Whether there is truth in that or not, I personal prefer to see race cars on the track doing what they were designed to do and not on display. Ed]*



QUOTE FROM DEALER NEWSLETTER

'The Aero range have announced their last production build slot will be at the end of April. If you are thinking of buying one of these prestigious vehicles, contact us now to avoid disappointment'

[Jan 16, 2015 - This is only rumor and as far as I know, there is no official announcement by the MMC, however the number of different sources predicting the end of the Aero line cannot go unnoticed. There is all sorts of speculation as to what the cause might be, however it would seem that the BMW V8 engine supply is the most likely culprit, followed by less than stellar sales numbers for the Aero Super Sports and Coupe. Not sure if it is the unavailability of the engine, or that the engine's approval for UK and/or Europe (Euro 5 or 6 Type Approval?) have expired. From reported accounts the Plus 8 BMW is doing well (I have heard a number around 150 + have been sold) and the Plus 8 Speedster is nearing its limited production run of 60 cars. So, should reality come forth from these rumors, those of you with Aero 8s in the U.S. might consider holding on tightly, as these cars will have become 'treasures'. Ed.]

[Something else is at foot at the MMC, not sure what it is. Might be SP1 or other related. Perhaps a new model or a new drive train for a current model. We'll report as soon as we find out, so you can be in the know. Ed.]

THE AUSSIE 3 WHEELER

Unfortunately the US is not alone in having governmental regulations that stifle Morgan imports. The Australian government has recently approved a set of modifications to the Morgan Three Wheeler designed to address specific Australian regulations. Funny, the Australians can import all of the four wheelers, the Aero range and the Traditional body cars, but haven't (until now) been able to get the new Three Wheeler imported. The changes made to the car to meet the regulations are interesting to say the least. Some are good and some are downright 'ugly'. But I will let you be the judge . . .

*"Morgan Cars Australia have announced the 3 Wheeler is now available for sale in Australia. The Aussie 3 Wheeler looks a little different to those available elsewhere in the world due to it being **treated as a car** by the regulators.....which also has flow on **implications with taxation laws**. *[This means added expenses for luxury taxes and road taxes . . .]* Regardless, I think having a 3 Wheeler available for sale in Australia is a great achievement for all those involved in the amazingly long and difficult approval process. Local motoring press have said most people would have given up trying long ago, and I am sure high volume importers would not have bothered. It will be fantastic to see the M3W on Aussie roads.*

*The most obvious visual change is the **redesigned induction system**, revised to meet ADR **noise regulations**. A **larger air-cleaner is now mounted under the bonnet**, as a result the induction pipes are now visible at the front of the engine. These design changes ensures that this already unique car is even more distinctive in its Australian livery, having acquired a 'moustache'.*

Other changes to the ADR version of the M3W include:

- *Re-positioned front indicators*
 - *Wind deflectors, in place of a wind screen*
 - *Collapsible steering column*
 - *Padded steering wheel*
 - *Higher roll-over hoops with headrests*
 - *Dash padding*
 - *Larger 'car' side mirrors*
 - *Central mirror*
 - *Side repeater indicators*
 - *Side reflectors*
 - *Seat belt warning light and buzzer*
 - *Brake failure warning light*
 - *Third brake light*
 - *Reversing light."*
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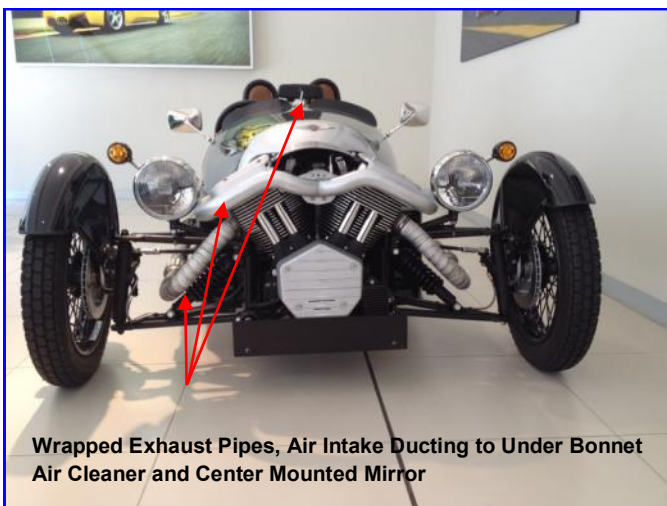
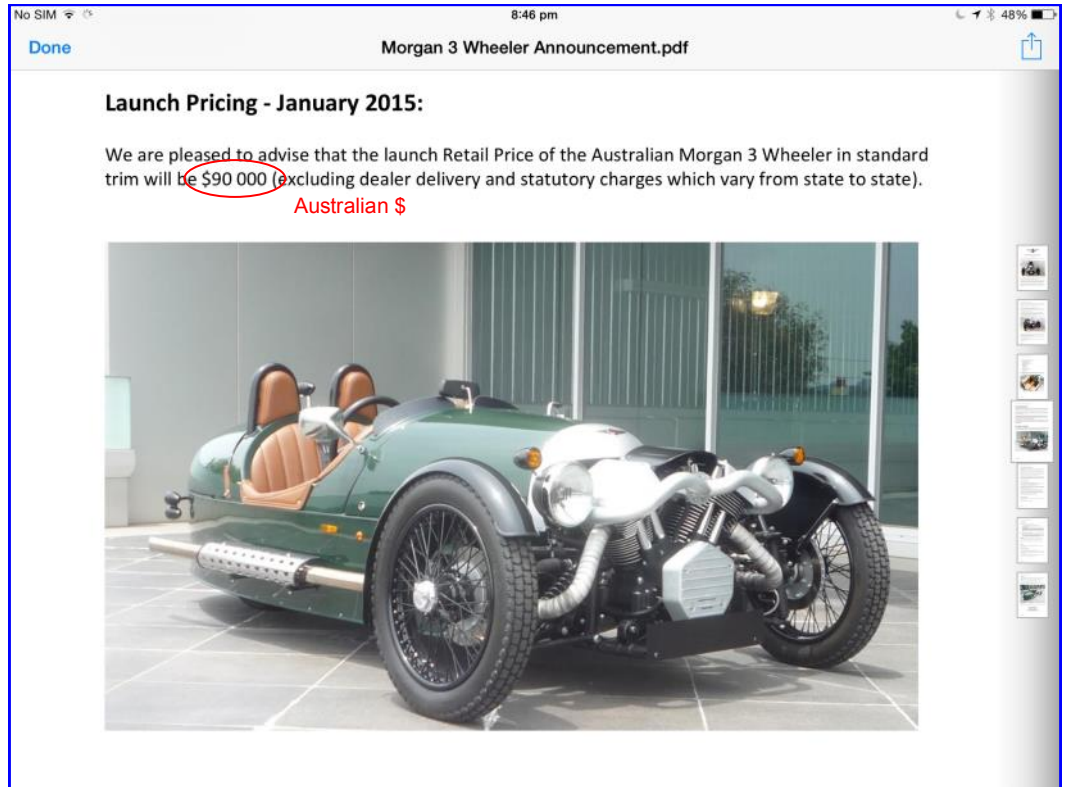
THE MORGAN THREE WHEELER DOWN UNDER

There is a lot of excitement surrounding the availability of the M3W in Australia.

The dealer, in Melbourne Australia, Chris van Wyk, is to be commended for his perseverance in getting the M3W approved. We, in the US, can relate, reminded of the Bill Fink efforts in the late 70s. We know this is not a trivial effort, nor is done without significant financial commitment.

The prices of the cars are certainly to be high (see pic above) and since the M3W is a 'car' in Australia, versus a motorbike, the taxes will be substantial. But then again, the Australian people love their cars and the landscape, in most areas of the country, will certainly compliment the M3W's capabilities.

Now, if we could only get the trades into the US . . .



A Few Words From the Australian Press on the Availability of the Morgan Three Wheeler in Australia

www.caradvice.com.au/

After years of recalibrating and reconfiguring, the Morgan 3 Wheeler is now on sale in Australia priced from \$90,000 plus on-road costs. *[90K AUD = 74K US Dollar. Yikes!]*

The niche sports car brand described the process of getting the Morgan 3 Wheeler to market as a “protracted” one that has required the unique vehicle to be **“re-engineered from a 3-wheeled motorcycle to a 3-wheeled car”**.

Australia’s “unique” technical requirements under the Australian Design Rules meant major changes had to be applied – both under the skin and to the more noticeable parts of the rear-drive two-seater.

The most noticeable change is the “moustache” style induction system that was adopted to meet noise regulations. The induction pipes at the front of the M3W, as it is known, give it something of a 1900s fighter pilot look (though the car already looked a bit more like a motorcycle-cross-airplane than anything else).

These images provided by Morgan show a pre - production car, and the company says the vehicles sold to consumers will have an “enhanced satin-silver appearance”.

Other changes to the M3W for Australia include repositioned front indicators, wind deflectors (rather than a windscreen), a collapsible steering column, a padded steering wheel, padding across the dashboard, a central mirror, larger side mirrors (car-size, not motorcycle-small), side reflectors and indicators, higher roll-over hoops with head restraints, a seatbelt warning light, brake failure warning light, third (middle) brake light, and a reversing lamp.

So, no small task.

Morgan says the 3 Wheeler’s classification as a car rather than a motorcycle means it attracts a 5 per cent levy on UK imports (bikes don’t), and also means the Luxury Car Tax is applicable – despite the fact this is hardly a luxu barge. As such it is priced from \$90,000 plus on-road costs. ***The company has quoted a basic driveway price of \$97,660 for a standard car delivered to a buyer in Melbourne.*** *[I guess you really have to want one of these at that price. Ed.]*

The company is offering a range of modification options for the look of the M3W, with sticker/decal packs, different paint finishes and leather trim just some of the boxes available for buyers to tick. The front wheels (19×4-inch in size) can be painted as an option, too – though the 15-inch single rear wheel remains out of sight, so remains untouched.

The Morgan 3 Wheeler is powered by a 2.0-litre V-twin engine producing 60kW (at 5250rpm) and 140Nm (at 3250rpm), but weighs just 550 kilograms thanks the extensive use of aluminium. It sends its power to the rear wheel – yep, it’s one -wheel drive – through a five-speed Mazda gearbox. Morgan claims a 0-100km/h time of just 6.0 seconds, while fuel use is claimed at 9.3 litres per 100km.

Australian production is set to commence in April 2015, with deliveries commencing from July.





AMELIA ISLAND 2015 CONCOEURS D'ELEGANCE

Just to give you some warning, the Amelia Island Concoeurs will again have a Cars and Coffee event started last year. This event will be on Saturday 14 March **2015** event, on the same golf course where the Concoeurs is held on the following Sunday. Over 250 classic and exotic cars from local car clubs will be displayed on the 10th and 18th fairways of the Golf Club of Amelia Island. **Vehicles must be pre-registered to participate!** 9 AM – 1 PM and it's Free!

We had a great turn out earlier this year (for the 2014 Cars and Coffee at Amelia) with three Morgans on the lawn and a few of us have already hatched a plan to attend again.

Hopefully, by putting this reminder in the newsletter we can generate more MOGSouth interest and participation.

Joe Topinka even put together a Friday evening Noggin at a local Fernandina Beach watering hole and we had quite a few folks (MOGSouth members and others) turn out for a (pint or two.) Perhaps we can do something along these lines again next spring. If you plan to attend, send us an email at mogsouth@yahoo.com so we save you a parking space. Also, there is a sign up form we can email to you if you need it. Just send us a note via email to mogsouth@yahoo.com.

FALL IN LOVE WITH THE FAILED MORGAN PLUS 4 PLUS

<http://news.boldride.com/>



In 1964, Morgan built the Plus 4 Plus. The naming might have been off, but there was something so wonderful about this quirky little Brit that still warms my heart to this day.

It had 110 horsepower, a 4-speed transmission, and a body made completely out of fiberglass to increase performance. But the idea with this car from the start was to “modernize” the brand’s classic look — and that turned out to be the Plus 4 Plus’ defining feature.

Straying from that classic design we all know and love, the Plus 4 Plus had a fixed top, a sleeker front end, and a really sporty profile. And all that fiberglass gave it a curb weight of only 1,800 pounds. It was the future of the brand ... or so they thought.

Morgan only produced 26 cars from 1964-1967 because sales were absolutely bombing. Eventually Morgan ditched any attempt at modernizing its look, and decided to stick with the classic look on everything it did. Even today we still see those classic lines on the Aero 8 and Threewheeler.

It was a risk — a risk we’re glad Morgan took. Although it lives on as one of the rarest and most failed Morgans ever built, you can’t help but smile every time you see one. I mean just look at it.



Morgan Plus 8 Speedster Review *Henry Catchpole* <http://www.evo.co.uk/>

[See Newsletter Morgan Video Listing Earlier in this issue for related Video. I know we cant get this here but it is fun to dream. Ed]

VERDICT:

The Plus 8 Speedster does without such fripperies as a hood or a windscreen - and it's an absolute blast

EVO RATING: ★★★★★

PRICE: £76,751 as tested) \$116358.33 (USD)

FOR - *Looks fantastic, feels even more alive than a standard Plus 8*

AGAINST - *Optional automatic gearbox is a little slow-witted*



Morgan has clearly undergone something of an epiphany with its 3 Wheeler. What that modern iteration of the marque's tri-tyred classic has shown is that there is a real appetite out on the roads for a bit of discomfort. In a world where most manufacturers are piling on the creature comforts and attempting to cocoon occupants ever further from the messy business of driving, Morgan has realised that there are plenty of people who actually relish a bit of interaction with the elements. I certainly do.

Hair swept back, styled only by the slipstream. Hearing muted by a hurricane of white noise. Eyes squinting slightly in an attempt to prevent eyelids from flapping in the onrushing breeze. It's invigorating and life-affirming. We laugh at dogs when they stick their heads out of car windows, but perhaps they're on to something.

NESTLING BENEATH THE LOUVERS IS A 4.8-LITRE BMW V8, PUTTING OUT 362 BHP AND 370 LB FT OF TORQUE.

Anyway, the aero-screen sensations of the M3W have been translated to the Plus 8 to create the new Plus 8 Speedster and I really rather like it. The Plus 8, in case you need a quick refresh, is essentially Morgan's modern, bonded-and-riveted aluminium chassis (as found under the Aero range of cars) but clad in a classic shape body. Nestling beneath the louvers is a 4.8-litre BMW V8, putting out 362bhp and 370lb ft of torque. Propelling the Plus 8's 1100kg, that's more than enough, but by deleting such things as the hood, bumpers, side windows and windscreen, Morgan reckons it's shaved off another 100kg for the Speedster...

All this has been done to celebrate a century of manufacturing in the charmingly ragtag collection of buildings at Pickersleigh Road in Malvern, the home of the Morgan Motor Company. We're quite some way from Malvern today, as the car you can see in the photos belongs to Bell and Colvill in Surrey. The light pastel green colour is one that I've only ever seen on a Jaguar C-type but I think it suits the car. In fact the whole pared-back effect is absolutely stunning.

In a pricing strategy that would shock Porsche, the stripped-out Speedster actually costs £15k less than a standard Plus 8, but the options on this particular car ratchet the price back up a bit. The extras list begins with the side-exit exhausts (£1680); then there are the striking 18in Speedster alloys, designed to look like steel wheels (£1920), the bonnet strap is £156 and the six-speed automatic gearbox that a surprising number of customers spec is a £3000 addition (a six-speed manual is standard).

Continued Next Page

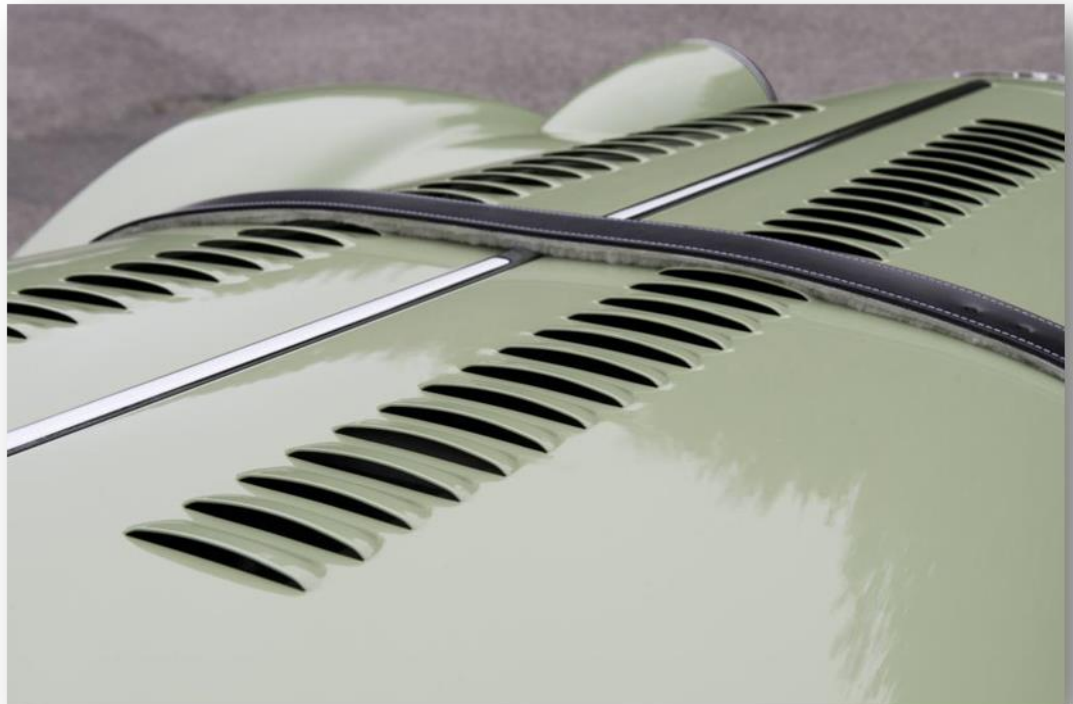
The door looks low enough to swing a leg over and get in without opening it, but out of respect for the driver's seat I reach inside and click it open (the lack of exterior door handles adds to the clean look of the car). The seats are mounted surprisingly high, which only adds to the feeling of exposure.

THE V8 STARTS WITH A WARM, MELLOW RUMBLE THAT PERMEATES UP FROM THE SIDE EXIT EXHAUSTS

Twist the key, thumb the starter button and the V8 starts with a warm, mellow rumble that permeates up from the side-exit exhausts directly below you. The auto has quite an aggressive creep so as soon as you come off the brake the Speedster leaps eagerly forward.

The highways and byways of Surrey are an interesting mix, with bumpy, leafy lanes for the most part but also some smoother, faster sections if you know where to look. I head first towards the North Downs and some roads I know reasonably well, having grown up not so very far away. Pottering along the lanes at a gentle pace, you already feel you're going plenty fast enough thanks to the lack of a windscreen. The two aero bubbles on the bonnet are so low and aggressively raked that you really have to hunker down unnaturally low if you're going to gain any benefit from them, and the engine noise disappears in the wind above about 45mph. You really do feel very exposed, too, something that seems to become even more apparent when you stop at traffic lights or crawl through town – there's simply nothing between you and the 'outside' world.

The wonderfully swooping bonnet looks even longer than usual, stretching out towards the horizon and arriving at corners several seconds before the rest of the car. The Speedster really does feel lighter and more instantaneous in its reactions than a regular Plus 8, too. Slicing neatly along the road, only gentle inputs are needed; up the pace, show some commitment and the alacrity with which the nose



Continued Next Page

dives towards an apex is actually quite surprising. The grip ebbs as you add more lock, so the way to drive it is still to steer it on the throttle from early in the corner. The lightly treaded Yokohama Neova rubber might look intimidating, but it actually gives very good feedback through the steering and, if you get the rear sliding, it has a nice progression as it moves around underneath you.

It's clear fairly quickly that the Speedster prefers the more groomed pistes rather than the nobbly back-roads, although the dampers do get into their stride a little more as you pick up the pace. Nonetheless, bigger bumps frequently see the rear axle hopping and skipping underneath you, which is exciting but also a little alarming.

***IF YOU WANT TO SHIFT
THE AUTO BOX
YOURSELF, IT'S MUCH
BETTER TO PUSH AND
PULL THE BIG KNURLED
SHIFTER***



The ZF auto 'box is actually not the tiresome companion that you might imagine. Yes, its presence feels a little like removing the stairs from Downton Abbey and installing an escalator in their stead, but shifts are smooth and there's so much torque propelling so little weight that you could happily be in any one of about three gears for most corners and not feel as though anything was out of kilter. What aren't so great are the optional paddles. They weren't fitted to this car, but Jethro Bovingdon drove another example on track and said that a tweak of an index finger took forever to get a response. If you want to shift the auto 'box yourself, it's much better to push and pull the big knurled shifter on the transmission tunnel. Or you could just spec a manual 'box, which really would suit the car much better.

Jethro's other impressions from driving the Speedster on track were by and large extremely positive. Despite the considerable width of the car, something that's only accentuated by the deletion of almost anything protruding above waist height, he noted that it still feels quite narrow to drive. He also noted that it's keen to oversteer and fun when it does. His car had the relatively discreet optional roll-hoops behind the seats and, much as I love the beautifully sleek look of the Speedster (someone actually suggested they should go the whole hog and create an über-streamlined Bonneville special, complete with spats), I think they're certainly a good idea if you're going anywhere near a track or just want to drive it fast, because you're fearfully exposed otherwise.

Pottering along the leafy lanes, it turns out that the colour of this particular Speedster isn't so rare after all. Not only is it basically a Surrey staple Farrow & Ball colour (Number 32, Cooking Apple Green, I'd venture) but when we pulled into the National Trust car park on Ranmore Common there was a converted Citroën H Van, painted an almost identical shade, serving coffee. Photo opportunities don't land in your lap much more easily.

So the Plus 8 Speedster really is extremely appealing. But then, speaking personally, I've always been a sucker for the sort of bracing motoring that harks back to an age when wheels were wire and moustaches bristled. What was surprising was how everyone else fell for it, too. Young Aston Parrott, our new staff photographer whose quiff it destroyed, possibly permanently – besotted. Jethro, the self-confessed loather of roadsters – smitten. With the ability to evoke those sort of reactions, it's no wonder Pickersleigh Road has been making cars for 100 years. Long may it continue.

***ENGINE: V8, 4799CC, POWER: 362BHP @ 6300RPM, TORQUE: 370LB FT @ 3600RPM, TOP SPEED (CLAIMED):
148MPH, 0-62MPH (CLAIMED): 4.2SEC, MPG: 23.3, ON SALE: NOW***





MORGAN TECHNOLOGY INFO

TECH

The Spring has sprung for most of us and it's time to get the beast out of the garage on the road. The calendar is filling up quickly with road trips, car shows and the like.

I figure we first ought to give the Morgan(s) a good wash to start the year off right. This is probably something that everyone knows how to do but it worth repeating just to remind folks of the process and let them know how others approach the task.

It's funny how the Morgans seem to all get lots of attention and the tin tops just get neglected. A sad state of affairs, but we must have our priorities.

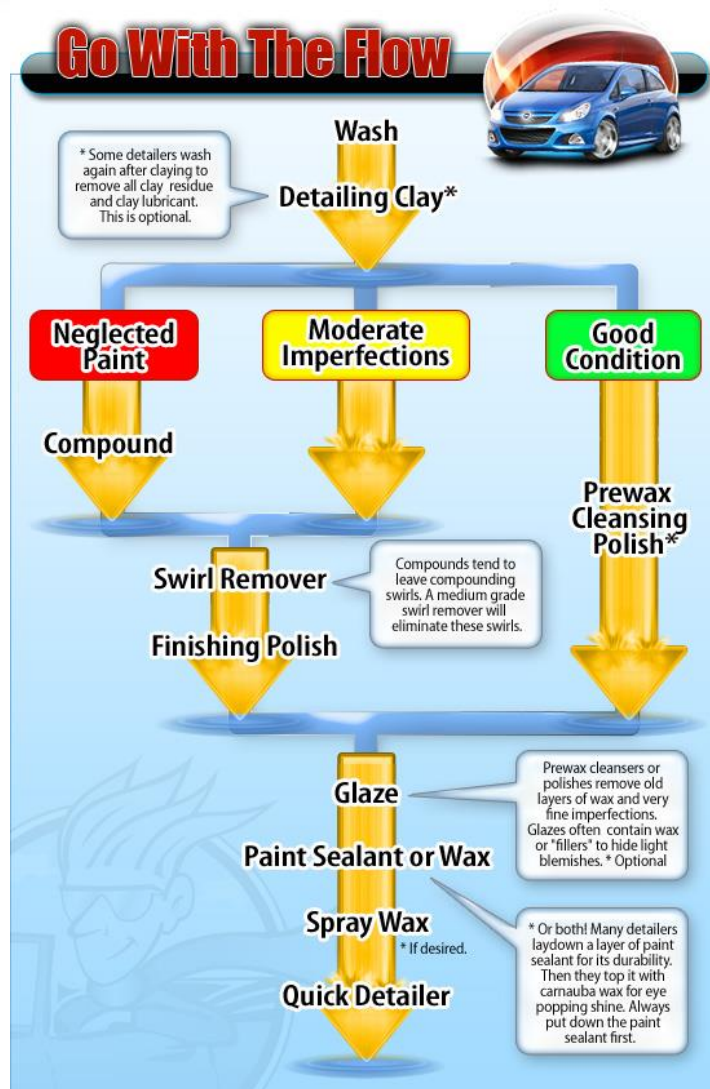
MAKING YOUR MORGAN SHINE STARTING WITH THE BIG STUFF

It seems a bit silly talking about the process of washing your Morgan but some do get this bit wrong. Some wash their Morgans only once a year, others more often. My washing frequency depends on the Morgan and the event. My Concours car gets this treatment before each show. My drivers get washed when they get dirty. How you wash your car can greatly affect the car's paint. Done correctly and with care, and your Morgan will continue to shine for many years. This assumes that you start with good paint and don't leave your Morgan out in the weather to rot.

Obviously, you will want to have the top and side curtains on the car, or at least have the tonneau in place. You don't want to soak the cockpit. Also, chose a spot to wash the car that is out of the direct sun.

You should start with **TWO** buckets of water. Put the car washing shampoo in one put only clear rinse water in the other. The idea of two buckets is to keep the dirt you take off the car out of your shampoo. If you use only one bucket, you will just be putting the crud back on the car when you dip your sponges, mitts and brushes back into the shampoo. Put all your sponges, mitts and brushes in the bucket with the shampoo.

Some folks suggest using separate buckets for body work sponges and mitts and then another for wheel brushes. This seems a bit overkill in my mind. Just do your body work cleaning before you clean your wheels and you won't transfer wheel cleaning chemicals to the body work. (I don't believe there is anything in typical body work shampoo that will be harmful to the wheels, but others might know better.)



Flow Chart Courtesy of www.Autogeek.net

TIP: DON'T USE DISH WASHING SOAP for shampoo. It will strip your paint of waxes and may dull your paint.

Wet the car all over with the hose. I don't recommend using a pressure washer on Morgans. Keep the car wet. If needed, rinse it again before you start washing. Start washing from the top down. Use the soapy mitts and sponges to wash the car and rinse them off frequently in the clear rinse water. If you have a PVC hood, just wash it with the shampoo. If you have cloth hood, you may want to pretreat any bird dropping or other spots with a light degreasing solution and brush if necessary (I use Simple Green and a small plastic finger nail brush.)

TIP: Try your degreasing solution on a hidden spot to ensure the degreaser doesn't affect the hood color.

If you have squished bugs on the windshield, wings or headlights (and who has a Morgan without bugs?) you may want to use specialty bug cleaner spray. (I got some Meguiar's stuff for Christmas). Spray this on and it sit for a few minutes. If used on the painted wings, just be advised that most bug cleaning fluids contain solvents that will remove any of your protective waxes and you will have to reapply wax when you are done.

Once the body work is done, I move to the wheels. I use specific mitts and brushes for the wheels. As for wheel cleaner, I am not terribly brand loyal. I just use something that is 'safe for all wheels' and removes brake dust. I follow the product's instructions but take care to avoid getting any of the wheel cleaning chemical on the Morgan's body work.

I then dry the complete car off with clean microfiber towels. I lay the towels flat on the body work surface and pat dry the car. This may seem slow but wiping can mar the paint and leave streaks you really don't want.

TIP: Make sure your microfiber towels are free from bits of fuzz or other contaminants that could put scratches into your paintwork. One great feature of these towels is their ability to be washed and reused. My washer and dryer however seems to always leave bits of fluff that I have to remove before use.

Now on to 'claying' the car. I have become a big proponent of clay after see the stuff that comes off my cars, even after washing. Claying will only need to be done a few times each year. (For my Concours car however I clay it prior to each show.) Follow the instructions from the manufacture to prepare the clay. I recommend working a small area at a time, and spraying either final detailing spray or clean soapy water on the body work to lubricate the clay. Rub a flat portion of the clay across the body work and you will see all the contaminants that it picks up. I then dry the completed area with a clean microfiber towel. Your paint will feel very smooth when you are done and the clay will show all the dirt it picked up. It is a bit scary to see what came off of your recently cleaned car.

TIP: If you drop the clay on the ground, throw it away. No sense in risking the transfer of ground dirt onto the car's body work. Also, you will need to replace your clay frequently. The clay is not necessarily cheap to replace but dirty clay is useless.

Now you can assess your paint. If it's in good shape, you can simply wax the car. If not, however you may have to consider using automotive polish and paint sealant first. I tend to stay with a single manufacturer's polish, sealant and wax products. That insures that they are chemically compatible and I won't have issues. I have used both 3M and Meguiar's products with success. It seems obvious but I have to think hard to remember - Polish, Seal, then Wax.

Polishing the paint removes imperfections such as bumps, orange peel, small and shallow scratches, swirls or even paint marks from other cars. The more severe the imperfections, the more aggressive a polishing compound is required. Polishing can be done use a microfiber towel but I use a random action (RA) machine polisher. I have a big machine polisher for larger areas and a small machine polisher to get into tight spaces.

TIP: DO NOT USE A ORBITAL SANDER on your car. It doesn't move around the surface like a random action machine and can very quickly generate enough heat to mar your paint. Use only a machine polisher designed for automotive detailing.

There are various pads to use, depending on what compound you chose to use. Best to go with the machine polisher's recommendations as to what pads and foam composition to use for what ever polishing compound you choose.

I use a wax that is compatible with my machine polisher, but some folks prefer to use a wax they can apply by hand. I don't really have a preference as to what wax to use, as all the major brand's products seem to work well, if the paint is well prepared prior to application. I have found that I like paste waxes a bit more than liquid waxes. However, liquid waxes may be easier to use if you don't have a machine polisher.

Once the body work is done, I apply the wheel dressing. I like the use the gels with application pads. I find the sprays too messy, and I end up getting wheel dressing all over the bright and shiny wings I just cleaned.

Finally, I use a quick detailing spray to dust off the body work, remove any last minute finger prints and other odd streaks. Again, using another microfiber towel. You have to have lots of these. Gee, I wonder what we did before we had microfiber?? I should, but don't remember. Well, I guess the Morgans are a lot shinier now!!

Mark



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If you have ever considered driving your own Morgan in France, then most likely you soon realised that the costs and logistics make it far too expensive.

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Coming Soon - New Hawaii Morgan Badge!



MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details. You can reach us at mogsouth@yahoo.com

'Fergus' Number Plaques Available !!!

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

Wanted English Ford 100E Engines

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Morgan Books for Sale

Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". Contact David Crandall at mogdriver@gmail.com.

Morgan Car Badge Collectors

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

Morgan Car Parts for Sale!!

New!

- 48 spoke, splined hub, 15 inch wire rim fits early British cars. Rim is clean and is painted in gray Primer. Best offer.
- TR-4A engine. Includes empty block (no sleeves or pistons), complete head and rocker assembly, crank shaft, 4 connecting rods, cam shaft, flywheel, distributor, timing chain and cover, oil filter assembly, intake manifold, fuel pump, valve cover, oil pan, and more. All parts are cleaned and oiled. \$125.00
- 2 each reflector lamps and bulbs for free mounted head lights for flat rad Morgan. Best offer. Contact Chuck Bernath at 904-210-5438 or chuckbernath@gmail.com



Letters to the Editor

Polaris Slingshot Update *John Harloe*

'I just read this research from Wells'

"Polaris issued a stop sale and stop ride notice on all Slingshot vehicles due to potentially defective ball bearings in the steering rack, which could lead to loss of steering control. Polaris is also voluntarily replacing the roll hoops on certain Slingshots which may not meet performance standards. The initial alert was sent to Polaris dealers on January 16, with Formal Safety Bulletins to be delivered on January 21. Service parts will be available for order starting January 22. Polaris will cover the costs of necessary repairs and replacement parts.

Polaris is still seeing pushback from regulators in Texas (largest concern), Indiana, Maryland, Connecticut, Hawaii and most of Canada regarding the classification/safety standards of the Slingshot. We believe most of these issues will be resolved, but will take time to sort out in some cases through legislative proceedings.

Conclusion. We believe the recall and regulatory issues could lead to a material shortfall for Slingshot versus our Q4 2014 estimate of 1,080 units shipped and 2015 estimate of 4,205 units shipped (skewed towards the first half of 2015)."





MORGAN THREE WHEELER CLUB (MTWC) HISTORY

[The MTWC will celebrate their 70th Anniversary in 2015. An amazing achievement. Congratulations to the MTWC and we all hope for many more. There are many MTWC members in MOGSouth. Ed.]

Many thanks to long-standing member **Nev Lear** for compiling the following brief history of The Morgan Three Wheeler Club. Rumour has it that Nev was one of the founder members, something he denies.

The formation of the current Three-Wheeler Club pre-dates other Morgan clubs anywhere in the world. Before WWII a Cyclecar Club looked after the sporting activities allied to the Brooklands circuit, whereas a Three-Wheeler Club looked after the social side of the hobby, and many Morgan owners would have belonged to either of these, depending on their interests related to Morgan and other makes of light car.

As the war progressed, in May 1944 a letter appeared in the weekly periodical 'Motor Cycling' suggesting that a club for Morgan Three-Wheelers should be formed. Further letters invited interested owners to get in touch and a register of owners was then compiled.

The first Bulletin was circulated in October 1944, and the first social meeting in South London was held in February 1945 as Flying Bombs were falling on the city!

Later in the year the club was well organized for its Inaugural General Meeting in September at Malvern. The war was over and petrol for private use had been available since June. Over the next two or three years local groups were established all over the UK, the majority of which still exist.

Owners were very keen to compete with their cars, and the club very much existed to promote this. At the time, three-wheelers competed on the race tracks under the auspices of the Auto-Cycle Union, classed alongside motorcycles. This followed a ban imposed at Brooklands as far back as 1924 following a serious accident when a very fast Morgan piloted by E.B. Ware suffered a rear wheel puncture and overturned. The underlying reason for the ban was more likely to be the fact that light powerful three-wheelers were beating much more expensive and refined machinery!

The fledgling club continued the tradition when, in 1951, a three wheeler piloted by Cyril Hale came within 0.1 sec of the time set at a Chester sprint meeting by Britain's latest sports car, an XK120 Jaguar!

The sporting side of the club developed alongside an increasing number of local groups that were formed both within the UK and overseas. At one time sprint meetings organized by the MTWC were amongst some of the biggest held in the country with over 100 three-wheelers often present. In the 1970's representations to the RAC finally reversed the ban of 1924 allowing three-wheelers to compete alongside four wheelers in competition. Again light, powerful and relatively cheap Morgans were to be seen beating much more refined (and expensive) opposition.

Club members have consistently supported many forms of competition all over the world; while in the UK a club championship allied to an agreed

Did You Know?

MORGAN PLUS 8 (ROVER)

Many of us have loved this version of the Morgan car. The actual number of cars produced is somewhat elusive, but a good number is somewhere north of 6000 cars. Milestones in the Plus 8 history include;

1968-1972 Moss Box, 4-speed manual with synchro 2nd, 3rd, and 4th.

1972-1977, 4-speed all-synchro manual.

1977-1995 Rover LT77, 5-speed all-synchro

1995-2004 Rover R380, 5-speed all-synchro
From 1975-1977, 19 Sports Lightweight with alloy bodies.

2004 - In production for 36 years with more than 6,000 being built. (MMC).

I don't think that any of us have ever owned anything other than a 2 str. However, there were some specials conceived and built. We all know of the Plus 8 Drop Head Coupe built by the factory for Peter Morgan's first wife, Jane, and it can be seen when visiting the MMC.



A somewhat more obscure Plus 8, also supposedly built by the factory, is the 1972 4 Seater. This car is configured just as a 1972 Plus 8 should be with the 3.5L Rover motor, Rover 4 Speed transmission and the twin SU carburetor setup. It was originally Westminster Green and trimmed in black leather. The car was originally registered in the UK in 1972, but where is it now? Don't know.



formula set by the competing members has always received extensive support.

In the early days of the club, many cars were in daily use, but as this declined so did attendance at the club's national events. Here the club responded by organizing bigger and better events, where owners from overseas were attracted to attend. The first, in 1980, in conjunction with the Morgan Sports Car Club saw the attendance of three-wheelers return to the previous levels, and by 1995, the club's 50th Anniversary saw around 200 cars present.

[Ray Morgan, Andrea and I attended the MTWC Annual General Meeting (AGM) in 2005, ten years later for the 60th Anniversary. See the pics on the MOGSouth Web Site. Ed.]

At the Morgan Motor Company's Centenary celebrations in 2009 over 300 cars were seen on the road attending the various events that year.

[My guess is that the MTWC do their celebrating throughout the year and there will be lots of cars on the road once again. I also suspect this will be cause for some special events during their Annual General Meeting (AGM) in the fall. Ed.]

There is nothing you can't do with your Morgan. NHL *[History from MTWC Web <http://www.mtwc.co.uk>, Ed.]*



YOU CAN NEVER HAVE ENOUGH TOYS . . .

Being a collector (within reason) of most things Morgan, I am always on the look out for model Morgan cars, die-cast or even kits. I found these recently with a tip from TalkMorgan, the Morgan Internet Blog.

These are manufactured by Neo Scale Models and are reputed to be quite nice. I haven't received mine yet, but hope to soon.

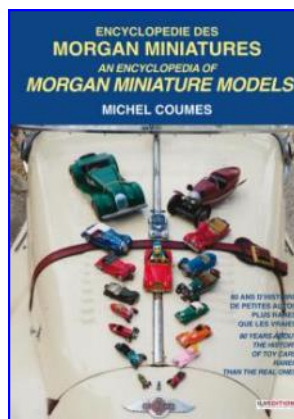
Go to <https://www.american-excellence.com/> and Search for 'Morgan'

[Disclaimer: There may be other sources for these models with prices that differ from this one vendor. Do your own searching and you may find others. FYI, I have no personal interest in this business, it is just the one I found. Ed.]

Even, if you aren't interested in any more models (space for the things is getting harder and harder to find . . .) you may be just interested in the art of making Morgan Miniatures.

Encyclopedia of Morgan Miniature Models

As I mentioned in a previous newsletter there is a book that addresses this topic in detail. It is available in English, translated from the author's native French. Might be an interesting read . . .



The book is only available from the author's web site. http://michelcoumes.com/galleries/encyclopedia_morgan_miniature.php#form1

MORGAN PLUS 4 PLUS, MET. DARK BLUE



American Excellence
finest collectible model cars

Item No.: 186014

MORGAN
Plus 4 Plus, met. dark blue

Category: Car > Sports Car
Manufacturer: Neo
Scale: 1/43
Material: Resine
Type: Ready-made

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Item No.: 186101

MORGAN
4-4 Flat Radiator S1, dark blue, 1936

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Manufacturer: Neo
Scale: 1/43
Material: Resine
Type: Ready-made

\$60.95

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MORGAN THREE WHEELER

NEW **1965 MORGAN 3.7 "ROADSTER '65"** Two tone Grey/Black Metallic

LIKE NEW **2014 MORGAN 3.7 "ROADSTER '65"** Aston Martin Racing Pale Green Metallic Pearlescent 1,246 miles

NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!

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

LIKE NEW **2013 MORGAN 3 WHEELER** Imola Red

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

LIKE NEW **2012 MORGAN 3 WHEELER** Sport Green

2010 MORGAN AERO SUPERSPORTS - CHOOSE FROM ZURALLIC BLUE METALLIC OR BERYLIUM METALLIC

1984 MORGAN PLUS 4 Aluminum bodied.

1967 MORGAN 4/4 SERIES V British Racing Green

1964 MORGAN PLUS 4 Four Seater, Ivory

1962 MORGAN SKIMPY SAN BRG/Tan Leather

1962 MORGAN PLUS 4 SUPERSPORT ROADSTER Soft Yellow body/Black

1959 MORGAN PLUS 4 DROPHEAD COUPE Kingfisher Blue, stunning restoration

1952 MORGAN PLUS 4 FAMOUS RACECAR "Butterscotch"

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

OTHER MARQUES

New **2014 Allard J2X**

2008 Tesla ROADSTER

1954 Bentley R-TYPE



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1909



2014 US (and a few International) EVENTS

2015

2015 has just arrived and already our plate is full. This is not the year to procrastinate.

The 40th Anniversary Meet in Aiken is well into the planning stages and if you haven't as yet reserved your room and registered, you really need to get a move on.

We already have hosts and a location for the MOGSouth Fall Meet. Gary and Judy Heck will host the club in or around Rome, GA. Dates are still TBD.

Also this is a new year, so pay your dues! Somehow the club has to pay for all your fun!



The 2015 MOGSouth Events Calendar

- All British Classic Car Show, Feb 15, Royal Palm Place, Boca Raton FL
- Boca Raton Concours d'Elegance, Feb 22, Boca Raton, FL
- GatorMOG Noggin, Date/Location **TBD**
- SVRA Southern Vintage Classic, Feb 20 – 22, Road Atlanta, Braselton GA
- NASCAR Daytona 500, Feb 22, Daytona, FL
- SVRA Spring Vintage Classic, Feb 26 - Mar 1, Sebring International Raceway, Sebring, FL
- 85th Geneva Motor Show, Mar 5 - 15, Geneva Switzerland
- Amelia Island Concours d'Elegance, Mar 15, Amelia Island, FL
- British Motoring Club New Orleans 25th Annual Car Show, Orleans Ave, Mar 21, New Orleans, LA
- 12 Hours of Sebring, Mar 21, Sebring International Raceway, Sebring, FL
- Carolina British Classics, Mar 28, Columbia Speedway, 2001 Charleston HW, Cayce, SC
- Orlando All British Car Show*, Apr 11, Mead Gardens, Winter Park, FL
- The Mitty at Road Atlanta*, Apr 24 - 26, Road Atlanta, Braselton GA
- MOGSouth 40th Anniversary Meet, 1 - 3 May, Aiken, South Carolina (Details in this Newsletter and on Web)
- Pinehurst Concours d'Elegance, May 3, Pinehurst NC
- Atlanta British Motorcar Day*, May 3 **TBD**, Roswell, GA - Tentative
- 97th Running of the Indianapolis 500, May 24, Indianapolis, IN
- 17th Annual Triangle British Classic, May **TBD**, Raleigh, NC
- 24 Heures du Mans, Jun 13 - 14, Circuit de la Sarthe, Le Mans, France
- MCCDC MOG 45*, Jun 19 - 21, Gettysburg, PA
- Pittsburgh Vintage Grand Prix*, Jul 19 – 20, Schenley Park, Pittsburgh PA
- Pebble Beach Concours d'Elegance, Aug 16, Monterey CA
- PUT-IN-BAY Road Race Reunion and Races*, Aug 31 – Sep 2, Put In Bay, OH
- Atlanta British Car Fayre*, Sep **TBD**, Norcross GA
- Goodwood Revival, Sep 11 - 13, Goodwood Circuit, Chichester, W. Sussex, England
- Charlie Miller 'Big Muddy' Pub Crawl, Sep 22 - Oct 4, Auburn IN to Cincinnati OH
- MOGSouth Fall Meet, Date **TBD**, in or around Rome GA - Hosted by Gary and Judy Heck
- GatorMOG Noggin, Date/Location **TBD**
- The Petit Le Mans, Oct. 3, Road Atlanta, Braselton GA
- Euro Auto Festival*, Oct 16 - 17, BMW Plant, Greer, SC
- United States F1 Grand Prix, Oct 25, Circuit of the Americas, Austin, TX
- Hilton Head Island Motoring Festival & Concours d'Elegance*, Nov 1, Hilton Head Island, SC
- SVRA Vintage National Championship, Nov 4 - 8, Circuit of the Americas, Austin, TX
- Winter Park Concours d'Elegance*, Nov 15, Winter Park, FL
- MOGSouth Christmas Party, Dec 5 - Location **TBD**



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MOGSOUTH REGALIA MOGSouth Car Badges are available. If you don't have your badge, it's time to get one. The car badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. You'll want that badge, when you see what we have for you at the **MOGSouth 40th Anniversary Meet**. 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** - This is another thing you will probably need at the 40th Anniversary Meet. With all the folks coming, some we haven't seen lately, we'll need everyone to wear a name badge. **Get these from Randy**. We will have 'Hello My Name Is ...' stickers if you forget. There will also be other MOGSouth Regalia at the **MOGSouth 40th Anniversary Meet**. Let us know via email (mogsouth@yahoo.com) if you have an idea for other MOGSouth regalia, hats, totes, shirts, etc.

Due's were due 1 January. If you haven't made your annual contribution, send a check to Randy for 25\$.

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

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 1/15

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

