

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 11/13

MOGSouth Christmas Party **Waynesville, NC** **7 December, 2013**



The 2013 MOGSouth Christmas Party was hosted by David and Sarah Chiles at the Waynesville Inn, in Waynesville, North Carolina on 7 December, 2013. The Christmas Party is the culmination of the Club's year, and serves as a wonderful time to get the membership together to close out the year. Personal issues precluded our attendance this year. Andrea and I had to send our regrets. However, all reports received echoed the wonderful facility, scrumptious meal and festive comradery. MOGSouth is very appreciative to Sarah and David, for finding this wonderful location and doing all the heavy lifting to set up the Christmas Party for the Club.

According to David, *'the party was a great success. The weather held out and we didn't get iced in. The Inn was great, easy to work with and food was excellent. Many new faces were here, and we all enjoyed getting to know each other.'*

In addition to the Club's hosts for the evening, Sarah & David Chiles, attendees included Rich Fohl, Lee & Trish Gaskins, Graeme & Jennie Addie, Lance & Connie Lipscomb, Dwight Kinzer (Jackie is still recuperating), Bob & Wynell Bruce, Gene Spainhour & Pat Harris, Morgan & Cassie Bondon, with Mattie & Timmy, Mae Council, Brian & Rosie Miller, Fred & Gaye Hollinger, Charlie & Caroline King, Richard & Janet Ihns with Richard's brother Ronald and wife Sandra, visiting from Brazil. Also there was Matthew & Martha McClellan, Dave & Marilyn Bondon, Lynn & Julie Craig, Lenard & Martha Thomas, Randy Barber and his lovely wife. Special guests were Carlton & Beverly Shriver. Calling in sick at last minute were Richard & Betsy Beaver, who had both caught a bug at their daughter's wedding in the Cayman's just last week.



2013 MOTHER COURAGE AWARD

The Mother Courage Award has traditionally been the only award presented by MOGSouth during the year. The Mother Courage Award is a very special award and represents the essence of the MOGSouth 'raison d'etre.' It is a perpetual award presented each year at the MOGSouth Christmas Party. It's presented to honor the memory and spirit of the long time MOGSouth members Dan and Nancilee Kelly. Mother Courage is the name Nancilee gave to her blue Drop Head Coupe.

Each year the club membership is solicited for nominees for the award and a selection committee, made up of past award recipients, selects the member(s) that most personify the Kelly's infectious enthusiasm and unbounded spirit with their *love of People, love of Morgans and love of Life.*

This is the 16th presentation of the award. **The 2013 recipients of the MOGSouth Mother Courage Award are Bev and Carlton Shriver.** Although there were 9 member(s) nominated, all very deserving members, the Shriver's selection was unanimous. A testament to their contributions to MOGSouth and the Morgan Community. It is hard to put into words the full scope of their contributions, and it is really can't be condensed to one page. We would need a large volume.

Andrea and I have had the pleasure of knowing Bev and Carlton for a very long time, having lived in the Northern VA area long before we joined MOGSouth. Bev and Carlton are avid members of the Morgan Car Club of Washington DC, as well as MOGSouth. They always hosted MCCDC events at their farm and Morgan 'museum' in rural Maryland. We always attended and I suspect others from MOGSouth attended as well.

Maryland may seem a bit out of the MOGSouth region, but it was never too far from the MOGSouth events for the Shrivvers to attend. They were always there. In a Morgan or a tin top. They even went with us to the Florida Keys in 2011. Carlton brought the Morgan down on the Autotrain, and it was the oldest Morgan on the trip, a 1952 Plus 4 Flat Rad. The car never faltered.

I rode with Carlton around Sebring International Raceway at speed. I can't say the skinny tires or the old beast's brakes were fit for the job, but what a hoot! A memory I will not likely forget anytime soon.

Plus 4s, Plus 8s, Series 1 4/4s, Racing Morgans and Vintage Three Wheelers. Bev and Carlton have been involved with all of them. As have their kids. Morgans have been a major part of their lives, and they have been a major part of MOGSouth. They are extremely worthy recipients of the 2013 Mother Courage Award. They truly do personify the Mother Courage Awards' intent, with their *love of People, love of Morgans and love of Life.* *Congratulations to Bev and Carlton from all of MOGSouth and Thank You.*



The Christmas Party is also a great time to visit with other members of MOGSouth, as well as, a time to take in some of the area's sites. Waynesville, NC is just down the way from Asheville, NC so lots of folks took advantage of being in and around the Blue Ridge Parkway.

The Bondons got around a bit, visiting Ray Evernham's shop. (See the top two pictures below). Ray Evernham was the crew chief for Jeff Gordon until 1999. Gordon and Evernham won 47 Cup races, 3 Cup championships (1995, 1997, and 1998) and were the dominant team in NASCAR Cup competition at the time. Ray, his wife Erin Crocker, and Hendrick Motorsport friend Michael Myrick, presented Stacey with her retired helmet, signed by the entire Hendrick roster of drivers and crew chiefs. (SuperDave Christmas present). For those of you that didn't know, Jeff Gordon has always been Stacey's hero and her car has always carried the number 24 with support from Hendrick.

Another great site to visit, especially if you haven't been there lately, is the 'Wheels Through Time' Motorcycle museum in Maggie Valley. Maggie Valley is only some 10 miles from Waynesville. The Museum houses a wondrous assemblage of over 300 rare American only vintage motorcycles. It is really an amazing collection of all things old and greasy. Simply oozes patina. Just perfect for MOGSouth.

In fact, MOGSouth visited the Museum en mass during the 2000 Spring Meet, but now with Dale Walksler, the museum's proprietor, on television with the show 'What's in the Barn,' I suspect it has been somewhat improved. The Bondons, Millers and Minkhorst visited while in teh area, In the bottom, right picture below, left to right, Brian Miller, Marilyn Bondon, Robert and Roslyn Minkhorst and Rosie Miller. SuperDave is hiding behind the camera.



Hilton Head Island Motoring Festival & Concours d'Elegance

Article and Photos (except as noted) Courtesy of Perry Nuhn

The Hilton Head Island Concours d'Elegance was a multi-day festival featuring three signature events. It opened with Historic Sports-car Racing (HSR) at the Hutchison Island Speedway on Saturday and Sunday, October 25 - 27 at the Hutchison Island Speedway; and then moved to the Port Royal Golf Club on Hilton Head Island for the Car Club Jamboree on Saturday, November 2nd and the Concours d'Elegance on Sunday, November 3rd.

Although, Ritamarie and I attended the HSR racing on Saturday October 26th, we were pure spectators, not racing, nor reporting. Rick Frazee was the lucky one drafted to report on that event. (See Volume 10, 2013 of the MOGSouth Newsletter.) Regardless of roles we all had a wonderful time.

Our Morgan had been selected for the November 2nd Concours d'Elegance. In early years, the Concours was held at Sea Pines, and more recently at Honey Horn, both on Hilton Head Island. This year it was moved to its new home, the Port Royal Plantation. Three golf course fairways on one of the Plantation's golf courses were prepared for the two day car show. The venue was great and the golf course visage enhanced the show cars. Parking was limited, as the other Port Royal golf courses were open for play. This resulted in show spectator parking remaining at Honey Horn. A continuing bus shuttle moved spectators to the show site. I was amazed how smoothly the shuttle was - basically no wait on Car Club Day or for the Concours.

Club Day is the day that car clubs are invited to display their vehicles. This year there were 17 clubs represented with 150 cars on display. The sole Morgan was Bill Metcalf's yellow, 1964 Morgan Plus 4. Bill is one of the Low Country Sports Car members with cars on display. [\[See MOGSouth Newsletter Vol. 1 09 for an view of Bill's re-trim. Ed.\]](#)

You may remember a previous HHI Concours Club Day in 2007 when the MOGSouth Fall Fling was at Savannah, and you arrived to find that there was not any convenient parking for your touring Morgans. As I recall, Gary Bocard and Rick Frazee persuaded the Concours powers to allow you-all to place your Morgans at the north end of the show-field and you became a part of Club Day for several hours. We were with the Savannah AACA Group that day, but we covered in both locations.

Then in 2008, Morgans were one of the Honored Marques on the Sunday Concours Field and Morgan Bondon's Plus 8 was judged the Best Morgan. That year our Plus 4 Flatrad and Lee Gaskin's Morgan were the automotive part of the Chamber of Commerce's area.

In 2009, our Flatrad was selected to participate as an entrant in the Concours d'Elegance in the English Sports Car Class. We were the only Morgan on the field. As there must be at least a four year period between a specific cars' appearance, this year, 2013, was our year to return. And, we were again an entrant in the Concours in the English Sports Car Class. And, again we were the lone Morgan.

Overall, the 26 Judged Classes covered - Brass, Early Production, Classics, Preservation, Various



Bill Metcalf - Club Day

October 25 - November 3, 2013
Hilton Head Island, South Carolina

Sports Cars, Rare English Marques, Micros, Motorcycles Race Cars and the Honored Marque, Porsche. All 175 entrants were extremely well prepared and displayed. It was a truly wonderful field.

In addition to the Concours field, there were special displays by automobile vendors, one vodka vendor and in the Porsche area, race cars in addition to their current vehicles. Spectators could sign up at many of these to test drive the latest vehicles. The most significant special areas were those devoted to "Cars of the Gatsby Era," "Life is a Beach," and "On the water."

The first was a very special collection of period cars: a 1928 Packard Roadster, a 1930 Stutz Roadster, a 1931 Pierce-Arrow Convertible Coupe, a 1931 Rolls-Royce Transferable Sedan, a 1931 Chrysler Roadster, a 1932 Auburn Boat-tail Speedster and a 1935 Duesenberg Sport Phaeton. All were immaculately displayed and prepared. The Beach Collection consisted of some "Woodies", an Amphicar, and other vehicles one might encounter on a sunny Florida or California beach. The latter group "On the Water," was a nice showing of well kept, restored, and in process of restoration speedboats and cabin cruisers of the mahogany era. Boats were shown on their trailers, on the field; as a water show at Hilton Head would have been in salt water, not good for mahogany boats.

Finally, the spectator food vendors appeared busy and serving a "cut above" food products at reasonable prices for this kind of venue. The bathroom facilities were more than adequate and much to everyone's delight of the "Royal" variety. Not a "Don's John" in sight.

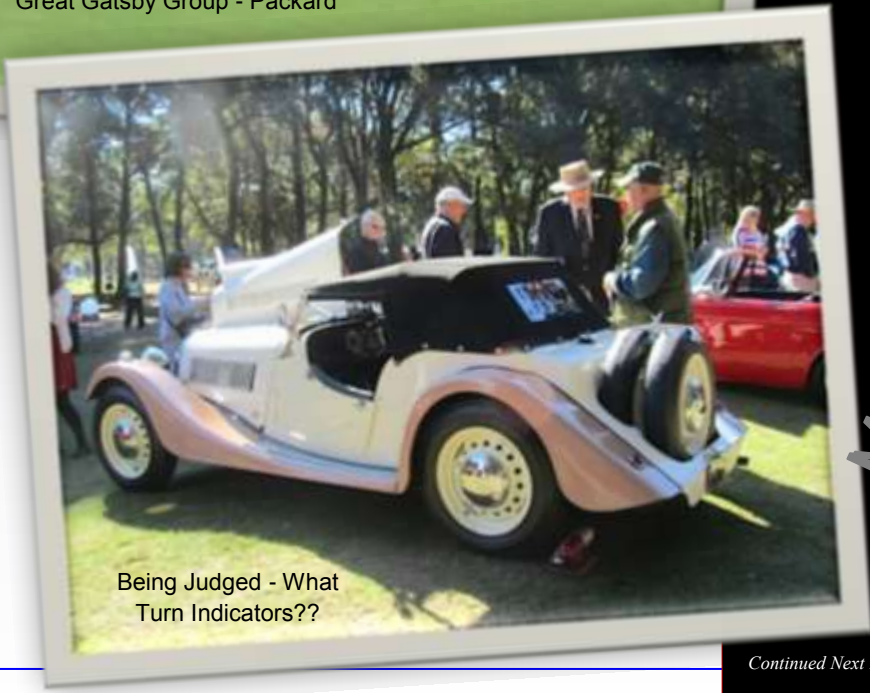
Rita's and my day began early, we arose shortly after 5AM. The car was pretty much done and loaded. I had spent the past several weeks getting it "tooth brush" ready and the chassis, frame, nooks and cranny's, and engine bay all sparkled. In the process of cleaning and waxing, I had also lubed the running gear and changed the antifreeze and oil. The latter task had its usual disaster as the oil filter had not seated and once the pressure was up, it pumped several quarts of oil onto the garage floor. Next time, I am going to convert to spin-on filter. With the car loaded with snacks, drinks, tools and more cleaning supplies we were ready. With two folding chairs, side curtains, folded top, tire pump and the rest, the small storage space behind us bulged under the half-tonneau.

The day promised sunny, warm in the afternoon, but the morning temperature hovered slightly above 50 degrees. To our daughter in Anchorage it would sound like a summer day – "shorts weather" – but to us former Floridians and now South Carolinians it was going to be a chilly top down trip. Rita had a blanket and I was layered, as we set off for Hilton Head. It was not a long trip and the near 40 miles were covered in less than an hour.

Once at the Port Royal Plantation, we were quickly directed to our spot. Then unload, clean, raise the top and set up camp. The Concours support staff arrived with a light breakfast and the Hagerty coffee bar was steps away.



Great Gatsby Group - Packard



Being Judged - What Turn Indicators??

More **HILTON HEAD ISLAND CONCOURS D' ELEGANCE**

As the car was now ready, Rita settled down with a book and, I set off with camera in hand to tour the field. Shortly after my return, the blue-blazer-judges arrived, checked that the engine ran, the lights came on, the horn beeped and the turn signals worked . . . oh, no turn signals. They searched, requesting “left” “right.” Still, no signals, then it dawned on them, this was a 1951 Morgan Roadster and it did not have even ‘trafficators’. Meanwhile, I was flashing old fashion arm signals. They accepted that that as the original design.

Having passed the mechanical inspection, it was time for “beauty judging:” they crawled under, peered over and in, and gave the car a full look, with whispered judgments and the nodding of heads. We were now an inspected vehicle and a green dot appeared on the windshield. When they left, we were suddenly free to visit with old friends - Gary & Sandy Bocard dropped by, as did some of our Savannah AACA friends. Soon, it was time for lunch. Five HHI restaurants prepared small plates of lunch for us exhibitors. I had some of the best shrimp and grits ever.

Rita and I then took a leisurely stroll back to our car and more Morgan and car chatter. Around 2PM the class winners were announced and by 3PM they drove off to receive their awards. At 4PM we were released for a much warmer drive home. The Morgan is back again in its spot in the garage, dusted and covered - ready for another adventure.

Not unexpected, our Flatrad was not a “winner”. A Jaguar E Class, a Sunbeam Alpine, and an absolutely beautiful Jaguar XK150 were the three winners in our class. I was totally surprised that Triumph TR3B did not place as it was in my view, the most well prepared vehicle. The E Type, was announced as the oldest E-Type known, as it was the second one manufactured and the first one no longer exists. It was our class' trophy vehicle. Peoples Choice was a 1933 MG L 1, once a “barn find,” it also was once a police car, and now a stunning entrant. To add color to his presentation, the owner dressed as a period Police Officer, sweated throughout the day in black wool uniform and felt helmet. This MG also won it's class. The Best of Show was awarded to a 1929 Stutz "M" Supercharged Lancefield Coupe owned by Richard and Irina Mitchell of Montgomery, Texas. This car is the only example of its kind still in existence. All in all, a grand time. Hope to do it again, soon!

Perry Nutt



Ritamarie with 1937 Delage



Peoples Choice - 1933 MG L 1



Photo HHI Concours Press Release.

Best in Show - 1929 Stutz "M" Supercharged Lancefield Coupe



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

This appears to be the final decision coming from the MMC Board of Directors.

It is hard to say what the impact of this decision will be. I wonder who, if anyone, will be the face of Morgan or its international ambassador.

But for now, it would appear that the MMC is regrouping and falling in behind Steve Morris. I suspect that this will mean less provocative announcements at the Geneva show or the likes of Pebble Beach. Rather improving product quality and resolving ongoing dealer and warranty issues will be the priority.

And, this is a good thing.

CHARLES MORGAN: GAME OVER Oct 31 2013

MORGAN board stands by its decision; Charles Morgan defends his record

Charles Morgan won't be coming back to Morgan after the board decided to stand by its earlier decision following an appeal hearing last Friday. It means there won't be a Morgan on the board of directors for the first time since the company was founded by Charles's grandfather in 1910.

In a statement posted on his website Morgan said, "I have been dismissed on what I believe are very contentious grounds. It is incredibly disappointing news for my family and myself. We remain very grateful for the expressions of support received from Morgan fans, workers and the public since this process began."

In a document seen by Autocar, the reasons for the dismissal were alleged to be misconduct ranging from supporting Morgan-backed 2012 Le Mans cars without approval, to taking payments for talks about his days as an ITN cameraman, again without board approval.

He blamed a mismatch in vision for the company for his removal. "Over the last 12 months, it was made increasingly clear that my philosophy to modernise Morgan did not fit with the philosophy of the current management.

UPDATE FROM CHARLES MORGAN (Personal blog of Charles Morgan) Oct 31 2013

I have been informed that **Morgan has rejected my appeal and, as a result, I have been removed from Morgan Technologies.** It is incredibly disappointing news. My family and I remain very grateful for the expressions of support received from Morgan fans, workers and the public since this process began.

I have been dismissed on what I believe are very contentious grounds. Over the last 12 months, it was made increasingly clear that my philosophy to modernise Morgan did not fit with the philosophy of the current management.

Morgan's future cannot rely on its heritage alone. As such, I endeavoured to introduce our unique brand to new markets such as China; to take Morgan racing again; and to engage the passion of a new generation using social media, and by doing interesting things such as the Gumball Rally in a 3 Wheeler.

The aim was to give Morgan a bright future as an independent company. Nonetheless, I look upon my business record with pride – volumes doubled during my tenure and profits for the first six months of the year had increased dramatically to £1.2 million. I remain a major shareholder in the Morgan Motor Co and am concerned for its future. I will take time to consider my next actions and potentially explore other opportunities available to me.

Where possible I will respond to media enquiries, but please contact my representation in the first instance: Will Powell-will@influenceassociates.com - Charles Morgan @charlesmorganuk

Chassis, cooling and handling upgrades for Morgan's 3 Wheeler helps make the historic sports car even more appealing. *[It would appear that this is for new cars only with the aforementioned 'comfort pack' as a option for existing owners to upgrade to the new standards. How much this will cost and how this will happen is to be determined. Ed.]*

The Morgan 3 Wheeler has been **updated with a number of upgrades for the 2014** model year.

Chief among the changes is a re-worked chassis to increase torsional stiffness and improve handling.

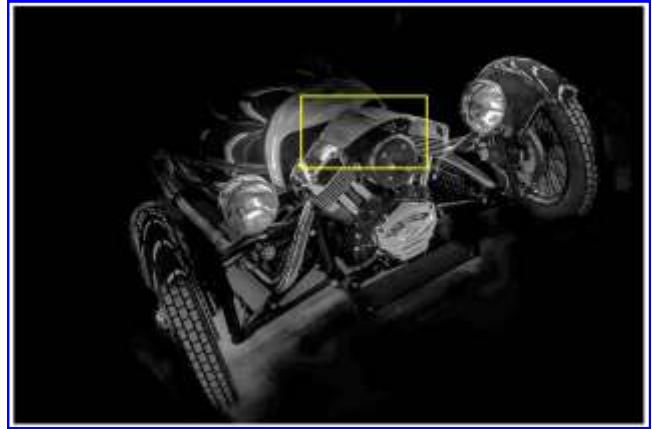
The centre drive unit and bevel box have also been re-visited to provide a smoother power delivery and reduce vibrations, while the steering has also been developed further in an effort to eliminate bump steer and to increase stability at high speed.

Morgan has also fitted a new urban cooling pack, which drives more air into the engine at low speeds to control temperatures inside the engine.

Morgan managing director Steve Morris told Autocar: "The technical team have basically taken our real-life data from customers and built in certain features into the chassis to improve torsional stiffness and to stop any bits of deflection.

"The handling improvements come from the extra stiffness, along with our other improvements to the chassis and the steering. We had feedback from customers in America that because of the different road conditions, we were getting more commentary about the bump steer.

"What we've done is to re-engineer the setup to eliminate that and increase the stability. If you were doing 100mph in the 3 Wheeler before you would find some bump steer which could affect stability. This new setup has transformed that."



Urban Cooling Pack - Note Air Shroud on Engine. Ed.

The company says that while there are virtually no changes to the bodywork of the car, aside from new air vents, it will be offering a larger range of vinyl wraps and colour options as well as a new 30,000 mile/30-month warranty.

The updated Morgan Three-Wheeler will go on sale in January next year, following a debut at Motorcycle Live later this month. Prices won't change, meaning the new model will be priced from £31,140.

Morris says the company has collected data from the 1000 Three-Wheeler models it has sold since 2011 to make the biggest impact with its changes: "We've learnt quite a lot about how to improve the chassis, and that's what we've done. We've taken real-life data both from ourselves and from customer feedback and implemented these new features. In a nutshell, we've used the good, solid feedback from those cars."

"There is no benchmark for this car. If we were doing some development work on our Aero platform chassis we could look at what is best practice and work from that, but with the 3 Wheeler there is no best practice. This is very much an intuitive process, we didn't have the existing data to go from".

[A synopsis of the 2014 M3W update, best I understand them. Ed.]

- (1) Re-worked Chassis - This was seen as a critical improvement with many reports of instability and bump steer coming to the from the field. Specifics changes are not yet know. The bump steer problem is a big safety issue.*
- (2) Center Drive Unit and Bevel Box have also been 're-visited.' - It is unsure what 're-visited' means, but there were substantial problems with build quality (e.g. loose nuts, etc.) and bevel box noise. (Next time to see Graeme, ask him about his challenges in this area!)*
- (3) Urban Cooling Pack - This update is supposed to improve low speed engine cooling, when there is reduced air flow around the 'air cooled' S & S V Twin motor. I digitally brightened the provided picture, and highlighted the area showing the added air shroud over the top of the motor. This looks to be something that could be added to those cars already delivered, if needed.*
- (4) 'Further Developed' Steering - Again to improve stability at speed and eliminate the bump steer.*
- (5) Larger Range of Vinyl Wraps and Colors*
- (6) Improved Warranty - New 30,000 / 30 Month Warranty*

WINTER PARK CONCOURS d'ELEGANCE

November 10, 2013 ✦ Winter Park, Florida
9 am - 4 pm ✦ Rain or Shine
duPont REGISTRY LIVE ✦ November 8, 2013

Est. 2002

The big day of the Winter Park Concours d'Elegance is Sunday, November 10th, but the festivities started earlier on Friday, the 8th, with the 'Hangar Party' at the Sanford International Airport, sponsored by the duPont Registry. The 'Hangar Party,' as it's known, is held in and around a number of large hangars at the Sanford airport. This event is rather appealing to me as we live only some 3 miles from the Sanford airport. The hangars are also adorned with many exotic cars and private planes . . . the things of my dreams. The party is quite the affair, really a 'lavish' cocktail party with cocktail dresses, exotic drinks, and fancy hors d'oeuvres.

After some domestic discussions, Andrea and I decided not to go. I really don't do 'lavish' well. My cocktail dress is a little tight these days and my idea of an exotic drink is an imported beer. Even so, the Frazee's went and had a great time. The party tends to be a gathering of all the car folks in Orlando, so Rick and Sam knew everyone there and they were right at home. Saturday is the Concours tour, something that we have routinely participated in. It is a driving tour, with many other classic cars, somewhere around the local region, ending at a mystery lunch spot. Again, we chose not to participate in the tour this year. Although we love the Tour event, it just wasn't good timing this year.

Bob 'Kermit' Wilson was asked to Judge again, so he and his lovely wife Lynn came down from Chicago. They typically spend the winter in their home in Ormond Beach, but this year there are new grand kids on the way, so the trip south was short. They spent Saturday afternoon with Rick and Sam, and they then headed off to a Judge's dinner, leaving Rick and Sam to find their own meal. Well, Andrea and I to the rescue! We met them down in winter park at one of restaurants that we figured was 'plenty far' away from all the 'maddening crowd' so to speak. No so. The restaurant was full of folks showing cars or just in town to go to the show.

It was kind of nice, not being consumed by the show. Typically, in year's past, I have some activity that would occupy most of my time during the Concours weekend. This year I was truly able to wonder up and down Park Avenue and just look at (and photograph) the wondrous automotive displays. I know we are Morgan car enthusiasts first, but other shiny bits do catch my eye, every now and again.

The show was crowded this year. Perhaps because the weather was glorious. Luckily we went early and found a reasonable parking spot. I am sure parking was a challenge for many. We soon found Rick and Sam and their two giant Schnauzers strolling Park Avenue, between the Concours cars and the new car displays.

The Winter Park Concours doesn't charge spectators any fee, so they cover their operating costs by allowing new car dealers to show their wares during the event. I am not of big fan of the new cars, but I guess they have to do something to address the finances. These things are not inexpensive events to put on.

This year's show has a number of really nice cars on display and for the first time the town of Winter Park allowed a limited number of cars to be displayed in the 'park' on the grass, and not only on the street.



Type 57 Bugatti on the grass in the park in Winter Park, FL

There were only two Morgans in the show. Both Plus 4s. There wasn't a dedicated Morgan Class this year, so the cars were combined with a little of this and that, in a 'Special Interest' Class. This class also included as gorgeous red Sunbeam Tiger and a white Volvo 1800. It turned out that this was also the Class Bob Wilson was asked to Judge. It is always good to have a judge who knew something about Morgans. But, the Class included a number of great cars so Bob definitely had his work cut out for him.

Jim Prior, whom I had met previously at a number of other shows, Boca Raton, Pinehurst, etc., brought his maroon 4 Place down from Rhode Island. I joked with him about coming south for shows just when things up north are getting a bit cold. He agreed, but lamented that he was soon to return home to Rhode Island. (30s and 40s now.) As usual Jim's 4 Place was very nicely presented, all cleaned up and flying the marque flag quite well. And, also as usual the car attracted lots of interest.

The other Morgan belonged to Bob Jones of Westville, FL. I had spoken with Bob on the phone earlier in the year but had not met him before. Westville is near Pensacola on the Florida Panhandle. Not too close to anything. Bob and I had talked about getting a new hood for his car. I suggested an Orlando upholstery shop that I have used as a possible option. He purchased a pre manufactured top and asked them to assist in putting it on the car. Unfortunately the top he purchased was too wide and wouldn't work. Having heard these stories, time and time again, I have always opted for a custom top. It may cost a bit more, but the fit is always perfect.

Even without a top, Robert's car was grand! BRG with tan interior, white gauges and wooden dash. It was also sporting a Brooklands steering wheel in white and an old, bronze inspection light was displayed inside the open bonnet. A very nice touch. Bob said the light worked, but I'm not too sure just how long it would work as the cable looked a little shabby.

As with any Concours there were all makes and models of cars on display, beyond just the Morgans. Certainly the exquisite vintage cars of Bugattis, Isotta Fraschini, and Rolls Royce were on display. Also, some wonderful American makes such as early Lincoln, Packard and even a 1910 Oakland were there.

One group, a bit more modern, caught my attention. These were the cars of the 1950s. Beautiful 55-56-57 Chevy Bel Airs, and a great array of early 1950s Chevy Corvettes. You tend to think that these cars are normally reserved for the muscle car shows, but these were restored original examples and nicely displayed. One car in the 50s group even had a 'drink tray,' reminiscent of the days of fast food, drive-ins.

Speaking of food, we found a nice, upscale Mexican restaurant just off Park Avenue for lunch and were joined by Rick and Sam and Lynn Wilson. After all the running around, good food with a cold beer, was just the thing, but then I was ready for a nap.

We socialized with others in the crowd. There were a number of Morgan folks running around, besides Rick & Sam Frazee and Andrea & I. Certainly our show cars and our Judge, with Jim & Joan Prior, Bob Jones and his wife (who I didn't get a chance to meet) and Bob & Lynn Wilson. Joe Topinka came down with his neighbor from Amelia Island to peruse the cars as well.

Nothing quite like a car show on a relatively cool and sunny day in Florida. Come to think of it, a *perfect* day for a Morgan drive (or a nap). Hum . . . time to go home . . . tough decision - a nap or a drive . . . well, maybe a nap, then a drive . . .

Mark



Jim Prior's 1964 4 Place, brought down from Rhode Island



Bob Jones' 1961 Plus 4. Another Florida Morgan



Now, just where did I put my roller skates . . .



Mercer's Patriotic Hood Ornament.
Appropriate for Veterans Day





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Fax: 00 44 1279 726901 (SERVICE) Tel: 00 44 1279 726605 (PARTS) Fax: 00 44 1279 600498

Visit our Web sites: www.melvyn-rutter.co.uk • www.the-morganworld.com The man from Hallingbury, he say YES!



THE 1956 MORGAN +4 ONE-OFF SPORTS RACER <http://www.forgottenfiberglass.com/> NOV 17, 2011

Written By Jim Simpson
Photos By Chuck Simpson

I am constantly amazed at the East Coast's history of remarkable cars and the people who built them, particularly in the New York area. I've wondered countless times if it's due to the huge population in that area or because New York car shows were so well attended, or people are just plain better car educated. What I do know is that custom car building in the 50's and 60's and perhaps even now, is as prolific in the Northeast as in California.

A few years ago I attended the Barrett Jackson Auction with one of my clients. We were both dumbstruck by this lovely little Morgan Sports racer. Primarily a Ferrari collector, my client's sudden enthusiasm took me by surprise. I reminded him of our rule about buying cars at auctions, that we know going in what our max bid will be and we don't get caught up in the moment...

The car started out life as a typical (if there is such a thing) 1956 Morgan plus 4, chassis #4021. Sold new in New York by Fergus Motors, it was resold as a used car in November of 1958 to Cecil J. Rhodes of Bemis Point, New York. Shortly after Rhodes bought the car, it was involved in an accident that made a mess of the front fenders and grille cowl area.

The car was repaired but not to Rhodes's satisfaction. Though he continued to drive it through the next year, he had largely lost interest in it. He stuck it in the garage, deciding he'd rebody it later.

In the summer of 1963 Rhodes stripped the Morgan factory body from the car and started making design studies. He was fascinated with the Scaglietti bodied Ferrari Mondial, arguably one of the prettiest race cars of the day and one that I believe Bill Devin must have been inspired by as well.

The following summer, starting with bits of corrugated cardboard over the existing mechanicals of the Morgan, he experimented with scale and shape. Wanting to keep the body of the car very tight over the chassis, he used foam clay and plaster to achieve his vision and then began adding fiberglass.

By fall, he had completed the car to the point of being ready for trimming the interior and started driving it. Hoping to get more out of the engine, he took it to a mechanic, who proceeded to somehow ruin the TR3 motor.

It was the final blow for Rhodes; in disgust he put the car away and it remained untouched until 1978.

The fiberglass work done by Rhodes was lightweight and very high quality. I don't know if he was just very talented and capable or if he'd had previous experience. It's also not clear if it was Rhodes who hand fabricated the lovely egg crate grille, the windshield and very elaborate chrome script on the rear of the trunk lid.

Interestingly, the frame around the inside of the trunk lid is metal. Notice the car has no doors; it does have high fiberglass sills inside that clearly add to the structural rigidity of the body.



The Original Shape Created By Rhodes Was Quite Different Than The Final Design And Build of His Fiberglass Bodied Morgan Special



The car traded hands several times until enthusiast John Hammond in Michigan bought the car restored and brought it almost to completion for his client Terry Mahrle. In 1990 it was auctioned off by Rick Cole Auctions to John Hibbard of Cardiff, CA. Hibbard stuck it in his collection and hardly drove it, selling it on in 1996 to another collector, Jay Hoffman of Scottsdale AZ for his extensive collection.

What this tedious history of disuse and owner change illustrates is that regardless of how distinctive, prestigious or unusual cars may be, they often disappear from the public eye for years at a time. And we collectors and enthusiasts tend to give them up for lost.

Early in 2004 the car was sold again to Park Place Motors in Bellevue, Washington. Park Place displayed the car amidst their usual grouping of amazing cars for sale for nearly a year. Finally despairing of finding a buyer locally, they put the car in the Barrett Jackson Auction, where my client and I found it, a lovely little fiberglass bodied enigma.

So much for rules – my client made the decision to take it home. It is the ultimate irony that another Washingtonian had to travel hundreds of miles to discover a car that sat only 40 miles away from him for a year.

Since then, I've had the pleasure of doing extensive mechanical rebuilding, including brakes, steering, and cooling system, and much work on the engine and carburetion. Somewhere in its travels, the car acquired a 60's TR4 engine which it has to this day.

We have done a lot of cosmetic refurbishment as well – rebuilding gauges, restoring the wrinkle finish on the dash, and repairing the instrument binnacle. We also re did much of the engine compartment, which was looking pretty tired.

Kenny Arnold, a good friend and terrific upholstery man in Texas, remade much of the interior, including all the Wilton carpets and quilted leather work. The car has also been sympathetically fitted with a fire suppression system, a good idea for older vehicles.

The little Morgan has finally found the right owner in my client and a long term home. It is part of the Black Horse Racing collection and is driven regularly. The car is very lightweight (guessing 1,200 lbs at most) and the performance is sparkling. Even in the midst of terrific Ferrari's and other race cars in Black Horse Racings collection, that are all much more valuable, the little Morgan is enjoyed and revered.

It has been shown, much to the public's delight, at many car shows, including the prestigious Classy Chassis Concours in Houston, Texas, this past summer. The Morgan is also no stranger to receiving awards at the shows it attends, and is always a crowd favorite.

Much to his credit, my client is very hands on guy, who built himself a nice, very well equipped, personal work shop. He's gone out of his way to learn much about all of his cars and is not at all bashful about getting his hands dirty working on



The Finished Cockpit Is Exquisite In Design and Execution.
What a Blast This Must Be To Drive!



them. It's clear to me he quite enjoys the full experience of car owner and enthusiast.

If you're ever on Whidbey Island, Washington, on a nice day pretty much any time of the year, don't be surprised to see the little Morgan special driven by a man sporting racing goggles and a huge grin.

Sadly, as is too often the case with specials, home builds, and kit cars, the people who began the projects aren't able to see their vision through and never get to enjoy the reward of driving their concepts. But I believe Mr. Rhodes would be pleased to see how the car he conceived and built has become so much appreciated.

[Some of you may have seen pictures of this car previously, as it was up for auction a few years ago, and there are numerous related blogs and pictures of it out on the internet.

For those of you that haven't seen it before, you're in luck, as I just couldn't resist including it in our newsletter.

I dare say this is one of the best custom bodied Morgans I have ever seen. I am not normally a fan of plastic or fiberglass bodied cars, but this is absolutely gorgeous. I love the 'italianate' body design and think the asymmetric treatment of the exhaust pipe and drivers head rest are absolutely exquisite.

I envy those Morgan folks in MOGNW that might be able to get to Whidbey Island for a chance encounter.

Jim Simpson of Simpson Design is the article's author, while his son, Chuck Simpson took these tremendous photographs. You can see the a number of other automotive wonders offered by Simpson Design at their web site, simpsondesign.net , Ed.]



Great Morgan Videos Accessible Via the MOGSouth Web Page

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> (or you can go to www.YouTube.com directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box

Morgan 3 Wheeler Trailer 2 (Morgan Factory PR clip of the M3W. Interesting and worth a view.)

Morgan Celebrity Charity Race - Silverstone Classic 2012 EXCLUSIVE! (A bit old with unknown (UK) celebs early and late, but with great track clips of Morgans at speed at the 3 minute mark.)

Morgan 4/4 (A look and drive of an older (80s) vintage 4/4.)

2013 Morgan 4-4 Car (A look at a newer (2013) 4/4. Loads of leg room . . . huh???)

Morgan Auto a Palazzo Grande (Want to go to Italy?? How good is your Italian??)

Morgan Three Wheeler Super Sports 1934 (A short bit of a restored JAP 34 SS. Pretty!)

Musgrove on Morgans! (Colin Musgrove (Author of 'Moggie') on buying a Morgan. Must see for prospective owners.)

Morgan does the Historic GrandPrix Dijon (Better than a video game. I found myself mesmerized.)



Letters to the Editor . . .

Last 2 Issue's Mystery Vehicle

Mystery Solved! Two folks correctly (finally) identified this red beauty. It's a **Qvale Mangusta**. Congrats go to Eric Gibeaut for replying first. Honorable Mention goes to Tom Coryn for his correct answer as well, however, it was received just a bit later than Eric's.



This month's cars are also the product of John Tuleibitz's wonderings. These are really obscure, well at least to me, so I am putting in some larger photographs in hopes that this might help you. If you know what these are or just have a guess, send an email to mogsouth@yahoo.com.



Mystery Vehicle #1



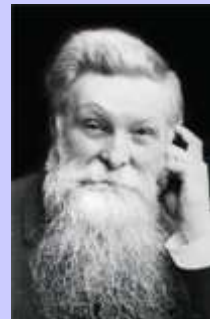
Mystery Vehicle #2

Did You Know?

MORGAN HAS TRADITIONALLY DELIVERED THEIR CARS WITH DUNLOP TIRES - WHAT DO YOU KNOW ABOUT DUNLOP??

Morgan has had a long lasting relationship with Dunlop Tires.

In 1888 Dunlop's founder, veterinary surgeon John Boyd Dunlop noticed that his little boy was not going fast and was not comfortable riding his tricycle on the cobbled street.



In an effort to correct this Dunlop wrapped the tricycle's wheels in thin rubber, stitched and glued them together and inflated them with air.

This was the start of the first pneumatic tire, and an idea Dunlop patented in 1888. By 1890 Dunlop opened its first tire plant in Dublin, Ireland. Within 10 years, the business had outgrown its Dublin factory, and production move to England. The 400 acre site in Birmingham was known to as Fort Dunlop. In twenty years, Dunlop had made the solid tire obsolete.

Looking at this photograph of this early 3 wheeler chassis, you can clearly see the Dunlop tires.



The Series 1 4/4s were delivered with either 17 inch Dunlops on the Easiclean wheels or 16 Dunlop ELPs on the 16 inch disc wheels. (DHCs). My 1981 4/4 had Michelin tires. What was original on your Morgan? *Do you know . . . ?*



Letters to the Editor (cont.) . . .

Dear Fellow Morgan Owners:

Larry and I have just come back from the Morgan Factory having attended the Morgan Global Dealer Meeting. We thought we would share with you some of the highlights.

Morgan is committed to offer the most personalized service in the automotive industry. From the minute you walk into any dealer showroom, to ordering a new Morgan 3 wheeler, to after you own your Morgan and take it home, it is a unique buying experience unlike any other.

One of the areas that Morgan know they have an issue is with the speed of communication with their dealers. They are undertaking several steps to address this problem and are committed to vastly improving the speed at which they supply information. As an example, in the past, it would sometimes take days (or longer) to get a response to a technical question. Now, with internal steps Morgan has taken, all technical questions are submitted online to a help desk and an answer is given within 4 hours. This is a huge improvement and having used this system already, we can say it seems to be working very well.

We had an opportunity to drive the new 2014 Morgan 3 wheeler and we are very excited about it. A few improvements have been made including isolating the bevel box, upgrading the front suspension and adding a cooling fan. **And yes, all of these improvements were designed in such a way that they can be fit to all of the existing 3 wheelers.** Current owners should contact their dealer should they wish to have any of these items installed. Morgan is committed to provide the best driving experience to each Morgan owner and these upgrades will be available at very reasonable prices.

On the first evening, Morgan set up the visitors center to host all of the dealers for a traditional English dinner of sausages and mash with lovely desserts of Crème Brulee or warm apple crumb with custard. We are happy to report that it was very yummy! After dinner, a series of dealer awards were presented with our own Dennis Glavis of Morgan West receiving Morgan 3 Wheeler Dealer of the Year.

A lot has been made of the departure of Charles Morgan as Strategy Director which has been played out very publicly. We can report that the Morgan family was well represented throughout the meeting and they are very committed to moving the company forward. The Dealer Meeting was very open, everyone felt free to speak, many ideas were exchanged and the management was very receptive. It was an overall positive experience.

Morgan is truly unique. From the management, to the workers, to the dealers and the Morgan owners themselves, we are all one big family. What other car company can say that?

Best Regards, **Linda Eckler, Morgan Motors of New England** www.morgan-spares.com

[We certainly appreciate Linda's 'first person' comments and approve of the MMC initiatives she mentioned. Improving Dealer communications can only be good, as the questions being asked have most likely originated from us or are in reference to getting one of our cars back on the road. Improvements to the M3W are certainly welcome. Whether we have a M3W or not these little cars are flying the Morgan Flag, and doing it in a very visible way here in the US. Ed.]

All I Want For Christmas !!

This picture is on the just-received cover of the current Hammacher Schlemmer catalog as well as their web site . . . Cyril Brown

[I know I am changing my Christmas list! Ed.]



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

1970 Moss Box PLUS 8 FOR SALE

British Racing Green, Tan Leather Interior, Car totally rebuilt; new frame, wood, engine, trans, etc. 3.9L Rover Engine, Original 3.5L included if desired. Gemmer Steering Box, Holley 390cfm, MSD Electronic Ignition, Right Hand Drive, 4 Speed Moss Box, Spot Lights, Bumpers, Weather Equipment. Contact Peter Olson by email at plop32@tds.net or (404) 403-8197 for Price and/or more details.



'Fergus' Number Plaques Available !!!

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

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

Wanted English Ford 100E Engines

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



Morgan Parts for Sale

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

Morgan Library Additions

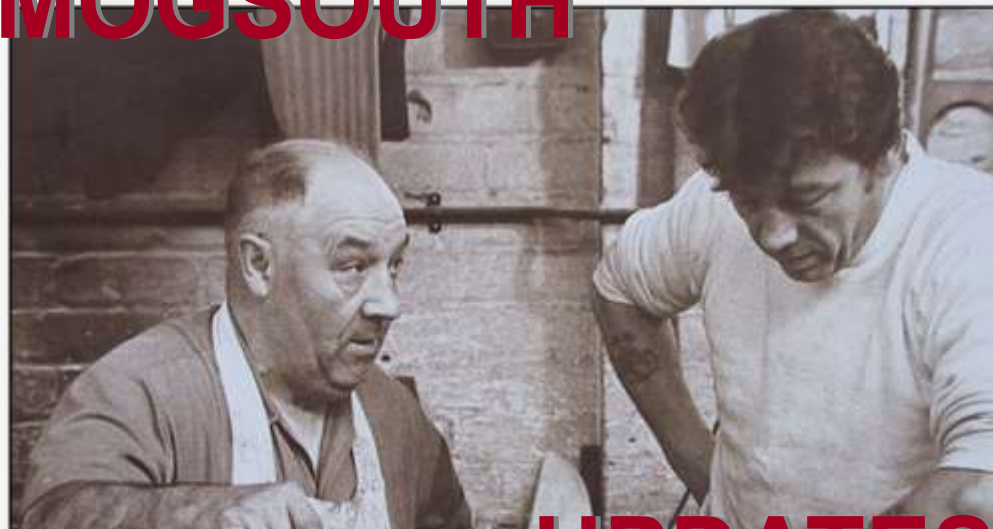
Need a Morgan gift? Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". David had a Holiday Season discount last year. He may do it again. Contact David Crandall at mogdriver@gmail.com.

MOGSOUTH

Look here for announcements and other bits of information we think you should know about what is going on in MOGSouth.

We will continue the monthly breakfasts in both Atlanta and Orlando. Other locations may want to start your own monthly gathering. It gives you something to do and get out from in front of the television.

Spring Meet planning continues and details, as far as they are decided are included here. We don't as yet have a location for a Fall Meet. Anyone got a suggestion?? Let us know!



MOGSOUTH MESSAGES AND STUFF

UPDATES

MONTHLY CLUB GATHERINGS !!

[ATLANTA GA AREA MOGSOUTH BREAKFAST!](#)

2nd Saturday of each month. Rexall Drugstore **3165 Buford Highway, Duluth, GA 30096**

[ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!](#)

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

OTHER ANNOUNCEMENTS OF INTEREST !!

MORGANS OVER AMERICA VI - 10TH SEPT 2015 AND GOING THROUGH 27 OCT (38 DAYS)

MOA VI begins in Savannah, GA. on Thursday 10 September 2015 and ends in Norfolk, VA on Sunday 19 October 2015. The plan is to visit five Canadian Provinces, eight US States, drive as far north as Ottawa Canada, and travel some 5000 miles. The theme for the East Coast MOA VI will be the conflict of war and how it evolved into the North America of today. They will visit some sites of the French/British War of the mid seventeenth century, the American War of Independence in the latter part of the seventeenth century, the British /American War of 1812 to 14, and the US Civil War.

*[We have been told that participation is limited to **only those that commit to ALL 38 Days.** It is an **All or Nothing** sort of thing. They will allow **no 'Day Trippers'**, e.g. folks that want to join for a day or a week, somewhere along the route. I was told that managing this was **'too hard.'** I have talked with a good number of folks about this and have yet to find anyone that can commit to the full 38 days. However, should anyone in MOGSouth be interested, send me an email and I will provide you all the information I have. Ed.]*

MOGSOUTH 40TH ANNIVERSARY PLANNING COMMITTEE!

There were many offers to support our Planning Committee efforts. Thank You All ! The Committee will be Chaired by **Lance Lipscomb** and supported as appropriate by the many folks that offered their help. Thank you. Lance will be working out the details in the coming weeks and will be communicating as necessary.

REGIONAL NOGGINS

There are plans in work for **multiple GatorMOG Noggins** in the coming year. A plan for an Orlando Noggin in the early Spring may be superseded by a better location further south. Initial discussions are underway and hopefully we will be able to announce details very soon. If this all works out, the Orlando Noggin will be rescheduled for sometime during the fall.

Other MOGSouth regions (**Carolinas, Atlanta, etc.**) should be looking at the calendar and scheduling their own regional noggins. The distances between us can sometimes preclude attendance at all meets. The Regional Noggins are a great alternative. Let us know what you have planned and we'll add it to the calendar.

AND OTHER THINGS YOU SHOULD KNOW !!

MORE MOGSOUTH UPDATES

MOGSOUTH SPRING MEET - 28 AND 29 MARCH 2014

I have booked the Creekside Lands Inn, for our Morgan group for **27 - 29 March 2014**, at \$69.99/night. (with tax, it comes to \$79.44/night) We can all stay together and it is an ideal location to go to Gordon King's house on Saturday, March 29 for Rally, Tour, Dinner, social at Gordon's fabulous location (visit his car collection) . All those details have not been finalized but he has invited us and we will go from there. Here are things that can be we know:

LODGING: Creekside Lands Inn, 2545 Savannah Hwy. (Rt 17) Charleston, SC 29414 (www.creeksidelandsinn.com)

DATES: Thursday, 27 March (for early arrivals who want to visit Charleston) Friday and Saturday, 28 - 29 March 2014
It's possible that rooms can be booked earlier at the Group Rate however none have been reserved. Start booking now.

RATE: \$69.99 + Tax/night (total:\$79.44) Cut off date is March 6th for "special rate"

CONTACT: (843) 763-8885 (use **MORGAN CAR GROUP** when booking - special rate)

Deidra Sigmon, Mgr. deidra@creeksidelandsinn.com

SCHEDULE OF EVENTS: Still in Work

THURSDAY, 27 MARCH. Early arrivals can visit Charleston and the environs.

FRIDAY, 28 MARCH. TBD

SATURDAY, 29 MARCH. **LOW COUNTRY BOIL AT GORDON KING'S HOUSE**

Fee will be \$20.00/person and this will be paid in advance after Jan. 1st. Fee will be sent to **Charles Miller, PO Box 6105, Hilton Head Island, SC 29938**

SUNDAY, 30 MARCH. TBD

**SuperDave's
Garage**

(770) 330 - 6210
dbondon@bellsouth.net

Merry Christmas

“Merry Christmas from SuperDave”

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

New MORGAN Plus 4
60th Anniversary Badge



2013 MORGAN 3 WHEELER The Very Last Brooklands Edition.

2013 MORGAN 3 WHEELER NEW Porsche GT Silver, Black Wheels

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

2009 MORGAN AEROMAX

2008 MORGAN AERO 8

2005 MORGAN ROADSTERS: Silver Blue | BRG | Grigio Ingrid

1967 MORGAN PLUS 4 FOUR SEATER Supersport

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

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

1962 MORGAN FLATRADIATOR Skimpysan
1962 MORGAN PLUS 4 SuperSport Roadster Soft Yellow body/Black

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

1953 MORGAN PLUS 4 ROADSTER BRG, Brown Leather

1935 MORGAN 3 WHEELER Ivory

1934 MORGAN 3 WHEELER Ivory



DRIVEN AT HEART

MORGAN THREE WHEELER

WWW.MORGANWEST.NET



WWW.PERANAWEST.COM

WWW.ALLARDWEST.COM

OTHER MARQUES

2013 ALLARD J2x MxII Blue with Red Leather, Hemi engine!

2013 PERANA GT BY ZAGATO 730HP/6Speed manual or 430HP/AT

2011 ZOLFE ROAD ROCKET

2007 HARLEY DAVIDSON HL1200N NIGHTSTER

1978 TVR TAIMAR

1972 HARLEY DAVIDSON XLH SPORTSTER

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

1960 AUSTIN HEALEY 3000 BN7

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Authorized Morgan Motor Car Dealer

(310) 998-3311

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





Many Morgans were delivered with wire wheels. Others with steel discs or mags. The tradition of wire wheels has lured many a Morgan owner to upgrade.

If you don't have wire wheels now, the challenge is fitting splined hubs. And this is not inexpensive.

If you do have wire wheels now, but you just want to replace them for any number of reasons, e.g. painted but want chrome or stainless steel, age and/or wear or perhaps even thread deformation. This may help you. Good luck!

MORGAN TECHNOLOGY INFO

TECH

FITTING CENTER-LOCK WIRE WHEELS

Most wire wheels are mounted on splined hubs bolted to the car's axle. The splines on the hub lock with the splines on the inside of the wire wheel center.

Use grease when mounting the center of the wire wheel onto the splined hub. This will make the mounting easier and prevent corrosion between the wheel and the hub.

The wheel is secured to the hub with a knock-on center cap or spinner. Some cars use a faceted spinner, while others use an eared spinner. The spinner must tighten towards the rear of the vehicle (the faceted spinners I on my 4/4 have arrows showing the correct tightening or untightening direction). This means to remove the cap, rotate clockwise on the right side, and rotate counter clockwise to remove the left side. To reinstall, rotate in the opposite direction. Tightening the spinners in the correct direction ensures that the spinner tightens and locks when the wheel turns when driving forward. *[This seems obvious but it came up when bleeding brakes on 23 November. Ed.]*

Be aware that over time the threads of the spinner and those on the hub can wear. If the threads wear, the wheel may become too loose or unsafe. This wear can be caused by the improper tightening.

It is recommended that the wheels be mounted on the car's hubs and then the spinner screwed onto the hub threads, all while the car is off the ground on a lift or jacked up. Turn the spinner several times by hand, then use an appropriate hammer and tap the spinner in the correct direction. Drop the car to the ground and give the spinner a few more taps.

Be careful not to hammer the spinners too hard. You might deform the threads on the spinner or the hub. This can allow the wheel to work loose. If your spinners keep coming loose then it is probably because the hubs have been fitted on the wrong side. For example, the left hub goes on the left-hand side of the car as you sit in it, not on the left as you look at it from the front. *[www.MWSInt.com provides additional information about fitting wire wheels. They also explain inset and offset. MWS is a manufacturer and seller of wire wheels in the UK, Dayton Wire Wheels is a US manufacturer and they too sell wire wheels for Morgans. Their web site is www.daytonwirewheel.com Ed.]*



Morgan Specs from Motor Wheel Service	4/4 1600 & 1800 1968-1985	Plus 4 1985	Plus 4 & 4/4 Mk I, II, III, IV & V 1950-1968	Plus 8 1968 -1993	Plus 8 1993 -
Rim Size	5" x 15"	6" x 15"	4.5" x 15"	6.5" x 15"	7.0" x 16"
Centre	42mm Curly	42mm Curly	42mm Curly	42mm Curly	42mm Curly
Number of Spokes	72	70	60	72	66
Lacing	Inner & Outer	Center	Inner & Outer	Inner & Outer	Centre
Inset (mm)	6.40 mm	10.00 mm Outset	17.00 mm	29.00 mm	27.00 mm Outset
Back Spacing (mm)	83.00 mm	79.50 mm	86.00 mm	125.00 mm	76.50 mm
Tire	165R15	195/60R15	165SR15	205/60R15	205/55R16

Some info and Morgan specifications provided by MWSInt.com



1909



2014 US (and a few International) EVENTS

2014

2013 was a tremendous year for MOGSouth. We gained a number of new members, and several new cars. The two MOGSouth meets were great events. A big thanks to the Cummins and Wades.

We already have a great Spring Meet coming together.

We still need to schedule more regional Noggins to fill in the gaps between the big events.

Events to add? Send an email to mogsouth@yahoo.com



The 2014 MOGSouth Events Calendar has been Started!

These dates are just a start to aid in your 2014 planning. We already have dates for the Spring Meet and a few other events. We still need to add the local regional Noggins, major vintage races, and other regional events. I don't have all the dates, so please let us know what needs to be added. Getting events on the calendar ensures we all know about it.

- **52nd Running of the Rolex 24**, Jan 25 - 26, Daytona International Speedway, Daytona, FL
- **All British Classic Car Show**, Feb 9, Royal Palm Place, Boca Raton FL
- **Boca Raton Concours d'Elegance**, Feb 21 - 23, Boca Raton, FL
- **GatorMOG Noggin**, Date/Location **TBD**
- **NASCAR Daytona 500**, Feb 23, Daytona, FL
- **SVRA Spring Vintage Classic**, Feb 27 - Mar 2, Sebring International Raceway, Sebring, FL
- **82st Geneva Motor Show**, Mar 6 - 16, Geneva Switzerland
- **Amelia Island Concours d'Elegance**, Mar 7 - 9, Amelia Island, FL
- **12 Hours of Sebring**, Mar 15, Sebring International Raceway, Sebring, FL
- **MOGSouth Spring Meet**, Mar 28 - 29, Charleston, SC - Charlie Miller Hosting w/ help from Gordon King
- **Orlando All British Car Show**, Apr 5, Mead Gardens, Winter Park, FL
- **Barrett-Jackson Collector Car Auction, South Fla. Fairgrounds**, Apr 11 -13, Palm Beach, FL
- **The Mitty at Road Atlanta**, Apr 25 - 27, Road Atlanta, Braselton GA
- **Pinehurst Concours d'Elegance**, May 1 - 4, Pinehurst NC
- **Atlanta British Motorcar Day***, May 10, Roswell, GA - Tentative
- **97th Running of the Indianapolis 500**, May 25, Indianapolis, IN
- **17th Annual Triangle British Classic**, May **TBD**, Raleigh, NC
- **24 Heures du Mans**, Jun 14 - 15, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 44***, Jun 27 - 29, The Mimslyn Inn, Luray, VA
- **Pittsburgh Vintage Grand Prix***, Jul 19 - 20, Schenley Park, Pittsburgh PA
- **Pebble Beach Concours d'Elegance**, Aug 17, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races**, Aug 26 - 28 **TBD**
- **Atlanta British Car Fayre***, Sep **TBD**, Norcross GA
- **Goodwood Revival**, Sep 12 - 14, Goodwood Circuit, Chichester, W. Sussex, England
- **MOGSouth Fall Meet**, Date/Location **TBD**
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct. 4, Road Atlanta, Braselton GA
- **MOGSouth Christmas Party**, Dec 6 - **Location TBD**

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



bring on the curves

for everything Morgan

- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family owned and operated since 1977



Morgan Motors
OF NEW ENGLAND



See Our Morgan Three Wheeler Demo!
Now Accepting Deposits for 2013 Production
Factory Authorized New Morgan Dealer

Our illustrated parts
catalog available free
online or call for a
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MOGSOUTH REGALIA - Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. **At this price, you can buy two! But don't wait they are going fast!** 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 - Have you found your badge yet? If not, order one from Randy.

Also, let us know what else we need, in addition to the car badges, in the MOGSouth regalia bin. We haven't spent a lot of time and money buying things that no body wants, so we don't have a stockpile of regalia items. This doesn't mean we can't get something. Shirts, hats, jackets, patches . . . Just about anything. Let Randy or Dave know when you see them, or send us an email (mogsouth@yahoo.com) if you have an idea or a need. We'll do what makes sense.

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

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 11/13

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

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

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

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

