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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 11/14

## GatorMOG Fall Gathering North Central Florida 15 - 16 November 2014

**H**ERE, THERE AND EVERYWHERE ! This year GatorMOG was all over central Florida. Did you see us?? We were basically in/or around Orlando however it really was a bit of a travelling circus. The group found themselves in Daytona and Sanford on Saturday and Winter Park on Sunday. Those in the designated hotel stayed in Lake Mary. It seems like there were lots of rendezvous points and travel routes (akin to the proverbial 'herding cats'). But it was all good and it all worked . . . *Surprisingly!*

Florida does have its advantages. When others way up North are putting their cars on jack stands for the winter, GatorMOG is out playing. GatorMOG tries to do something early in the year - a Spring Noggin or gathering and again something later on in the year - a Fall Noggin, to augment the larger MOGSouth Spring and Fall Meets. GatorMOG also tries to move these Noggins around Florida to make sure everyone gets a chance to be involved.

This time we had a good collection of Morgan owners participate in some (or all) of the GatorMOG weekend. These included Tom Coryn (Brandon, FL), Rick and Sam Frazee (Winter Park, FL), Ian and Barbara Shelmerdine (Lancashire England), Mark and Andrea Braunstein (Sanford, FL), Chuck and Karen Bernath (Jacksonville, FL), Gene and Betsy McOmber (Sarasota, FL), John and Debbie Stanley (Deland, FL), and we ran into Gordon King (Charleston, SC) and



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Bob 'Kermit' Wilson (Ormond Beach, FL) in Daytona at the Races. Chuck and Karen Bernath actually arrived Friday afternoon and stayed overnight in our garage / guest room / Cantina. The yellow Plus 4 was a great addition (albeit temporary) to the fleet.

The GatorMOG group gathered at our house in Sanford for the short trip to Daytona. Rick Frazee had coordinated with the Daytona track organizers for a Morgan car corral in the infield. We had Four Morgans - 60s Vintage Plus 4, 80s Vintage Plus 8, 2005 Roadster and Aero 8. A good sampling.

Actually, three of Morgans traveled up together followed by Ian and Barbara Shelmerdine's Lexus. Mark (without Andrea) in the Plus 8, Rick (without Sam) in the Roadster and Chuck and Karen in the 1963 Plus 4 4 Seater. Since Sam didn't go up to Daytona, John Stanley came down from Deland (30 minutes north) to the Braunstein's and rode up to Daytona with Rick, in the Roadster. We arrived in Daytona after a 45 minute jaunt through rural Florida, purchased our tickets and found the car corral. The HSR volunteers running the corral had free hot coffee for the race attendees and we certainly accepted their hospitality. Free anything is good! Before we had finished our coffee, or had even left the corral, Tom Coryn pulled up in his Aero 8 and all the Morgans we knew were coming, had arrived. 4 cars isn't a huge showing and our number was quite overshadowed by well over a 100 or so Porsches. It seems that the crowd wasn't too interested in the Porsches however and gathered to goggle at the Morgans.

The Classic Daytona 24hrs is sponsored by Historic Sports Racing (HSR) and brings back many of the historic endurance racing cars of the past, as well as a stellar group of past and current endurance race car drivers. Drivers like Patrick Long (Patrick Long is a three-time ALMS GT driver's champion, class winner of the 24 Hours of Le Mans, Rolex 24 At Daytona, 12 Hours of Sebring and Petit Le Mans), Hurley Haywood (America's most decorated endurance driver in history. Hurley has won many events, including 5 overall victories at the Rolex 24 at Daytona, 3 at the 24 Hours of Le Mans, and 2 at the 12 Hours of Sebring), Andy Wallace ( racing prototype sports cars since 1988 and winning over 25 races including the 24 Hours of Le Mans, three 24 Hours of Daytona, two 12 Hours of Sebring, the Petite Le Mans 1,000 mile), Adam Andretti (young nephew of Mario Andretti) and even the famed AC/DC front man (and accomplished race car driver) Brian Johnson was there. And, many more.

But the real draw of the day were the classic racing cars. The Classic 24 was open to historic racing cars and divided the cars into groups representing the car's racing era. Group A represented cars from the 1960s, Group B from the 1970s, Group C from the eighties, Group D from the nineties and Group E for cars from the 21st century. HSR ran other groups for cars without any racing history. It would be impossible to mention each of them.

Before, after and between races, we walked the paddock. The cars were amazing and many took me back to another



Here you go! The requisite Morgan picture. Chuck and Karen's lovely yellow 1963 Plus 4 4 Seater.



1967 Porsche 907 resting gracefully in the paddock . . .



1975 Aston Martin Vantage, 5.3L at speed on the track . . .



time, and other tracks, where I had seen these cars before. The GatorMOG contingent started off together but we soon found ourselves wondering in different directions, drawn by our own memories. Finally, we gathered again and headed to various vantage points to watch the races. Lunch was the norm, overpriced hamburgers and hot dogs. Somewhere in the melee we lost John Stanley. He had wandered left, when the rest of us wandered right. Luckily Rick had John's cell number and we reunited quickly. Finally, we had to head home. ***A Morgan party awaited !***

John road back with me in the Plus 8 and once back in Sanford, John ran home to get Debbie. Rick also went home to get his wife, Sam. Tom Coyrn decided to come to the party for a while, so he followed us home. Chuck and Karen, Ian and Barbara and Tom and I arrived to find the house empty. Andrea had run out for ice!

Not to worry, she soon returned and then the others arrived. Gene and Betsy McOmber were staying at the Hampton Inn in Lake Mary and arrived a bit later, after a few flings around the neighborhood. Finding our house is not easy in the dark!

Andrea had worked up a number of tasty dishes and we were all hungry and thirsty after our big day out in the Florida sun at the track. Keeping with the Southwestern theme of our house we had Mexican and Southwestern hors d'oeuvres, build your own tacos, salsa salads and of course, beer. Rick Frazee, having just sold his hotel and retired, donated the beer. Thank you, Rick!

On Sunday Chuck and Karen, in their Plus 4, and Andrea and I, in Ugly Betty, ran up to the Hampton to collect Gene and Betsy, for a small convoy down to Winter Park. The Winter Park Concours d'Elegance has now moved off the tarmac of Park Avenue and onto the lush fairways of the Winter Park Country Club. This was the first year for this venue and I didn't know what to expect. Nor did I have a clue as to where we were to park. We actually found a spot, \$5 for charity, and it was in the shade, close to the entrance for the Concours. We got our tickets, had our hands stamped with some cryptic combination of letters, and wandered onto the golf course. There were several holes laid out with the display cars. We could've gone left or right, but a amazing 1912 All American Motorcar Company 600CI race car caught Gene's eye, and to the right we went!

Lots of wonderful cars on display. About 125 were judged and another 20 or so were for display only. Bill Warner, the founder of the Amelia Island Concours, had a car on the field. The British contingent was small but there were some nice cars. No Morgans, but a MG TC and Jaguar XK120 SE FHC. I wanted to take the Jaguar home. There an one off AC Prototype that was extremely well presented and a few very nice Austin Healey 3000s.

The GatorMOG contingent spent the morning ogling the cars on display, but as is the norm, the need for food and drink (as always!) appeared. We all gathered at the



Gordon King, in the Daytona Paddock



Gene McOmber dazzled by the shiny bits . . .



1963 AC MA200 V8 Prototype

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center of the Concours field and sauntered off down to Winter Park's Park Avenue, where all the restaurants are located. It was looking a bit dodgy with the Concours crowds having already convened in all the obvious spots, but Rick and Sam Frazee, being local to Winter Park, soon found us a spot with sufficient seats to accommodate our group.

We all piled into a few booths along the wall and soon were sipping appropriate libations. Tired and drained, it was good to sit. A little confusion with our orders but it was to be expected with the large crowds in Winter Park. The proprietors of the cafes and restaurants are never really prepared for the event crowds. Didn't bother us!

Finally, we had to leave. Some folks headed back to the Concours field while others headed home. A good weekend of Morgans and other cars. We sort of had it all. Morgans drives, race cars, show cars, and food and drink. ***Life doesn't get too much better than that!***



GatorMOG eating and drinking. We do that well!! L to R. John and Debbie Stanley, Andrea, Rick Frazee and Sam, Barbara and Ina Shelmerdine by the Window, Mark standing, Betsy McOmber, Chuck Bernath (Karen is taking the pic), and Gene McOmber.



GatorMOG at Daytona. John Stanley in purple shirt, Tom Coryn w/ white shirt w/ blue rectangle, Rick Frazee w/ Morgan logo, Ian Shelmerdine with arms crossed and Barbara Shelmerdine with red jacket with Morgan logo. Oh, it's a Elva Courier. . .



1965 Lola T70 Mk1, 5.7L. Special car with a great list of previous race drivers. See Right.

*Be sure to visit [MOGSouth.com](http://MOGSouth.com) for more and higher resolution pics. 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](http://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 !!

**MTWC Training Day** (A good view of a lot of different vintage three wheelers and interesting concept in providing information to folks about the cars we love.)

**Morgan Motor Company - This Is How We Do It** (A new factory build video by the MMC. Note at the end around 8:10 there is a quick view of the fake Morgan Plus 8 Haynes Manual shown in a previous issue of the MOGSouth newsletter.)

**Polo Ralph Lauren: Fall 2010 collection** (Pretty girls, pretty dogs and pretty cars. What more could you want? Ok, fancy clothes, too. FYI, there is another similar named video, which is also ok, Ralph Lauren: Fall 2010 Collections. Not bad but not a good as the other.)

**Morgan Aero 8 Supersports** (Some very nice views of the Aero 8 SS Coupe in HD. Drooling now . . .)

**Astra The 22s - Blue Venom** (Blue Aero 8 in an international music video . . . lyrics in several languages to include English and the music is really not that bad, but the IMHO the make-up is a bit much . . .)



## THE STORY OF ALBERT BALL <http://www.motorpunk.co.uk/>

Road trip features are usually fairly easy to write: a half decent set of wheels and a tenuous excuse to clock up some miles somewhere interesting. There's usually a scrape of some kind and a little bit of rule-bending but we're always back in time for last orders with a tale to tell. This road trip doesn't fit this format for two reasons: firstly, this road trip was actually planned as a video feature; this written piece is merely a prelude to an XCAR video *[This video was included in the list of selected videos earlier this year (in the MOGSouth Newsletter Vol 3 2014) Ed.]* written and presented by both myself and Dr Octane. Neither of us have done this before and to add further pressure the subject matter is a little sensitive.

The second; This is the story of Albert Ball, one of Morgan cars' early customers and a man who gave his life in the First World War. **Darryl and I had decided to take a trip in a Morgan 3 wheeler from Albert's hometown of Nottingham to his place of rest in Anoeullin in France and lay a wreath to show our respect.** An appropriate way to pay our respects in time for Remembrance Sunday, we hope you agree.

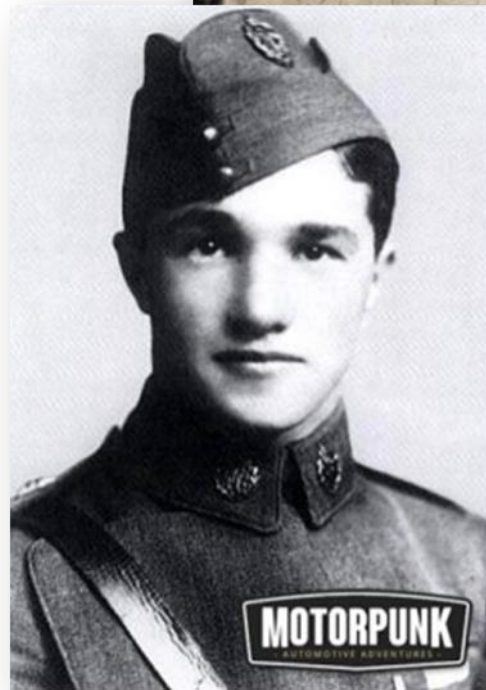
There's a statue of Albert Ball in the grounds of Nottingham Castle which seems an appropriate place to start the story, and our roadtrip. Albert Ball was born 117 years ago in Nottingham, the son of a man who went on to be Lord Mayor of Nottingham and a Director of Austin Cars, and it is fair to say he had a fairly comfortable childhood. As the First World War broke out he joined the Sherwood Foresters and found himself in a training role. Writing to his parents he commented: "I have just sent five boys to France, and I hear that they will be in the firing line on Monday. It is just my luck to be unable to go".

Cameraman Nick eventually gets the footage he needs of us doing this intro, and my word it is hard to recite to camera words you've written yourself without forgetting chunks of it or having a workman in high-vis vest wander into shot. And it's raining. We pick up a wreath and stow it in the handy little trunk on the back of the M3W and as we're about to squeeze out through the castle gates the BBC turn up and ask us for a few words on our trip. We are now running late. The producer woman politely asks for a passenger ride as she loves the moggy, so we drive around the gardens of Nottingham Castle in the pouring rain while she whoops approval.

We are now very late for our Eurotunnel crossing to France. This car has been reviewed a hundred times and there's not much we can add to the unanimous praise. Despite the sombre nature of our mission it is impossible not to smile as you drive it; tourists wave and take snaps and the V-twin thump-thumps us out of the city and down the M1, off to France, in the rain.

Albert Ball was determined to see action. He got up at 3am in order to grab some private flying lessons before starting his military duties at 6.45am each day. He wasn't a natural but finally got transferred to the Royal Flying Corp, the forerunner

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of the RAF, and was posted to 13 Squadron in France in February 1916.

The M3W might look a dainty thing on the motorway but there's little fear of being swiped by a narcoleptic trucker as the Morgan catches everyone's eye and it really belts along. The rain gets in everywhere. I'm wearing two coats and am soaked to the skin but I am smiling like a toothpaste ad. White van men wave and traffic gives way everywhere. This is a special little vehicle but it was chosen for this trip for a very specific reason.

**As Albert Ball graduated to fly Nieuport 17s he bought his special Grand-Prix bodied Morgan 3 wheeled sports car.** He famously said: "to drive this car was the nearest thing to flying without leaving the ground."



This is no lazy cliché as the stats bear this out: they both weigh c.560Kg, both have c.115BHP and therefore the same power to weight ratio. Even the top speed is almost the same, at around 115MPH. Our 3 Wheeler, despite being new, is a primitive, exhilarating and uplifting thing to drive. Utterly sodden I change with Dr Octane who had been tweeting our progress from the warmth of the XCAR support vehicle and we arrive late, but not too late, at the Eurotunnel.

In France Albert Ball slowly acclimatized to the conditions, preferring to sleep in a tent on the airfield as opposed to the bawdy atmosphere of the barracks. As a Christian who enjoyed gardening and playing the violin he made an unlikely war hero. But that is what he became. The kills started to add up and he wrote home telling his parents, "Men tons better than I go in hundreds every day". He preferred to fly and fight alone, winning the Military Cross, then a promotion to Captain. Shortly after his twentieth birthday he had 31 kills to his name and the glory of war had worn thin; after one spell, where he downed seven enemy aircraft in just five days, he wrote to his father, "I'm really beginning to feel like a murderer". Yet he was fêted as a hero at home.

The British Government had seen the horrors of the Somme and wanted some positive PR. Albert Ball was the man. Quiet, modest and highly successful he was just what they wanted. He didn't understand or appreciate the attention. Attrition rates were horrific in the air as they were on the ground. Pilots weren't given parachutes as it was felt they would bail out instead of attempting to return damaged aircraft. The average life expectancy of a new pilot in 1917 was 11 days. Captain Ball had now been in France for nearly a year.

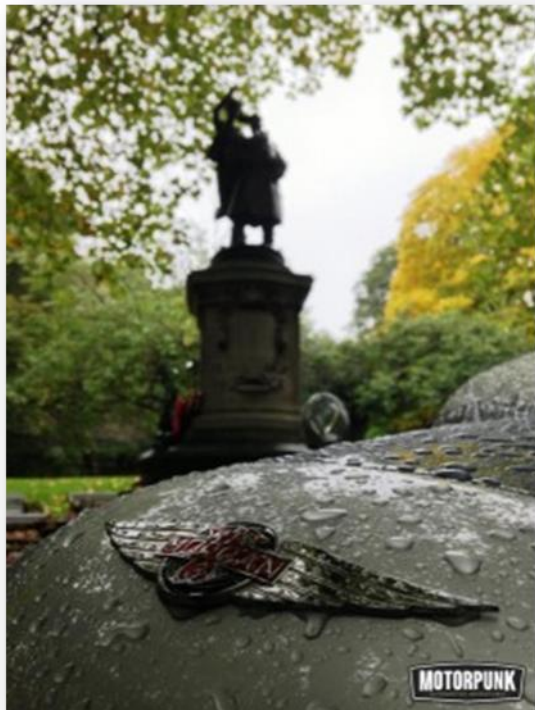
Calais is as grim as ever but French motorways are excellent. We throw a few euros into the toll booth basket and roar along, leaving the perfectly maintained highways near Lens to cut cross country to Annœullin where the Ball story comes to its



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conclusion. The Mog is in its element here, hemmed in by hedgerows and 90 degree corners circumnavigating fields. Nick needs some footage and we drive at quite a lick, two abreast with the camera car, Dr O and I telling Ball's story over the racket of the S&S V-twin. You can feel each and every ingredient that has gone into this car. Cylinders vaporising hydrocarbons and battering your ears, the slightly scrabbly front tyres, steering angles you can see better than feel, brakes you have to work at and the scenery at your elbows. It's easy to see why Albert Ball chose a Morgan: it offers engagement and encouragement, unmatched even today; it makes you feel happy to be alive. Despite both being cold, wet and knackered Dr O and I are still fighting over the keys.

Our final destination is the military cemetery at Annœullin, but not yet. On the 7th of May 1917 Ball and his squadron of SE5s ran into a squadron of German Albatros fighters, one piloted by Lothar von Richthofen, brother of the Red Baron, Manfred. Von Richthofen's fuel tank was holed in the melee and he was forced to ditch as he ran out of fuel. As Ball swooped through the cloud to follow him he became fatally disorientated. We pull the Mog onto a muddy grass verge next to a potato field, on a lane between Annœullin and Allennes-Les-Marais. We trudge across cloying mud and rotting crops to a memorial stone in the middle of the field and Nick films the scene. Albert Ball's aircraft crashed on this very spot. His father bought this field and placed the stone here in memory of his son. Albert Ball died in the arms of a farmer's daughter here in this nondescript potato field. In a strange twist of fate, Albert Ball's body lies in the German section of the nearby military cemetery which is our next stop. The Germans, recognising his skill, had buried him here with full honours. Manfred Von Richthofen called him "by far the best English flying man".



After the war the British exhumed their men from this cemetery but Ball's father wanted him to rest undisturbed. He was posthumously awarded the Victoria Cross and Nottingham mourned.

We park the 3 Wheeler outside the cemetery and Nick films as we walk through hundreds of crosses, German soldiers and Russian POWs and find the only Briton lying here. We lay our wreath on Albert Ball's grave and contemplate his sacrifice.

The script gets scrunched up in my wet pocket. Millions lost their lives in the Great War; men from both sides, and, whilst few had the excitement of Ball's war, today we remember them all.



*[And, like the Brits, we here in the US remember and commend all those who served in our armed forces. Happy Veterans Day! Ed.]*





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## How To Sharpen A Wooden Sword: Morgan's Mean GT3 Machine

**SPEED HUNTERS** JONATHAN MOORE

For me, this story starts back at Silverstone in 2008 and blossoms in 2009, though it stretches back to 1996 in evolutionary terms, to around 1936 for style and 1909 in origin. As so often with stories about cars, it involves sound and shape. The sound of a Morgan GT3 car is brutal and uncompromising; the shape – well, it's undeniably a Morgan!

This 2009 Aero Super Sports GT3 had been parked outside the main factory building at Morgan when I'd dropped in for our recent factory tour. Did I want to take a closer look whilst I was here? It was simply too good an opportunity to catch up with a car I'd fallen in love with five years before at a misty Silverstone, where this green and gold beauty put its FIA GT opposition to the wooden sword.

A Morgan racecar. There are few more incongruous things you can see on a track. They're like a thumbing the nose to whatever else is going on, whether in national club races or on the international scene, and invariably the recipient of maximum love from the fans. But the Aero Super Sport was anything but an underdog – this was a brutal racing machine, built to eat Lamborghinis and Ferraris and laugh (very loudly, very deeply) whilst doing it.

The irony is that when Morgan first started racing in the



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1920s (which is basically tautological: Morgan came into being, Morgan went racing) their cars looked like UFOs compared to the opposition. Although, UFOs hadn't really been invented then... But whatever, they looked like the future.

There was a crossover point, maybe in the '50s, when Morgans looked of their time, then everything went a bit out of kilter again. Morgan sat still, happy in the knowledge that they had something that just looked awesome, and have stuck with it for, well, 60 years so far.

To me, the Aero Super Sport GT3 looks as much 1930s as it does New Century, which is what makes it just so beautiful and perfect. Slapping on a vast rear wing and bolting it to the ground just makes it even more irresistible. The brute-force cacophony that is the 5.0-litre BMW V8 mounted up front is the unexpected cherry on the cake.

The Aero Super Sport isn't a pastiche, it's not a throw-back, it just works as a design, effortlessly encompassing the old and new. Art deco and aero. Carpentry and carbon. Daring to be different? That's too contrived a phrase, and makes it sound like Morgan deliberate set out to do things differently, looking at what's going on and taking a different path. Morgan are just... Morgan.

Like road-going Morgans, the Aero Super Sport GT3 was (and still is) a machine that instantly causes joy universal to break out, and it was the result of a healthy evolution that started 12 years before. That it raced for just a single season in 2009 is the biggest shame.

The concepts behind the modern Aero platform were proved by Big Blue in 1996-97, when Morgan ran their first aluminium-chassis car, the Plus 8 GTR in the – wait for it – FIA GT Championship. Yes, that meant a pretty much straight – though bright blue – Morgan with a tacked-on roof, looking like it had beamed in from the 1960s, sharing the track with Saleens, McLarens, Vipers and Porsches!

This period was also the beginning of Morgan's relationship with BMW, as the company supplying the mighty F1 with its power-plant agreed to provision this quirky English firm with a supply of engines. That relationship grew to the current situation, where it now supplies bluff V8s for all the current Aero range.

The chief development engineer on the Aero 8 road car, Christopher Lawrence, had been part of the driver line-up that achieved a class win for Morgan at the Le Mans 24 Hours back in 1962, so a tilt at Le Mans with the new car was almost inevitable. A British privateer ran with factory support in 2002 and 2004, and I remember the almost frenzied support on the tribunes for the bright yellow DeWalt-livered Morgan at the 2002 event. It was still wooden framed, of course. Morgan's GT3 programme was very much a French-run affair however, masterminded by the AutoGT team and helmed by ex Formula 1 driver and national hero Jaques Laffite.

Laffite had driven an Aero 8 at the 2003 Spa 24 Hours and fallen in love with it, which is perfectly understandable. He was then joined by his racing daughter, Marguerite, and another French F1 legend, Jean-Pierre Jabouille in a three-car team. Being bankrolled by a car nut who happened to be the chairman of a Swiss private bank didn't hinder things.

The weak point for the original Gallic-flavour 2007-8 Aero 8 GT3 was the engine, which was pretty much stock and prone to cut-outs under cornering stress, and the shape of the Morgan was surely just all wrong, wrong, wrong. At Le Mans, Morgan had very much played the role of plucky featherweight against heavyweight opposition, fighting a popular struggle just to make it to the end. But for GT3, any idea that they were there to make up the numbers was soon put to bed, as the Aero 8s proved surprisingly effective, scoring a bag of top 10s across 2008. Maybe there was something in the Morgan shape after all?





2009 was when this car, the new GT3 based on the imminent targa-topped Super Sport, hit – and hit hard.

As I'd approached Silverstone's Grand Prix track back in 2009, amongst all the familiar engine noises of rasping Porsches and howling Ferraris was a different, far more urgent sound. What was that?... It sounded like a couple of World War II fighters had been let loose. Low, guttural whump-whump-whumps, completely at odds with all the other regular, smoother-sounding race engines.

On the track, I was confronted with the fantastic sight of a duo of Morgans hammering around Silverstone, their raked lines and bulging headlights making them look like they were shaped by the force of the wind they were bludgeoning their way through.

The most hilarious thing in 2009 was that all the guys in their super-expensive, highly developed Porsches, Lamborghinis and Ferraris had to deal with this aesthetic throwback blowing them into the weeds at Silverstone. It was Morgan's centenary year, and they won both the opening races: #100 won the opening race at Silverstone, its sister #101 the second. Happy 100th birthday indeed!

The Super Sport's biggest change from the preceding Aero 8 was at the rear, with the rounded, sculpted curves creating a more elegant tail shape and just the aero tick of the small spoiler to interfere with the lines. The coupé was quite a departure from the swooping down flick fenders and pronounced central rear lip of the obviously more roadster-with-a-roof Aero 8. Oh, and of course there's the bloody great big GT3-spec wing.

One of the other changes with the Super Sports was its swap from using Beetle headlights for MINI units, and moving them slightly further outboard to counter the slightly harsh cross-eyed comments about the Aero 8. The Morgan admittedly didn't have lethal aero from birth, the relatively bluff front of the car providing a pretty big obstacle to air flow, but then it is slippery all the same. It's four metres long, but barely waist high, and feels like you could walk over it in a stride. Weight is also on its side, running at 1,080kg – about 200kgs less than some of the opposition. Balance is good, and the weight nicely distributed along the platform.

With the cockpit so far back, the Aero is about as mid-engined as a front-engined car can be; the 90-degree S50LA V8 from BMW put out a handy 440hp – but more importantly 550Nm of torque. Here you really get an idea of its cinched waist as well.

Transferring that power to the wheels goes through a 6-speed Holinger sequential, and chunky AP Racing brakes keep speeds in check.

Again, it's important to stress that Morgan don't 'do' retro for fun or to be difficult. For instance, there are solid reasons to





primer into bonnet; main power on; switch on the engine power dial; engage both fuel pumps; engine start button with foot to the floor; activate two diff pumps; finally hit the power steering switch and you're good to growl. GT3 allows traction control, and here you can see a bit of the French origin: a basic four-point dial with dry, intermediate and rain settings.

The compact rear contains the fuel cell and oil coolers, but the shaping makes it look like air would just slide off it. For every straight line there's a curve that reaches from front to back. There's a beautiful simplicity in the car in both packaging and styling terms, and to have retained the Morgan aesthetic but created a brutally effective GT car is something I know Morgan and AutoGT are proud of.

Car #100 has been on display at the Morgan factory, part of a series of racecars that the factory have either reacquired or got back on long-term loan for display. Technically it's still a valid GT3 car; though of course the spec has moved on leaps and bounds since 2009. I'm sure I'm not alone in wishing that there were still Morgan GTs livening up today's grids...

use wood even in the race car: a material they know well that's both strong and light. You don't see it from the outside, with the curvaceous carbon panels draped over the bonded aluminium chassis.

But inside you can see little glimpses of the ash laminate that's sandwiched between the aluminium and carbon. It makes sense. Think of the expense of creating structures in metal that are as strong and or light...

However, for things like panels carbon takes over, with pull-cable, featherlight doors that you'd find on any modern racecar. It's about having the best of both worlds.

Stripped of all the road car trim and paraphernalia, the Kevlar-lined cockpit isn't as cramped as you'd possibly expect. Snug, sure, but then there's not really any wasted space. The door sides are basically vertical. The windscreen is flat and far less raked than most modern sportscars, so seem a lot more in your face, which is the same feeling you get in the road car Aero coupé.

There's also wood trim across the top of the dash. Okay, that bit really isn't necessary, but still.

The footwell is all function – a basic but rugged floor-mounted pedal box with the brake pedal looking like it's had its fair share of use.

Even the start procedure is appropriately involved: insert







If there's any part of you that isn't convinced, that thinks this is still an anachronism, then you really just need to listen the Aero in action.

The iconic Shelsley Walsh hill climb, the oldest motorsport venue in the world, is just a 20 minute blast from Morgan HQ at Malvern, and with #100 now restored to fully working order it's been stretching its legs (read: given a barely-controlled, tyre-destroying run). It's the off-throttle roar and growling idle that sounds like the car just wants to pick a fight with everything in the vicinity. A gentleman thug?! Oh to be in this seat, just once.

1938, Morgan against Alfa Romeo 8C. 1962, Morgan against Ferrari 250 GTO. 1997, Morgan against Viper. 2004, Morgan against Ferrari 360. 2009, Morgan against Lamborghini Gallardo. It's amazing to think that somebody from '30s could see a Morgan racing today and recognise the outline, against what would be completely alien cars around it. The direct lineage is almost unique – the only thing I can think of that comes close is a 911, but that's only a pup at 50 years old.

Morgan's unwavering dedication to the cause looks set to continue into the foreseeable future on the road, and in racing though a tie-up with another French team that sees Morgan badge an LMP2. But that's not a 'real' Morgan. For that, I think we have to trust the enthusiasm of the company, who still sell club racers by the bucketload, to take the Morgan spirit back into international racing. The good thing is that history shows it's inevitable. It can look exactly like this, and I'd be more than happy. Some things just don't need to change.

## Morgan Aero Super Sports GT3

### Body

Bonded aluminium, ash-reinforced chassis; carbon panels and wing

### Engine

Front, longitudinally mounted 4,941cc BMW S50LA 90° V8, four valves per cylinder, DOHC, fuel injected and naturally aspirated; 440bhp @ 7000rpm, 550Nm @ 4500rpm

### Transmission

Holinger six-speed sequential

### Suspension

Double wishbones, coil springs, gas shock absorbers

### Brakes

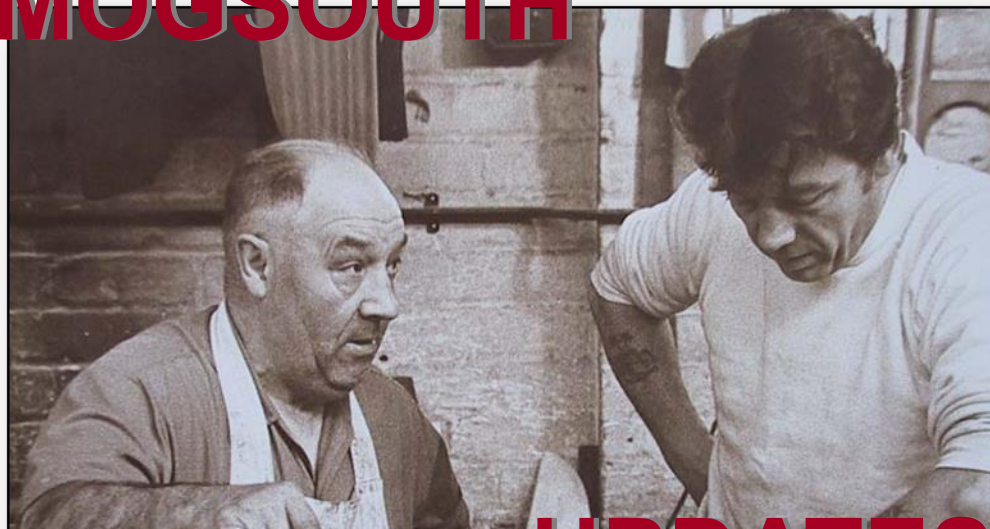
AP Racing Ventilated discs

### Dry weight

1,080kg



# MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

## UPDATES

Morgan activities abound for many of us in the southern climes. Some, however are enjoying the cold weather the fall and winter months bring.

But, we still have a lot of the year left.

The MOGSouth Christmas Party date and location is set. Not much time left to make your intentions known so don't procrastinate.

Also, the GatorMOG contingent is at it again with another Noggin in Florida. Races at Daytona, and a Concours in Winter Park. All part of the plan. Morgan doings at they're best. Come on and play!

## 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 !!

### **2014 MOGSOUTH CHRISTMAS PARTY. 6 DECEMBER, WAYNESVILLE, NORTH CAROLINA**

David and Sarah Chiles will host the Party. The 2014 MOGSouth Christmas Party will be at the Waynesville Inn, 176 Country Club Drive, Waynesville, NC (828) 456 3551, [www.thewaynesvilleinn.com](http://www.thewaynesvilleinn.com) Rooms/ single or double \$89 plus 7% tax. Rooms will be held until November 6th. Reserve individually under "MOGSouth".

Meals must be reserved and prepaid to David Chiles. **David MUST have your reservation and payment in full by November 5.** Call (336) 880 5851 or email David [DMC923@northstate.net](mailto:DMC923@northstate.net) with your reservations and mail your payment to P.O. Box 129, Jamestown, NC 27282. The total cost will be **\$30.75 per person.**

The menu includes Homemade Soup, Green salad, Fresh Fruit, Mushroom Stuffed Chicken, Pan Seared Scottish Salmon, Potatoes Au Gratin, Roasted Medley of Vegetables, Applewood Smoked Bacon Green Beans. Plus the chef's choice of desserts, with coffee, decaf coffee, or tea.

MOGSouth Noggin - 5:00PM - 7:00PM, and again at 8:30PM (following dinner.) Dinner will be at 7:00PM.

Sunday's highlight will be the announcement of the **MOTHER COURAGE AWARD** recipient for 2014. Cheers,

*David*

### **MOGSOUTH MEMBERSHIP ROSTER UPDATES**

The MOGSouth Membership Roster was last updated in 2013 so it's time that we updated everyone's contact information and put out another roster. I use the roster constantly and I suspect that many of you do as well. To be included in the MOGSouth Roster, you must first be a MOGSouth Member in 'good standing' and that means you need to pay your dues. The 2015 dues are due by, as usual, the first of the year. **Dues are still 25\$ (unchanged for more than 10 years!) and payable to MOGSouth c/o Randy Johnson.**

Pay your dues and be sure to update the contact information on the membership roster. 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.

AND OTHER THINGS YOU SHOULD KNOW !!





# MOGSOUTH 40TH ANNIVERSARY (SPRING 2015) MEET UPDATES!

As of **September 2014**, I believe we have of the weekend schedule confirmed. This means we have started the registration process. You must Register for the event and make your own hotel reservations. See the ACTION REQUIRED section, below.

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. As is the norm for all our meets, there will be a complimentary hospitality suite (or designated location), at the Hilton Garden Inn, provided by the MOGSouth treasury, open each evening, for Morgan 'Noggin and Natter.'

## ACTION REQUIRED

- **HOST HOTEL - Hilton Garden Inn**, Aiken South Carolina. 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 above, 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](http://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 and 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](mailto:mogsouth@yahoo.com).**



## MOGSOUTH MEMBERS BENNETT AND MARY SHULDMAN WIN "BEST IN SHOW"

*2003 Morgan +8, 35th Anniversary Edition Takes Top Award  
1st Place Amongst Morgan Cars Entered from Virginia to Canada*

MOGSouth members Bennett & Mary Shuldman of Ridgefield, Connecticut *[that is Southern Connecticut to be sure. Ed]* were awarded "**Best in Show**" for their 2003 Morgan +8, 35th Anniversary Edition at the recent Autumn MOG 36, the annual fall event of the ¼ Morgan Group, the northeast Morgan automobile club.

Fourteen Morgan cars were entered for Best in Show within the annual fall event, now in its 36th year, which attracted 44 Morgan's from Virginia to Toronto, making this one of the largest gatherings of Morgan's in the northeast this year. This judged event is the highest recognition by the club for a distinguished Morgan and was held at Jiminy Peak in Massachusetts.

Long term residents of Ridgefield, this car had been featured in the annual Ridgefield Memorial Day Parade almost consistently since 2005 and twice been invited and presented at the Greenwich Concours d'Elegance.

MOGSouth members will remember Bennett (and later Mary) and his lovely green Plus 8 on our 2011 GatorMOG Rallye to the Florida Keys and back. Bennett came down from Connecticut via Amtrak and the Autotrain!



*[A huge congrats from all of MOGSouth! Ed.]*







MORGAN MOTOR COMPANY NEWS

News out of the factory has been minimal lately. The only things circulating are about the M3W.

A Continental tire recall (hopefully our membership with M3Ws and these tires have already been notified of this) and reports of the MMC looking at an all electric drive train for the M3W. We reported on this a few issues back and although we applaud their attempts at saving the planet, I just don't think it will catch on . . .

## **M3W & CONTINENTAL TIRES RECALLED** as reported by <http://www.autoevolution.com/>

At this time last year, Morgan issued a recall for their bike engine-powered three-wheelers, which by the way are referred to as motorcycles. A missing label on the brake fluid reservoir was then the reason behind the recall, and the braking system is once more triggering a similar campaign.

At least 235 model year 2012-2014 Morgan 3W motorcycles have been manufactured without a lamp which only illuminates when the brake fuel lever is low. The absence of this warning light makes these vehicles non-compliant with the Federal Motor Vehicle Safety Standard No. 122a, "Motorcycle Brake Systems."

The missing lamp would not alert the motorist of the brake fluid low lever, and this may lead to the malfunction of the braking system, which increases the risk of a crash. Morgan will notify users and schedule a free upgrade for these vehicles, with the dealers installing the low brake fluid lamp in the specified three-wheelers. A schedule for this operation was not provided, but Morgan's US Agent can be contacted at 1-505-570-1845. The NHTSA campaign has number 14V384000.

**Another recent recall involves Continental tires**, with over 9,000 units to be recalled in the US and Canada, and around 170,000 tires worldwide. Official Continental sources mentioned that "Market feedback indicates that some of these tires have exhibited a condition in the tread and/or belt which may lead to separation and possible air loss.

Continental has not received any reports of accidents or injuries in connection with this condition. The safety recall is being initiated to avoid any potential risk to road-users. The affected tires were sold to original equipment and replacement customers worldwide between 2007 and 2014. This safety recall is part of a worldwide program affecting 170,000 tires."

The recall affects only the following 120/70 ZR17 and 120/70 R17 tires, and no other:

- 120/70ZR17 M/C 58W TL ContiSportAttack – DOT Code CP8B B5MV, 1008 to 2614
- 120/70ZR17 M/C 58W TL ContiSportAttack 2 - DOT Code CP8B B5M4, 2811 to 2614
- 120/70R17 M/C 58H TL ContiAttack SM - DOT Code CP8B BXM9, 1011 to 2614
- 120/70ZR17 M/C 58W TL ContiRaceAttack Comp. Soft - DOT Code CP8B B5M1, 1907 to 2614
- 120/70ZR17 M/C 58W TL ContiRaceAttack Comp. Medium - DOT Code CP8B B5M1, 2307 to 2614
- 120/70ZR17 M/C 58W TL ContiRaceAttack Comp. Endurance - DOT Code CP8B 918B, 3011 to 2614
- 120/70ZR17 M/C 58W TL ContiRoadAttack 2 GTW - DOT Code CP8B 91E9, 2513 to 2614.

"The last four digits of the DOT serial numbers indicate the production period (week/year). Tires between 1907 (19th week of 2007) and 2614 (26th week of 2014) are covered by this voluntary safety recall. No other tire sizes, production periods or product lines are affected. Continental started to notify the respective national authorities on August 8, 2014," Continental adds.

## MORGAN CONSIDERING PURE ELECTRIC '3 WHEELER' <http://ecomento.com/>

*[Interestingly the press has finally caught up with us. We reported on the MMC investigation into the EV<sup>2</sup>, an all electric Morgan Three Wheeler, two issues ago. Ed.]*

Morgan Motor Company is toying with the idea of an electric version of its most popular car – the idiosyncratic 3 Wheeler.

With demand for the hand-built two-seater exceeding the British company's ability to deliver, *The Telegraph* reports that a zero-emissions version is under consideration.

In standard form a charismatic 1983 cc V-twin engine powers the 3 Wheeler, which can hit 62 mph in six seconds and reach a top speed of 115 mph due to its meager kerb weight of 525 kg.



An electric version promises even greater performance, however. Electric motors offer enormous power relative to their modest size and, while it's not immediately obvious where such a motor would sit, packaging is unlikely to be a problem.

Traditional to a fault, Morgan does however have a visionary side to its character. In 2012 the company revealed an electric version of the Plus 8 – its retro-styled roadster built on a wood chassis. Out went the BMW-sourced 4.4-liter V8, replaced by a 95 hp electric motor capable of supplying 80 - 90 miles of range. The car was painted a vivid yellow.

Driving a Morgan is such a visceral experience that there were fears an electric powertrain would neuter it. As such a five-speed manual gearbox was unusually fitted to emphasize the connection between car and driver.

"It's about driver involvement," Morgan's Business Process Development Engineer, Robert Gibson, said at the time. "We wanted to take step back from it and ask 'what's wrong with just using a normal manual gearbox?' We have looked at using a sequential gearbox, but the problem is that you don't get the correct driving characteristics for a road car."

Huge torque, low gearing, and little weight allegedly made the Plus E very enjoyable to drive, although an **initial planned production run for 2015 now seems unlikely**. Morgan aimed to offer the car for no more than £90,000.

The 3 Wheeler has been a particular success in the US for Morgan. It doesn't take too much imagination to see an electric version appealing strongly to buyers in certain states.

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## MORGAN MULLING AN ELECTRIC THREE-WHEELER <http://www.carsuk.net/>

The Morgan three-wheeler – originally built as a limited run model – is now the company's most successful model and Morgan are planning an electric version.

When the Morgan Three-Wheeler was revealed in 2011, Morgan had intended it as a limited run model – perhaps 4-500 cars – as an ideal bit of fun for Morgan owners. But it's become far more than that.



In fact, **the Three-Wheeler is now the best-selling car Morgan make – accounting for around half of all Morgan production** – and

1400 have been put on the road in the three years since it was launched.

Powered by a 115bhp V Twin motorbike engine, the little three-wheel Morgan is a proper hoot, and even manages to be relatively stable thanks to its two wheels at the front rather than at the back like the Reliant Robin.

But it seems Morgan, having realised the Three-Wheeler is probably here to stay, are planning to build a 'Green' option – an electric Three-Wheeler.

According to *The Telegraph*, an electric version is now being considered, although we're struggling to see how Morgan are going to manage to fit both an electric motor and a bank of batteries in the tiny three-wheeler. And even if they can, the motor's going to have to be a meaty one to compensate for all the extra weight in a car that currently weighs just 525kg.

Still, it's an interesting prospect.







# AMELIA ISLAND 2015 CONCOURS D'ELEGANCE

Just to give you some warning, the Amelia Island Concours 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 Concours 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](mailto: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](mailto:mogsouth@yahoo.com).

## **RALPH LAUREN CAR COLLECTION – PHOTO GALLERY** [www.sportscardigest.com/](http://www.sportscardigest.com/)

### **1953 Morgan Flat Rad**

Morgan Plus Four “Flat Rads” (the shape of its radiator grille) were originally powered by a 2088cc, 68-hp engine. The Plus Four instantly delivered racing success to the Morgan factory, though the Flat Rad design would only last until the 1954 model year. In 1955, the engine would be replaced by a 90-hp Triumph engine. Lauren’s car has been retrofitted with this later Triumph engine, a popular in-period modification for owners seeking additional performance. **Lauren’s very first automobile was a Morgan.** *[Be sure to check out the video ‘Polo Ralph Lauren: Fall 2010 collection’ to see a similar black car in action. He seems to have something with black? Ed]*



1953 Morgan Flat Rad owned by Ralph Lauren



## TEXAS BANS THE POLARIS SLINGSHOT THREE-WHEELER [lanesplitter.jalopnik.com](http://lanesplitter.jalopnik.com)



*[Although, this is not the Morgan Three Wheeler, this train of thought could evolve into a broader ban and impact the new Morgans in Texas, and beyond.]*

*MOGSouth does have a member in Texas, who owns a 3W. However, as I understand it, the M3W is in South Carolina w/ only the Roadster is in TX.*

*Not sure if the ban will be extended to other 'motorcycles' or effect cars already registered in the state?*

*The M3W is the only new Morgan currently legal in the US. Ed]*

The Polaris Slingshot, a new three-wheeled sports-vehicle, lacks a few components necessary to be considered "a car." In most states you can register it as a motorcycle, slap on a helmet, and be on your way. **Texas says "not so fast."**

It seems to be coming down to the Texas Department Of Public Safety clinging to the definition of a motorcycle as something with "a saddle" as opposed to a car-style seat, which the Slingshot has. As such, the vehicle is no longer street legal in the Lone Star State. According to this memo from Polaris HQ to dealers, it would appear Texas had given the vehicle prior approval but had changed their mind.

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## TEXAS EXPLAINS WHY THE POLARIS SLINGSHOT MISSED THE MARK

The Texas Department of Motor Vehicles has clarified its [decision](#) to keep the three-wheel Polaris Slingshot off the state's roads.

According to the DMV, a three-wheel vehicle can be classified as a motorcycle in Texas under either of two definitions laid out in the state's transportation code:

- Section 541.201(9) allows for three-wheel vehicles with saddle-style seating, other than tractors, to be titled as motorcycles.
- Section 521.001(6-a) requires that they have an enclosed compartment and feature a steering wheel, seats, seat belts, a windshield and windshield wipers that are in compliance with federal motor vehicle safety standards, plus a structure that passes a roof-crush test.

A DMV spokesman tells FoxNews.com that the open-top Slingshot does not qualify **under the latter code** due to its lack of a roof and also because Polaris did not provide documentation to certify the other safety features. Since it uses a pair of car-like, side-by-side seats instead of a saddle, **it can't be classified under section 541.201(9), either.**

Polaris says it was initially told Texas was one of them, but it was recently notified that that is no longer the case. A statement from the company suggests only that the "saddle" definition was the reason. It does not mention any attempt to meet the standards defined in section 521.001(6-a).

The rules governing this type of vehicle vary state to state, and Polaris would not confirm to FoxNews.com in which ones the \$19,999 Slingshot can currently be titled and registered, but says it has secured approvals in a vast majority of them covering 95 percent of the population.

Startup automaker Elio Motors, which is scheduled to begin selling a fully enclosed three-wheel vehicle with side windows and a door nationwide next year, says it has confirmed with Texas that it is in full compliance with section 521.001(6-a) and that its vehicles will be able to be titled and registered as motorcycles under that provision.

Neither Campagna Motors, which has offered both closed and open-top three-wheelers through Texas dealers, nor the Morgan Motor Company, which sells an open-top vehicle called the 3 Wheeler through several dealers in the United States, has responded to requests for comment from FoxNews.com regarding the status of their vehicles in Texas.





## **FREQUENTLY ASKED QUESTIONS (FAQs) ABOUT BRITISH CARS!!**

### **Aren't British cars unreliable?**

No, not inherently. The designs are intelligent. The technology is simple and well-proven. The cars are well constructed. The parts are durable in a manner consistent with the light nature of a sports car. When renovated and properly maintained, a British car can provide 100,000 miles of fun, reliable driving at a low cost.

### **Are they safe?**

Yes, inherently. In a small responsive sports car, one is able to avoid dangerous situations. However, they don't have all the safety features, like air bags, that modern cars have.

### **How much does a British car cost?**

Not much. Compared to new cars of similar ability, most British cars are inexpensive, fun, and mostly convertible. Although you can own a car on a reasonable budget, there is no limit to what you may spend if you chose to restore it.

### **Won't it need a lot of work?**

Possibly at first, unless already renovated and routinely maintained. Most British cars thrive nicely on periodic mx.

### **What normal maintenance does it need?**

Once a year it needs a major tune-up, oil and filter change, and a complete lubrication. Change the oil every 3000 miles, watch the oil and temp gauges, listen for odd sounds, and watch for changes in the car's behavior.

**What happens if it breaks down?** You fix it properly or pay to have it fixed properly.

### **Aren't parts hard to get?**

Not really. In many cases the supply of parts to make it run, stop and light up is better now than when the cars were new. Some trim and detail items can be tough to track down but many are readily available.

**Aren't parts expensive?** There are sufficient British cars in use that the competition keeps the prices down.

### **OK, well, why are shocks so expensive?**

Ok so they're weird. On many British cars they use lever shock absorbers as part of the suspension. Although this design is simple and maximizes road feel, this type of shock is a machine and costs more to manufacture than a conventional one. Surprisingly, it also lasts longer.

**Won't it be in the shop all the time?** No. If the known defects are corrected and a maintenance routine is followed, your British car should have few unplanned shop visits.

**Will I spend my weekends fixing it?** Only if you enjoy working on your car.

### **How can I know what I'm doing?**

Learn about the cars available. Choose your favorite. Look at more than a couple of them. Get an expert to assist with an inspection before you spend money. Buy the best one you can afford. Look before you leap.

### **What is an 'expert' inspection?**

This is a way to inspect your car and test for defects. Get someone knowledgeable about the specific type of car you are interested in, e.g. an expert, to assist you in the initial inspection. We encourage it when you're about to buy a British car and recommend it when you're contemplating a renovation.

### **What is a renovation?**

A renovation deals with the important mechanical and electrical bits. It's about 80% of the results that cost 20% of a restoration. For most of us costs of a restoration are avoided in a renovation where function and safety are emphasized.

### **What is a restoration?**

In a restoration every part is separated from every other part, remade or replaced, and reunited. Some consider that the final 20% of a restoration effort uses 80% of the cost. Very few cars are truly restored fully.

### **Why is it better to buy a car that's not rusty?**

British sports cars are responsive, strong and light. Because they have less metal to start with they have less metal to lose. All cars rust. Rust can be fixed at great expense. Buy the best non-rusty car you can afford.

### **Where did the unfavorable reputation come from?**

In the United States, cars have tended to change owners more often than they received maintenance. Repairs were often neglected and the lack of proper care creates problems which stay with a car until corrected.

**Aren't the electrical systems a problem?**

No, not if the systems are properly maintained. Lucas Industries made most of the electrical systems on British cars. The parts are well made and most problems can be repaired easily. Proper repairs stay repaired.

**Is it good as an only car?** Yes. When properly attended to, it is as reliable as any other well-built car and its fun factor means that all of your driving will be more enjoyable.

**What if I only want to drive it occasionally?**

These are good cars to drive occasionally — every week or every few days. Long periods without use can affect basic systems, such as brakes or electricals. The cars run better and last longer when driven regularly.

**Can I take it on a trip?**

Yes. British sports cars are lots of fun to drive. A couple of hours in a nice one will leave you tired and refreshed at the same time. Know your car and have it serviced before a long trip.

**How is it in winter?**

A bit cold-natured. These cars will start after a couple of extra cranks and then function normally. Working heaters are real fine, and a hard top helps when very cold. Luckily this doesn't pose a problem in most of the MOGSouth region.

**Is it a good car for daily commuting?**

Yes. Once you have repaired all known defects and had an annual service your car can be relied on to work well and give fair warning as normal wear occurs. A very short commute may not be good however.

**How long should I wait for parts?**

Any part that keeps your car on the road is available within a few days. With few exceptions there is no single part that can strand your car for more than a few days.

**Should I own one?**

Possibly. There is a range of temperament that seems to accommodate British car ownership. It does help to appreciate the styling, understand the elegance of the machine, enjoy the feel of the road and to be calm when it needs repair.

**Will it appreciate in value?**

Yes. If you buy a good car, repair its defects, and maintain it properly, it should continue to worth what you paid for it, and more likely it will be worth more than you paid for it.

**Can I sell it for what I have in it?**

Not usually. Since most new cars cost more than \$10,000 and the cheapest new convertible car is \$15,000, renovated British cars are comparatively inexpensive. They are as yet generally undervalued. The prices of some cars such as Jaguars, Aston-Martins and Austin-Healeys easily keep pace with renovation.

**Can my mechanic work competently on it?**

British cars are mostly uncomplicated. Their simple engineering is within the grasp of any good mechanic. Some parts and a few systems like dual carburetion are unfamiliar to most mechanics.

**Aren't the carburetors a problem?**

The twin SU carburetors are a simple and efficient way to feed an engine and often are blamed for problems caused by air leaks, low compression and defects in the ignition system. Old original carburetors can be economically rebuilt and when properly rebuilt, set up, and adjusted, they are reliable and durable.

**Are there design flaws?**

Yes. Minor design flaws occur in every car. These will be common knowledge to your 'expert' and most likely corrected by prior owners. Check it out before you buy.

**Aren't new cars better than ever?**

Yes. There seem to be more fun cars of quality now than ever before. They are also more expensive, more complex, and less convertible than ever.

**What about the lack of leaded gas and high octane gas?**

Many British cars were manufactured before unleaded gas was mandated, however if these cars have been used regularly they have most likely been modified for unleaded. A good thing to check. If not, the scarcity of leaded gas may cause a problem but only after many miles.

**Why do people sell them if they're such good cars and so much fun?**

One reason owners, even those who neglect their cars, sell them is because of family obligations. Spouses and kids vs. the sports cars. Sports cars are seen as a 'toy' more so than the minivan.

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*Continued Next Page*



**Do I need special tools?** American standard size wrenches and sockets are correct on most British cars. The few metric and British Standard tools needed are easily available. With tools, as elsewhere, if it's hard you're doing it wrong.

**What kinds of cars are there?** Oodles and oodles. The list of British cars in America contains lots of names: Morgan, TVR, Sunbeam, Morris, Jaguar, Lotus, Rover. And lots of models, Mini, Minor, XKs, XJ, +4, etc.

**Can I work on it?**

Sure, but be smart about it. These cars look easy to repair and the temptation to attempt repairs beyond one's limits is strong. If you can manage clean careful work and have the time to do it right, you can enjoy working on a British car.

**Do they go fast?**

British sports cars have a rich racing heritage and many are still being raced today in SCCA, club racing, or vintage races. All of these cars can exceed legal speed limits. One great attribute is that these cars give the illusion of high speed at any speed. You can thrill to "safety fast," as MG used to say.

**Can I modify it?**

Sure, stock or modified is a personal choice. Special tuning modifications are possible. Once you have decided not to have a stock car, you can change it in any way that makes sense to you.

**Can I paint it a non-traditional color?** Factory paint colors were not exotic but to each his own . . .

**Why don't they have automatic transmissions?**

These cars are meant to be light, simple, and responsive, and to promote the feel of the road. Automatic transmissions are heavy, complex, slow to shift, separate the driver from road feel.

**What can I get for my British car which is only good for parts?**

The parts car, as defined today, looks completely rotten and can serve its highest purpose only in sacrifice to other cars.

**Are they easy to steal?** British cars have simple electrical systems, however car thieves are looking for common cars to chop and sell the lucrative parts. British cars are not common so thieves avoided them.

**How can I maximize my chances of enjoying a safe and dependable British sports car?**

Buy the best car you can afford; fix its known defects; maintain it.

**What's the downside?**

Often you're buying someone else's errors, neglect, and abuse. Since there are no more of these cars being made, each one remaining ought to be bought out of interest and caring appreciation.

**How much will a new engine cost?** Installed, a engine costs about \$5000 (give or take) including tuning, a clutch, etc.

**Why do the plastic window cranks break?**

They are supposed to. So are the steering column switches. They are made to break in an accident and the same qualities that insure this safety feature also make them prone to break when they are old. Recently, however, a batch of crummy window cranks has been particularly fragile. Keep the faith.

**What British cars are still made / imported?** Land Rover, Rolls Royce, Bentley, Jaguar, **Morgan**, Lotus, Aston Martin.

**When did they stop making inexpensive British sports cars?**

In 1980 after more than 30 years of Triumphs, MG's, Austin Healeys and others in America, production was stopped. In the end, the British carmakers lost faith.

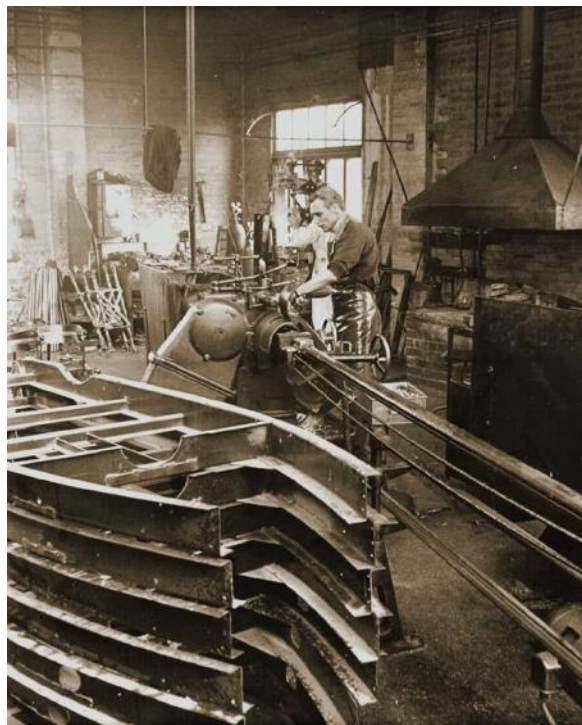
**Who are British sports car owners today?**

People who enjoy the cars for their beauty, simplicity and uniqueness. British car owners look at driving as something adventurous and fun. British car owners can be a bit eccentric, but aren't we all?

**Where can I find a British sports car?**

In nearly every town in America. Although they first arrived at the large coastal ports these cars quickly spread across the country in capillary fashion through many owners and circumstances

**Portions from MOTORHEAD Ltd., 2811-B Old Lee Highway, Fairfax, VA 22031, circa 1989**





We hate the thought of putting up the car for the colder months, but some of us might just have to. It's a combination of mother nature and your personal desires. Here in Florida, the weather is such that I can continue to drive my car all year. One of the big reasons for staying in Florida once I retired.

For others, however, the decision to drive or store the car is not so easy. Some of us don't have much choice and into the garage it goes.

There are things you can do to make sure that the car is protected as well as possible. It's *your treasure*, protect it like a treasure. It's all you can do!

## STORING YOUR CAR - DO YOU DO IT CORRECTLY??

Vintage Motorsports, Nov/Dec 2014

We all worry about road damage when taking our cars out for a drive but a lot of the damage to our cars comes from the place where we have them stored. Remember that the first rule of collecting is that you should do no harm. This means we need to pay a lot more attention to the environment where our cars reside when they're not being driven.

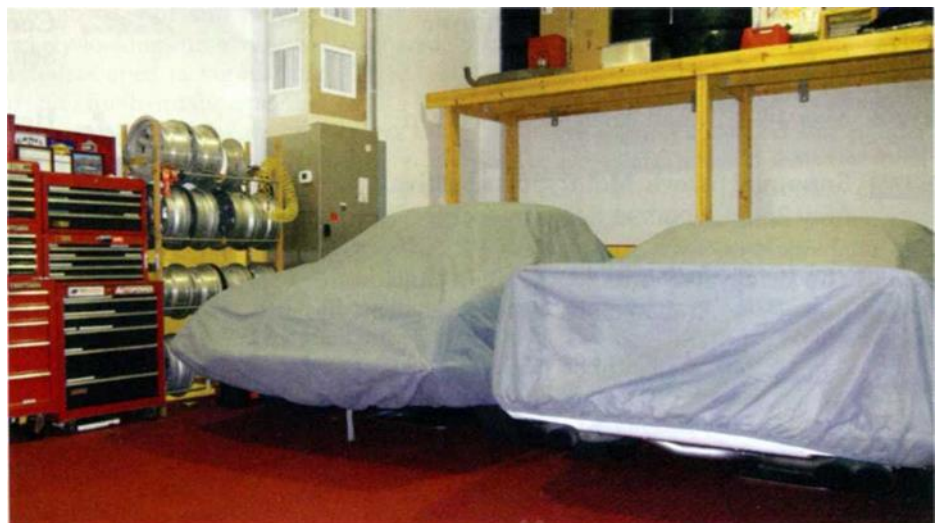
**Stabilization:** Restoration is really conservation. It refers to an attempt to bring a cultural property (your car) closer to its original appearance. Restoring a car means taking it back to the way it was originally constructed. There is however, a second type of conservation that we'll call stabilization. This is an attempt to maintain the integrity of a cultural property by minimizing deterioration. The primary goal of preservation is to prolong the existence of your car.

Cam Ingram, a partner at Road Scholars (919-854-2277, [roadscholars.com](http://roadscholars.com)), sees more collections in a year than most see in a lifetime. Ingram can tell you horror stories of really nice cars residing in buildings that are destroying the very cars they house.

Ingram feels that you really need to work with an expert on protecting your cars. Each collection space offers a set of challenges with humidity and temperature issues. In many instances it's about finding a talented local HVAC person who can diagnose the collection space issues and remedy them accordingly. One can easily make an initial assessment of their storage space, but first we need some guidelines.

**Temperature:** Try to avoid extreme temperature fluctuations in the vehicle storage area. A home garage may be the worst possible place to store a collectible car. Every time the main door is opened all sorts of bad things can happen. The worst might be a huge temperature swing.

The ideal temperature for preservation is around 64 degrees. How many days out of the year is a home garage at 64 degrees? How many degrees will typical garage temperature change in a 24-hour period? The Philadelphia Museum of Art prefers a range of 68 to 72 degrees. That's only a four-degree



*Car Covers are not just for travelling and use outside. They can help protect the car from airborne contaminants and falling rakes. Use your cover anytime the car is not is use. Ed.*



variation over a month's time.

**Humidity:** When there's not enough humidity leather can shrink, crack and become very brittle. Even worse, mold can grow and insects can breed, with high humidity. Leather is similar to brake fluid in that its hygroscopic (it absorbs and retains moisture). Leather can be damaged by both moisture loss and absorption. At a humidity level of 35% or below leather becomes desiccated and readily cracks when handled. At a humidity level of 70% or above mold growth can occur. This mold will break down the very structure of leather as it feeds off the proteins in the leather and on the fatty acids in the leather dressings.

When humidity reaches excessive levels, rust develops on metal items. Most museums feel it's important to keep the relative humidity below 55 percent in areas where they keep important metal artifacts. That should be a good rule for a car's storage area as well.

There's not a lot of paper in a vehicle but there might be books and photos in the same building where you house your car so you should probably consider that museums try to keep paper items stored in locations that have around 35% humidity.

In an ideal world collector cars should be stored in an area that has between 45% and 55% humidity. What's more important however, is that the humidity be consistent. Wild fluctuations can cause more damage than any given level.

**Keeping Track of Things:** There are some really inexpensive ways to measure and keep track of humidity and temperature levels.

Dial Hygrometer—These can be hung on a wall or mounted on a shelf. Most hygrometers today have a digital readout. Most also record temperatures and they are readily available from many sources for around \$35. The only problem is these inexpensive ones don't record over time but they will give you minimum and maximum readings during the course of a day.

Data Logger—These are a step up from the basic model. They can record, display and download temperature and humidity information to a computer for analysis and tracking. A slightly more expensive option is to buy a unit that utilizes an SD card for recording. They cost about \$200 and keep track of both temperature and humidity in an Excel file.

You should do all of this recording before you call in the HVAC specialists. Give them a status report on the data you've collected. Then explain that you want a humidity level between 45% and 55%. You also want a stable temperature within the 68 to 72 degree range. The first step however, is to determine the present levels in your storage space. Then you try to close the gap between that number and where you should be. That's when you have to get the checkbook out.



*[Some other tips (from personal experience) to consider when storing your car Ed.]*

**Change your fluids** especially the motor oil and radiator coolant. Mineral oil breaks down over time and absorbs foreign deposits and can absorb moisture and this isn't good over the long term. It is good practice to also flush the radiator and new coolant. If you haven't changed the transmission lube in a while, now may be the right time. Bleed the brakes and clutch systems to eliminate any moisture, as well, if you can.

**Keep the gas tank full** of fuel and use a fuel stabilizing agent if you have ethanol in your fuel. As the level of fuel in the tank drops, it offers the right conditions for moisture to form on the inside of the tank walls. Some new commercial stabilizing agents supposedly provide a vapor to protect the fuel tank walls. I use it but don't know if it works. I hope so!

**Get the tires off the ground.** You should get the car off the tires if you intend to store the car for awhile. Take any stress loads off the tires and those precious suspension components. This also helps prevent flat spots in the tires.

**Remove your battery.** Cold weather, combined with a stationary car, where the battery isn't getting recharged by the alternator, means it drains of energy very quickly. At least keep in on a trickle charger to ensure power when needed.

**Clean the car** really well. You don't want the road dirt and other gunk to sit on the car all winter long.

**Cover the car.** I really can't stress this enough. Use a good quality, **breathable** cover. This is so that any moisture that get trapped between the body and the car cover, to dissipate. Don't be fooled by the cheaper car covers that are not breathable. It's false economy. They can't dispel moisture effectively and this may lead to oxidized paint and surface rust, which not only will make you mad, but correcting the problems will cost you time and money.



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# 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](mailto: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](mailto:fergushistory@hotmail.com) (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email [jclax5817@aol.com](mailto:jclax5817@aol.com)

## Wanted English Ford 100E Engines

I'll consider most any condition. Contact Rick Frazee 407-620-0507 or [mog4@earthlink.net](mailto:mog4@earthlink.net). Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961.



## 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](mailto:mogdriver@gmail.com).

## Morgan Car Badge Collectors

Hermen Pol's website [www.morganhistoryinfoshop.com](http://www.morganhistoryinfoshop.com) has added a number of web pages for car Badge collectors. There is a **COLLECTORS FAVOURITES** where you can share your passion with others. A page for **WANTED car** badges. A new **THREE-WHEELER** page. And, a **NEW ITEMS** web page with new limited edition badges. Also other types of Morgan regalia are offered. Also he has other regalia. Send Hermen an email at [plus4plus@live.nl](mailto:plus4plus@live.nl) to discuss.

## For Sale

### 1962 Morgan +4

*'It was built up by a gifted machinist and Morgan lover who passed on recently. Solid as a rock, and ready to rule the road.'*

Silver with Black interior

Triumph motor, weber carbs

Had a body off restoration at some point (older) including wood

Newer top and tonneau, storage bag with newer side curtains

Dynamat Heat and Sound Barrier

5 speed transmission conversion



This is a driver. **\$40,000**. Please call for more information: Deborah Furtado 530 474-4554 (Northern California)

*[This car comes highly recommended. If you are looking for a Plus 4, this could be the one! And don't worry about the shipping. That is the easy part. Ed]*



# 1928 Riley Brooklands Special

*[Ray Morgan gets a little press (albeit not Morgan related) in Vintage Motorsports Magazine. I guess some press is better than no press. Ed.]*

The Riley Brooklands that competed in the prewar group is indeed a purpose-built race car that has competed at some of England's greatest racing circuits including Brooklands, Brands Hatch, Oulton Park and Goodwood. In 1927 the Riley Company independently contracted the famed British engineers, Parry Thomas and Reid Railton to build a car for racing at the Brooklands, located south of London.

The car would be one of the first to utilize an underslung rear axle and a dropped front axle to get a lower center of gravity. It also allowed a narrow front section to reduce drag. This resulted in a car being only 36 inches tall. The driver could actually reach out and touch the ground. The Riley also incorporated elliptical leaf springs to reduce body roll. Add in a very unique engine for the day, and it would become the first car to break 100mph at the circuit.

Obtained in a trade for another car by **Ray Morgan of Atlanta**, Georgia, the Riley had been modified from its months of research included contacting the British patent office to gain a working knowledge of the process and techniques required to reconstruct the original-style bodywork-fabric stretched over a wooden frame. It was designed to be strong and lightweight, just like the aircraft of the day. According to Morgan, this was the most time-consuming part of the restoration.

Morgan began his love of working with automobiles at an early age. Growing up during the '50s in a small town in Georgia, his parents noticed he was trying to "motorize" his soap box derby car with a lawn mower engine. Sensing his determination, he was given a go-kart for Christmas.

After retiring from Coca-Cola, Ray Morgan, an accomplished engineer, resumed his love for working with cars. He is the proprietor of Vintage Motorcar Restorations in Atlanta, Georgia. He looks forward to participating at the Pittsburgh Vintage Grand Prix for many years to come and says, "Schenley Park is unique and offers prewar racers the opportunity to experience a track much like it was back in the day, hay bales and all!"



## Did You Know?

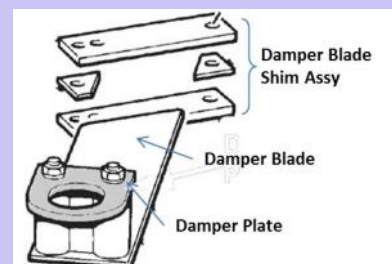
### OLDER MORGAN'S UNIQUE FRONT SUSPENSION?

What makes up this Morgan unique design? The most obvious item is also the most well-known – The essence of the independent front suspension - **the sliding pillar**. There are two lesser known items however that are also essential to this unique suspension system. They are the **damper blades** (and shims) and the curse of garage floors everywhere - **the one-shot-oiler**. (Note that the 'bearing thingies' replaced the Damper Blades in 2007 and the one-shot-oiler was removed with a slight suspension redesign in 2002).

We've talked about the sliding pillars, or kingpins. These have to be replaced periodically, as a wear item, as do the bushes that they slide in. The hard chrome kingpins are the ones to get as replacements. They don't rust, chew up the bushings, and last a lifetime.

The **one-shot oiler** is either loved or hated. A discussion of its use and viability is a topic for another day.

The **damper blades** are there to combat the dreaded wheel shimmy or what is sometimes called Saint Malvern's Dance. As the wheel spindle moves slides up and down on the kingpin, the spring twists and in turn twists the spindle and the wheel.



At 50 - 60 mph, a harmonic motion occurs and the front end shakes, uncontrollably.

The damper blades absorb the motion of the springs to keep the spindle from twisting. The blades slide between the shims. The blades and shims will wear and should be replaced periodically. Test them by grabbing the blade and moving it against the shims. If it moves or you hear it clicking, you need to adjust the blades. They should be tight against the shims.





## TOOLS EXPLAINED

*[This is meant to be amusing but I have to admit, this is very true! I have used most of these tools and have gotten these same results. And, it doesn't seem to improve with practice or familiarity. It just continues to happen. Ed.]*

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh--!'

**SKIL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs. *[Or it reduces the sanded component useless and requires another be acquired or made so that it too can be sanded . . . and so the circle continues. Ed.]*

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**VICE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**EIGHT-FOOT LONG YELLOW PINE 2X4:** Used for levering an automobile upward off of a trapped hydraulic jack handle.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge. *[They have seen my trash can . . . Ed]*

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**SLOTTED SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part. *[And the part destroyed is made of un-attainium. Ed]*

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**SON-OF-A-BITCH TOOL:** (A personal favorite!) Any handy tool that you grab and throw across the garage while yelling 'Son of a BITCH!' at the top of your lungs. It is also, most often, the next tool that you'll need. *[I have a few of these. Ed]*



New for 2014, The **MORGAN ROADSTER '65** Porsche Medium Ivory, Yarwood Kensington Vanilla Leather

NEW 2014 **MORGAN 3 WHEELER** Brooklands Edition, Brooklands Green

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

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1964 **MORGAN PLUS 4** Four Seater, Ivory

1962 **MORGAN SKIMPY** SAN BRG/Tan Leather

1962 **MORGAN PLUS 4 SUPERSPORT ROADSTER** Soft Yellow body/Black

1961 **MORGAN PLUS 4 DHC**, Red/Black Leather, chrome wire wheels // DRASTIC PRICE REDUCTION

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

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1952 **MORGAN PLUS 4 FAMOUS RACECAR** "Butterscotch"

1935 **MORGAN 3 WHEELER MX4/SS** Barrelback

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

#### OTHER MARQUES

New 2014 **Allard J2X**

2012 **ZOLFE ROAD ROCKET**

New **PERANA Z-ONE**

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2008 **Tesla ROADSTER**



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# 1909



2014 US (and a few International) EVENTS

# 2014

Ok we are down to the final throws of 2014. We do still have the Christmas Party in Waynesville, NC.

David & Sarah Chiles have again volunteered to Host the party. Thank you!

The Calendar for 2015 has been drafted and is included here.

If you have other events in your region, corrections to this list or want to host a MOGSouth event, big or little, let us know via email to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com) and we will get it on the calendar.



## The 2014 MOGSouth Events Calendar!

- **MOGSouth Christmas Party**, Dec 6, Waynesville Inn, Waynesville, NC - David & Sarah Chiles Hosting

## The 2015 MOGSouth Events Calendar Has Been Started!

- **52nd Running of the Rolex 24**, Jan 24 - 25, Daytona International Speedway, Daytona, FL
- **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
- **85<sup>th</sup> Geneva Motor Show**, Mar 5 - 15, Geneva Switzerland
- **Amelia Island Concours d'Elegance**, Mar 15, Amelia Island, FL
- **12 Hours of Sebring**, Mar 21, Sebring International Raceway, Sebring, FL
- **MOGSouth 40th Anniversary Meet**, 1 - 3 May, Aiken, South Carolina (Details in this Newsletter and on Web)
- **Orlando All British Car Show\***, Apr 11, Mead Gardens, Winter Park, FL
- **The Mitty at Road Atlanta\***, Apr 24 - 26, Road Atlanta, Braselton GA
- **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 27 - 29, The Mimslyn Inn, Luray, VA
- **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
- **MOGSouth Fall Meet**, Date/Location **TBD**
- **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 again! If you don't have your badge, it's time to get one. 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](mailto: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 - I had to order new ones myself as mine got lost in the laundry. It is good to have something to affix to your shirt other than the 'Hello My Name Is ...' sticker. Get these from Randy.** Also, let us know what else we need 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. Let us know in person or send an email ([mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)) and we will get them made up. Also send us and email if you have an idea or a need for other MOGSouth regalia, hats, totes, shirts, etc.

**It's time to PAY YOUR DUES ! Send a check to Randy for 25\$. It is the best investment you will ever make !**

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*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](mailto:mogsouth@yahoo.com).*

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 11/14

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