

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 12/14

## MOGSouth Christmas Party Waynesville, North Carolina 6 December 2014



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Waynesville, North Carolina is a bit far away from Florida, but Andrea and I have had it on the calendar for a good while. The MOGSouth Christmas Party is always good fun and we missed the Fall Meet so we wanted to go. One option was to drive up with Rick and Sam Frazee who drove their Roadster up to Waynesville. From Florida, this trip takes two days. It's not that the Morgan (at least one of the them ought to be operable!) isn't up for a good run, but the time it would take to get there and back just didn't seem to make sense for us right now. Andrea still has to work (to keep the auto parts budget in the black!) and is conserving vacation days.

So we took the easy way out, the official reason was to save time, and went for a cheap flight out of Sanford Florida to Asheville North Carolina. The Sanford Florida Airport is right down the street from our house and certainly less hassle than the big Orlando Airport, but there aren't too many flights that go to places we want to go, as it is served by only one domestic carrier, Allegiant Airlines. It does however go to Asheville North Carolina, which is not all the far from Waynesville. One glitch however, Allegiant only flies to Asheville on Fridays, with the return trip to Orlando Sanford on Mondays. Ok, so we planned a long weekend in NC. So much for saving time!

Long weekend or short weekend, we try to travel as light as possible, so we stuffed what we could into a single bag and headed to the airport. Something wasn't right, however. We were going *north* in the Winter? 'Not smart' I said to myself and the weather looks to be pretty chilly. Too late now to back out. Now where is that jacket??

### ***I think we need to consider Florida for a future MOGSouth Christmas Party!***

We arrived in Asheville at about 9PM after the typical airline delay and picked up the rental car. Cold, wet and oh yeah, dark. Driving over to Waynesville wasn't that difficult or long, but adding to already challenging weather conditions, it was a bit foggy. After following the GPS for awhile (about 45 minutes) we found the Waynesville Inn and checked in. There were two Morgans in the parking lot. Good, this is the right spot I thought. They were Rick and Sam Frazee's Roadster and Brian and Rosie Miller's Aero 8 from Alabama. Both tucked up with covers to keep out the mist and rain. After getting our room key, we visited the bar but it was empty. Oh well, a quick beer and then off to bed. My thought was to catch up with the Frazees and Millers in the morning and head over the *Wheels Through Time Museum* in Maggie Valley, which was just down the road.

Saturday morning came and we all met up at the breakfast buffet. We were all set to go to Maggie Valley, then someone made a phone call. It turned out the *Wheels Through Time Museum* had closed up the previous weekend for the winter. Darn. I was really looking forward to visiting the museum again. MOGSouth had visited the museum during the 2010 Spring Meet and everyone had an absolute ball. Oh well, next time.

### ***Never fear, we had a Plan B - Wander About in Downtown Waynesville!***

Normally we get some odd compact rental car, but this time it was a Infinity mini van, and it had three rows of seats (sort of). Given the crappy weather, we opted not to unwrap the Morgans, and all six of us piled into the mini van and headed down town. Waynesville, is a cute down town, and given the time of year, all decked out for the holidays. The shops had lights and trees, ribbons and bulbs, and just about every sort of holiday display was evident. And, as would be expected, the bell ringers were front and center. The weather was cool and overcast adding to the ambiance. All very Christmassy! Perfect, as this was the Christmas Party!

We visited just about every shop on the street before the thought of lunch surfaced. We had a recommendation for a restaurant called the *Frog's Leap Public House*. We got directions, as well as confirmation on the recommendation, from a local and headed there. Warm and dry. This was good.

Tasty food and cold beer. Perfect! Then it was back to the car, cram everyone back in, and find the hotel again. Once there, the bar was full of MOGSouth revelers, and more appeared every minute or so. It was still a few hours before the official MOGSouth Noggin was to start (5PM) but



Jack Claxton. Oil Leak ?? Impossible !! I know the Mechanic . . . and the car builder !!



most worked through some complicated mental gymnastics, and assuming certain validity in their logic, and concluded that there was no need to wait - it was time to imbibe. It was certainly great for Andrea and I to see everyone. There

were lots of folks we had not seen in ages, and unfortunately a few we were expecting, didn't make it this year. Andrea and I try hard to attend most things. Being in Florida makes it a bit more difficult. We have come to the believe that our absence might affect others. It may be a bit presumptuous but there are folks that make the effort to attend just to see us (or others). If we don't show up, their trip is something less than they had hoped. We understand, however that you have to do what you have to do, and know that sometimes other commitments take priority.

This year must have worked out pretty well for most, as the MOGSouth Christmas Party was quite well attended (more this year than last). I suspect the great location in Waynesville and stellar organizing efforts of David and Sarah Chiles influenced many. Regardless of the reason, folks came from all over and they weren't disappointed. Attendees included the folks listed (and hopefully I haven't missed or misspelled anyone or erroneously added someone who really wasn't there.) A special thanks to those three stalwart members that traveled to the Party in a Morgan (I suspect there would have been more if the weather had cooperated a bit more). Those with Morgans were Rick and Sam Frazee, Rosie and Brian Miller, and Lynn and July Craig.

The banquet was wonderful with a scrumptious buffet of all sorts of goodies. Chicken and Salmon and o' gratin potatoes. And, of course, Pumpkin Pie for dessert! There were four long tables set with places and we all found our seats. Table 1 went first to the buffet.

Rosie and Brian Miller	Alabama
Mark and Andrea Braunstein	Florida
Rick and Sam Frazee	Florida
Graeme and Jenny Addie	Georgia
Peter and Mynra Ballard	Georgia
Dave and Marilyn Bondon	Georgia
Jack and Monika Claxton	Georgia
Judy and Gary Heck	Georgia
Fred and Gay Hollinger	Georgia
Randy and Dale Johnson	Georgia
Connie and Lance Lipscomb	Georgia
Glenn and Dorothy Moore	Georgia
Len and Martha Thomas	Georgia
Beverly Shriver	Maryland
David and Sarah Chiles	North Carolina
Jim and Collette Clark	North Carolina
Mae Councill	North Carolina
Norris and Susan Haynes	North Carolina
Ellis and Rachel King	North Carolina
Gene Spainhour & Pat Harris	North Carolina
John Bigler	South Carolina
Lynn and Julie Craig	South Carolina
Trisha and Lee Gaskins	South Carolina
Robert and Rosalind Minkhorst	South Carolina

Surprisingly, it turned out that I was at table 1 !! What is that they say? **Choose wisely !!** Or, perhaps is was dumb luck.

After we all (or most of us) finished our dinner, it was time for a bit of business. As is appropriate, Randy Johnson discussed what little MOGSouth business we had and offered us a status of the MOGSouth budget. **"We're good!"**

Ok, that took all of 5 minutes. Following the business discussion was a general description of the upcoming Spring Meet and MOGSouth 40th Anniversary in Aiken, SC. Most of the folks in the room were supportive of the general plan of events and very excited about the meet. A few good questions were asked about our preparedness for the event. I took some action items down, specifically to contact the local Aiken media to publicize our presence during the meet weekend. We really should get some local coverage, especially with our relationship with the Aiken County Historical Museum.

***If you haven't made your reservations for the 40th Anniversary Meet, you need to. It looks to be good fun!***



[Lots more pics on the MOGSouth Web Site. Ed]

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## 2014 MOTHER COURAGE AWARD

The highlight of the MOGSouth Christmas Party is always the presentation of the **Mother Courage Award**. For those of you that are not familiar with the Mother Courage Award, it is typically the only award presented by MOGSouth each year. The Mother Courage Award honors the memory and spirit of the long time MOGSouth members **Nancilee and Dan Kelly**. (Mother Courage is the name Nancilee gave to her blue Drop Head Coupe.)

The award is given to the person or persons who best personify Dan and Nancilee's **love for people, Morgans and life**. The criteria doesn't favor popularity, past performance nor even tenure with MOGSouth. The award is for enthusiasm, e.g. what Dan and Nancilee exuded. Simply the Love for people, Morgans and life.

2014 is the 17th year that MOGSouth has been presented this award. MOGSouth members, at large, provide nominees for the award, and the recipient of the annual award is selected by past awardees. Past recipients are listed on the MOGSouth web site. Go to [www.mogsouth.com](http://www.mogsouth.com) and click the 'ABOUT US' button, then click the 'Mother Courage Award' link.



Nancilee and Dan Kelly

The 2015 recipients of the Mother Courage Award are **Jacquie and Dwight Kinzer**.

A presentation of the Award was made in the Kinzers absence at the Christmas Party. And when the Kinzers were announced the entire room applauded in agreement. Funny thing, this is one of the few times I can remember Dwight and/or Jacquie not being at a MOGSouth event. Dwight has always pursued perfection with his Morgans, certainly his Plus 8 and even the old trike that he and Carlton Shriver exchanged. Always willing to share his experiences, either through discussion or an article for the news letter, or even the actual product of his labors in his shop.

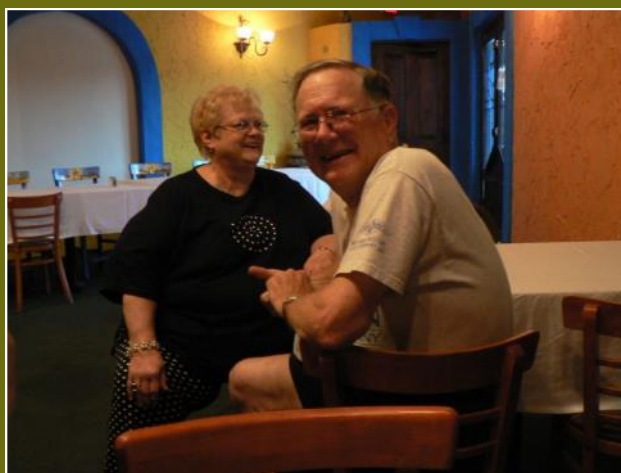
The Kinzers have graciously hosted the club on many occasions, whether it was a formal meet or the Atlanta British Car Day in Rome, GA. Always wonderful. Dwight's enthusiasm never faltered, even when his cherished Plus 8 was heavily damaged in late February 2012. The Plus 8 was repaired at great expense over some 18 months. Wonderful commitment to the marque and excellent recipients of the 2014 Mother Courage Award.

After all the formalities of the Christmas Party, many folks continued to socialize in the Hospitality Room. David and Sarah did a tremendous job as hosts and everyone that attended had a wonderful time. The only downside was it ended too soon! Andrea and I couldn't fly home until Monday evening, so we drove back to Asheville on Sunday and took in the Biltmore on Monday morning. The Biltmore is Asheville's biggest tourist attraction and rightly so. Very impressive and all the more so with the Christmas decorations. Then Monday evening, we flew home to the warmer (but not much) weather of Florida. To sum it up . . .

*Another Great Year for MOGSouth!*

*Lots of events, great people and good times!*

*Happy Holidays to Everyone and Best Wishes to All for a Tremendous New Year !!!*



Jacquie and Dwight Kinzer (Picture is from an earlier MOGSouth event.)



Ouch!!





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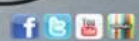


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## WHAT IT'S LIKE TO DRIVE AN INSANE MORGAN 3-WHEELER AROUND NEW YORK

<http://carbuying.jalopnik.com>

*[We have seen a lot of press coverage of the M3W over the last few years, and I am loathe to continue to include them in the newsletter. This one, however, is one of the better descriptions of the M3W 'experience.' There are a few questionable bits in the piece that you will have to disregard - 'Low Torque??, Carbureted??, Thin Rear Tire??' Ed.]*



I recently got to spend a good portion of the day with car culture legend and all-around spectacular guy Alex Roy, which ended with a terrifyingly amazing drive through downtown New York City in his absolutely epic Morgan 3-wheeler. In the rain. Here's what that's like.

As a general rule, I try to live my life by the saying "Never be the smartest person in the room". This means that you'll always have something to learn from others around you, it also allows you to retain a modest amount of humility, coupled with the indispensable ability to analyze any potential weaknesses or flaws. This is the reason why I started writing, and a large part in why I try to take any and all opportunities presented to me - the one in question being a meeting with one of my personal heroes, transcontinental record holder Alex Roy.

On a particularly gloomy Saturday afternoon, after a quick lunch at a great downtown bistro, Alex said the words that I've always hoped to hear: "Man, you *have* to drive the Morgan." After uttering a response that resembled an affirmative, I prepared myself, both mentally and physically. A slight drizzle emerged from the darkening clouds, and I was asked if I needed any eye or head protection from the elements. "I'm fine, I won't melt", I said. Without a second thought, Alex got some extra trinkets from the Morgan's trunk and said "Put these on - you'll need them."

While this was a novel experience for me, Alex was a seasoned vet of having others pilot his 3-wheeled masterpiece. He gave me some long leather driving gloves, a stylish and remarkably well-fitting golf hat, and goggles so steampunk that they could've been stolen directly from Guillermo Del Toro's dresser drawer, a fact I posted on Twitter:

I climbed into the silver capsule and buckled my seat belt, wondering how in the hell a seatbelt would be of any use in a real collision. In a crash, the only crumple zones would be attached to my body and the roll bar in the back would only start to gain utility after both drivers were summarily decapitated. I completely understood why open-topped Grand Prix drivers of the 1920s thought it safer to be "thrown clear" in an accident. In this case, I couldn't disagree.

After Alex got in, I turned the key, waiting until the carbureted S&S V-twin motorcycle engine sputtered into life, and I carefully tiptoed down the street, getting my bearings as quickly as I could with such an unusual learning curve. The clutch was hinged at the floor, forcing me to flat-foot the slender slab of metal to get the car rolling from a dead stop - a

*Continued Next Page*



feat that required a bit more throttle input than you would usually need in a car of the more conventional variety. The steering wheel swayed to and fro with every minor bump, coupled with an audible and palpable crash of the exposed and antiquated suspension.

The gearbox, allegedly derived from a Mazda MX-5 Miata, was the best decision any boutique car manufacturer had made since the day Enzo Ferrari stopped using tractor parts in his sports cars. The placement of the shifter isn't just right, your hand is *drawn* to it. It's a magnetic extension of your body - your hand snaps onto the shifter and knows what to do without any second-guesses from your overwhelmed brain - a good thing, because it sure as shit has a lot of other things to think about while driving a Morgan.

I grabbed second gear on a long stretch of pockmarked and semi-slick New York City roadway. I planted my barely fitting size 11s on the right pedal and pressed down to give myself something to remember, a challenge the 3-wheeler accepted free of charge. The revs climbed to a pitch that was just above comfortable, but below valve float. I changed into third, surrounded by an empty New York street with nothing but green lights ahead of me. The man next to me, made famous for his numerous runs across the country and his dynamic personality, yelled "Go! Go! Go!" and as soon as I laid into the throttle, laughed as if we'd just successfully pulled off a multi-million dollar bank heist. It was unreal, and I couldn't have been more in the moment than I was at that exact point in time, which is exactly the point of driving this car - you're never bored. No 3-wheeler owner has ever fallen asleep behind the wheel, because it's physically impossible to fall asleep when your body thinks you're at war.

I shifted into 4th and sailed across the Brooklyn Bridge, the road soaked from the moderate downpour that was obscuring my discount goggles that I was now thankful for wearing. Each near-freezing water droplet hit the uncovered parts of my body with purpose, as if the Almighty himself was doing his best to reign in the sheer lunacy that this mere mortal was experiencing in a small, three-wheeled metal box. The thin motorcycle tire mounted on the rear wheel employed every little-known law of physics to keep the car straight on the road at the breakneck pace of 45 miles per hour. As the car danced its way back onto terra firma, I could finally taper the endorphin rush by limiting myself to the crawling average speed of populated New York streets.

Some may argue that the pinnacle of the analog driving experience lies with the Ferrari F40 or the BMW E30 M3. I say this without any condescension or sarcasm in my tone: those people are weak. The Morgan 3-wheeler forces you to



deal with its issues and adjust your driving style as a matter of sheer survival. Its lack of torque and unusual power delivery pushes you to trash your preconceived notions and laser-focus on driving. It's an open topped car that can and will literally crush you if things get hairy and doesn't give a shit what the weather's like or who sees you driving it - and they *will* see you - which brings me to a most surprising by-product of the Morgan 3-wheeler experience: the overwhelming attention.

This car is a primer on being a major celebrity. I'm not saying that it makes you large-scale famous, but if Kanye West had driven a 3-



wheeler in his early career and gained the perspective that one does when literally in the eye of the public, perhaps he wouldn't have interrupted Taylor Swift and acted like such a diaper stain to others later on in life. In the 15 or so minutes that I piloted this car through downtown New York, I wasn't able to escape the looks from anyone with a pulse and at least one moderately working eye. At least 50 people took pictures - one of which blocked traffic in the oncoming lane and hastily took out a phone for a head-on shot. Two women asked for rides, one questioning if she could "get between us". Countless others gave thumbs up, or stared blankly at the Morgan's matte silver frame and its overflowing bright red interior panels.

By the end of the drive, I was becoming used to the Morgan experience, and it had had a significant effect on me. I was no longer concerned by the minutia of everyday life because I was, for all useful purposes, an important and well-liked person to the dozens of strangers that saw me driving that day, if only for a brief moment. This is the reason why you'll never see a Morgan 3-wheeler owner in a bad mood while driving - the car is a freaking perpetual smile factory. It's an unrelenting force for good and it taps into every casual onlooker's deeply-rooted appreciation of the unconventionally beautiful. There aren't enough words to describe the heartfelt gratitude I have for my friend Alex Roy for allowing me this insane, novel, and very much life-changing experience.

***Thanks a lot, man. It was awesome. Let's do it again soon!***

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## **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 !!

**NOT A YOUTUBE VIDEO** <http://blog.dents.co.uk/morgan-cars-dents-driving-gloves/> (If you click the link it should work. For me this just captures that moment we all remember and can't forget . . .)

**NOT A YOUTUBE VIDEO** <http://scripube.com/shows/how-its-made-dream-cars/2/5> (How it's Made Video of the M3W. Sort of a companion to the 'This is how we do it' (4 Wheeler Build) in the last issue. if you click the link it should work.)

**Morgan Three Wheeler - One minute of pure sound** (Self explanatory . . .)

**Morgan 3 Wheeler Ice Land Speed Record 2012** (Ok, but why?? Check out the knobby tires up front.)

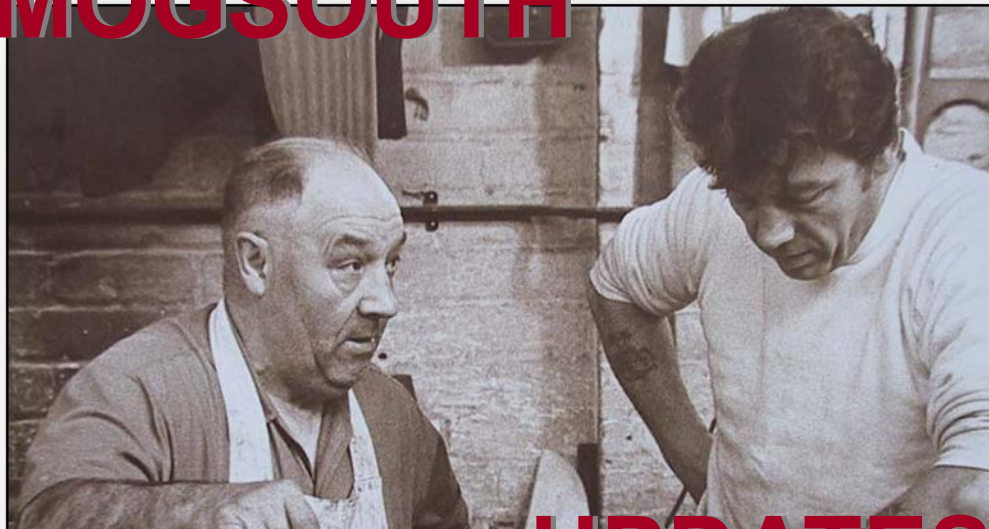
**Morgan GTN British Sports Car** (Older video about De Walt car preparing for Le Mans, narrated by Richard Hammond (Top Gear) with a short appearance of Chris Lawrence)

**NOT A YOUTUBE VIDEO** <http://vimeo.com/113158655> (If you click the link it should work. This video is not about a Morgan, nor is it somehow Morgan related, but it will bring a big smile to your face just the same.)





# 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 !!

### 2015 MOGSOUTH SPRING MEET, FALL MEET AND CHRISTMAS PARTY

The MOGSouth Spring Meet is the **MOGSouth 40th Anniversary Meet**, 1 - 3 May, in Aiken SC. All the details, as they stand at this point in time, are provided elsewhere in this issue of the Newsletter. Please review the details and if you have questions send us an email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com) and we will get you an answer quickly. If you haven't as yet made your hotel reservations, you should do it quickly. The rooms are going quite fast and you won't want to be relegated to the overflow hotel.

The **MOGSouth Fall Meet** will be in or around Kingston (Rome) Georgia. Some of our newest members, Gary and Judy Heck, have already volunteered as hosts and have promised quite a good event for us in the Fall. More details will be forthcoming in the next few months as their planning activities shift into high gear. Stay tuned for dates and hotel specifics.

The **2015 MOGSouth Christmas Party** for may stay in Waynesville, but we will need to nail down the specifics. We appreciate the efforts of the Chiles' for the last two years, but it's time for another host. If you are interested, send us an email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com) or contact Randy or Mark directly.

### 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).**





## MIRROR IMAGE OR LOOKING BACKWARDS? *[And another very useful report from Peter*

*Ballard's 4/4 restoration. I too have used the Morgan Spares mirror, on several of my cars, but I didn't have to modify the mirror to make it work. It wasn't as easy an installation as envisioned and took far longer than I had allocated to the task, but if it won't work for you, Peter's solution is a good one. Ed.]*

As completion of the restoration of my 1963 4/4 neared completion, I realized I needed a rear view mirror. When I got the car it had two wing mirrors mounted one on each wing way forward near the side light and a suction cup interior mirror.

I had filled the wing mirror holes having decided that was not where I wanted them, and had purchased a set of the mounts for attaching them to the windshield frame bolts. I find the driver's side works OK but the passenger's side is mostly hidden from view. I still have no solution to that but I also needed an interior mirror.

When I was visiting Larry and Linda at Morgan spares they had shown me a mirror they sold that clipped between the upper screen frame and the lower screen frame. I had brought one as I thought this was a good solution as it allowed the mirror to be raised and lowered depending on luggage on the back of the car.

Well after many attempts I was never successful in getting the lower clip to fit into the groove that has the screen to body seal in it, the rubber filled the groove too well. So an alternative was needed. I did however like the ability to slide the mirror up and down.

Rooting around in my pile of stuff I found a piece of 3/16 inch stainless steel rod and a stainless steel 1/8 inch thick piece of flat stock. I cut the flat stock 5/8 inch wide and long enough to fit between the center two lift the dot fasteners on the scuttle. Into this plate I drilled and countersank two holes to take #8 machine screws. Dead centre I drilled a 3/16 inch hole for the rod, however this hole was drilled at an angle equal to the screen angle. Next I silver soldered (hard soldered this side of the pond) the rod to the plate and when cool dressed the underside flush.

Now I had my lower fixing. For the top I took my design cue from the Morgan Spares unit but upped it a little. Theirs is a simple hook and as such has to sit either to the left or right of the lift the dot stud on top of the screen. This offended me as it meant the mirror was slightly off center and I am anal!

I needed a piece of stainless steel 1/16 inch thick and about 2 inches square. This was supplied by a friend and with the application of heat and some steel bars as forms was bent up fit the top of the screen, a section was cut away on the front so it would straddle the stud.

With this clip made I was able to measure the rod for length, cut and thread the top ready for installation. A couple of hours of polishing later and I was ready for installation. Two holes the scuttle, two short #8 screws and acorn nuts on the underside and I have a nice interior mirror.

*Peter Ballard*



Top Picture -  
Fabricated lower  
fixing

Next Picture -  
Fabricated Upper  
Fixing

Left - Mirror  
installed in 4/4

Words and  
Photos Courtesy  
of Peter Ballard

to

in



## MORGAN PLUS 8 SPEEDSTER: SPOTTED <http://www.pistonheads.com/>

They don't make Brit sports cars like they used to? Manual Speedster proves different!



December is a reflective time of year, the opportunity to look back over the highs and lows of the past 11 months as working life slows a little at Christmas. Seasonal retrospectives will follow but right now I want to draw your attention to the Morgan Plus 8 Speedster. Because even amongst the incredible cars we have been privileged enough to drive this year, it stands out as a highlight.

When we tested the Speedster back in August the loan was only for a weekend. Obviously being that time of the year the weather was miserable for the most part. The tonneau cover collected rain on the Friday night meaning Saturday was spent with towels drying out the footwell. Then on the Sunday journey to Wilton House I was congratulated by strangers on battling through the torrential rain with no roof. My tweed has never quite been the same since.

But unlike a lot of cars, you sense the Morgan is a slow burner, one whose charms gradually accumulate over time rather than making themselves immediately obvious. Or rather that sense of happiness and pride doesn't wear off for a very, very long time. It's possibly the most overused catch - all phrase of them all but it's encapsulated by the Plus 8 Speedster; it's a 'feel - good' car.

In fact the whole experience is one for your motoring journalist Brit sports car cliché book. Ready? Rather iffy ergonomics with quite a few buttons that make no sense? Check. A purposeful V8 rumble? Try the optional Aero exhaust, sir. Manifest annoyances that could patriotism can pass off as 'character'? We could make a list.

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*Continued Next Page*



**The Speedster does have flaws, undoubtedly, but there are more than enough good points too counteract them.**

Furthermore, two of the biggest (and related) gripes I personally had with the test car are rectified here. The slow-witted BMW auto is gone and the standard manual is in its place, meaning a steering wheel more in keeping with the car's aesthetic returns as well.

Now you've got a Speedster. Big power, low weight, three pedals and six ratios. Don't be deceived by the retro styling either as the Plus 8 is more than capable of holding its own. On manufacturer's kerbweights the Morgan is 565kg less than an F-Type V8. Five six five! And yes, the chassis isn't the most sophisticated but all those benefits of low mass that we carp on about are here. In my experience of the car in mostly damp conditions the predictable front - engined, rear - drive balance is certainly there, albeit with the proviso that the Yokohama Advan tyres do relinquish their grip quite suddenly when it's wet. Oh, and being sat what feels like on the car rather than in it doesn't do a lot for confidence.

**Back in August Morgan had built half of the allotted 60 Speedsters so it would be surprising if there are any build slots left now. Many already completed were LHD cars destined for Europe so there can't be more than a handful of RHD manual Speedsters.**

As with all Morgans you would expect residuals to be excellent, this featured car already for sale at more than list price. But it really is an experience like no other. Wary that I may be really slipping into cliché and stereotype, the Morgan is just an event car. Driving one any distance won't fail to put a smile on your face for one reason or another. And isn't that why we all started driving in the first place? Because it's fun? **The Speedster isn't perfect but it is totally beguiling and there are many more expensive and powerful cars that can never match it for that.**



**'Right' hand drive, manual gearbox - we're in!**



**The kind of car to inspire patriotic fervor**

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## **MORGAN PLUS 8 SPEEDSTER**

**Engine:** 4,799cc V8

**Transmission:** 6-speed manual, rear-wheel drive

**Power (hp):** 372@6,300rpm

**Torque (lb ft):** 370@3,400rpm

**MPG:** 26

**CO2:** 256g/km

**First registered:** 2014

**Recorded mileage:** 500

**Price new:** £69,995

**Yours for:** £73,950

*[Now, I know this is like most modern Morgans simply a 'bridge too far' for us Morgan enthusiasts here in the US, but it certainly is something we can dream about, especially this time of year.*

*With the majority of the cars being LHD, we might eventually see one here. It could sneak into the country, perhaps on the gray market? I have to believe it is a hoot to drive with that power to weight ratio and I have to believe it would look really good wrapped with a bow and placed under the tree!! Andrea !!! Ed.]*





# The Thunder & The Lightning

by Jonathon Moore

**SPEEDHUNTERS**

All my life I've had slight trepidation about getting in other people's cars and sitting in the driving seat. Road cars, race cars, whatever – I always feel I should ask permission before getting inside. To me it's like an invasion of privacy – like sitting at someone's office desk or walking into their home and plonking yourself down on the best sofa without asking.

Working for Speedhunters hasn't helped that – it's a respect thing. The cars we feature are the results of extraordinary personal endeavour, labours of love and built by passionate people. Interiors are personal. They are also where you find out the true character of a car, even if you don't actually drive it in anger.

Mostly it's a case of shooting a car, talking through its build with the owner, getting a ride-along where possible, understanding what the car's story is. After all, we're not a car review site, talking about luggage space and fuel economy...

This means that to be handed the keys to a car like this and told to get in and simply drive it, and to come back when I was done (within reason) is actually quite a rare treat, and the best of both worlds. Although this wasn't someone's individual build, I'd say the car here is the next best thing. This is the Morgan Plus 8 Speedster, a lightweight hot-rodded special from the Morgan Motor



*Continued Next Page*



Company in the UK, a limited edition roadster made by this most unique of car crafters to celebrate one hundred years at their famous Pickersleigh Road factory.

Character. That's a key word in the case of the Speedster – and Morgan in general. It's what so many cars lack, the point that designers so often miss – especially in the mainstream, as though the general public neither want nor deserve something special. Not so with Morgan, each car is a personal project, a bespoke creation for customers with specific visions of what they want, hand-built to order. You never see two cars the same roll out of Pickersleigh Road, that's for sure.

I don't think I've ever driven a car which has personified the positive use of that word character more than this Speedster. It was the first time I'd driven a Morgan, but within 10 minutes my jaw was aching – not from being battered by the wind and rain, but by the enormous grin that was took over my face from the moment I pressed the starter to the moment I reluctantly handed back the key. It required hospital treatment to remove – the smile, not the key that is, though there wasn't much in it...

The car I would be taking for a ride around the awesome, twisting roads of the Malvern Hills was being used as a bit of a test-bed for the production Speedsters that were already beginning to take shape around the Morgan factory. During my factory tour the first customer cars were approaching completion. 'My' car was mostly there – just the steel-effect wheels and low-line wind deflector showing pre-production origins, not that you'd particularly notice. This car was the one demonstrated up at Goodwood back in June's Festival Of Speed, so it was no stranger to hills – or the savage application of throttle.

The first thing that was apparent when I came face to face with the Speedster was just how low it was. It wasn't so much coming face to face with the Speedster as waist to face. But unlike the car with the nearest equivalent layout I can think of, the diminutive Caterham, where everything is in relative proportion, the Speedster was a completely different proposition.

It might be low, but the Speedster felt like a *huge* car. It's long. It's also very, very wide. Morgan took the original, softer Plus 8 design of last century and hardened it all up, pulling out panels here, filing down curves here, to make it into an expanded, modernised battle version of the old car. For example, the front fenders have been set dramatically wider than on the wood-frame car, the intermediate bodywork stretched almost double.

The Speedster was definitely imposing, in the most positive way. We can add presence to character.

Like a Caterham, the cockpit is way back along the body, so you're tucked up against the rear wheels. The tiny doors flap open and provide a slightly larger aperture to squeeze



thorough, but it's still like climbing onto the back of a car rather than into one. It's only when over the wide sills and with body dropped down into the seat that you realise just how at one with the car you quickly become.

Once secure in the snug bucket seats – beautifully finished in a deep tan leather, matching the trim – there was the chance to soak up the surroundings. Looking down and around, the feeling was how different it felt to sit in compared to any regular car on the road, even before taking in the niceties of the supple leather finish and beautifully presented switches.

Looking up and ahead, it was the utter fear of just how far ahead the end of the bonnet was. I felt like the captain of a supertanker – but a supertanker with a rocket engine. I supposed it was time to press the button.

Standing still, the Speedster looks pretty aggressive already. It doesn't sit that low to the ground, but it carries itself like a nose-down hot rod, an art deco dragster. I don't know many people who have come across this car in the flesh and not fallen for its perfect poise and undeniable individuality

You can draw the side profile with one pen stroke and it would be instantly recognisable as a Morgan, yet the Speedster demonstrates the other side of the firm. A ferocious, no-holds-barred insanity of noise and power. It's what you get when you press *that* button.

The effect is simply glorious. Being in this car and being in charge of the throttle will stay with me as one of the most enjoyable moments of my life. No superfluous technology; no trick electronics in between you, the engine and the rear wheels; nothing above your head except sky... Even the inevitable result of the latter point and being in the UK in no way dampened my enthusiasm.

A lot of large-engined cars are full of bravado and noise when fired up to make their owners feel better, but then quickly and deliberately calm down to a less ear-smashing number of decibels. The Speedster starts at pub shouting levels and just gets louder every time you even look at the throttle pedal.

The main reason is clear – all you have to do is peer over your shoulder and straight down at the ground, and you see the twin pipes that exit on each side, making sure that absolutely everyone in every direction knows you've arrived.

Compared to the 'trad' Morgans, the ash-framed models that have their origins in the 1930s, the Speedster is based on the modern, aluminium-chassis Plus 8 range, introduced a couple of years back.

This revamped the original 1968 car that first demonstrated the crazy idea of putting a V8 lump into a Morgan – the equivalent of turning a demure and sensible period roadster into a deranged monster. You might as well put a bowler hat on a rottweiler.

The Speedster keeps the same 370hp, 4.8-litre BMW V8 as the regular new Plus 8, but does more with it as it has less.





Less? The Speedster goes back to Morgan's roots of producing stripped-down road racers. Talking to Morgan's head of design Jonathan Wells, he'd explained the outline brief. Make it lighter, make it more aggressive. Celebrate the Morgan ethos.

There are little deliberate retro touches – like the genius of the steel-effect rims (actually aluminium), optional leather bonnet strap and light blue detailing at all the body panel joins – but they're not overplayed.

The shocking thing is that not only did Jonathan and his team strip the weight down, but then Morgan stripped the price down as well. When have you ever heard of a company making a lightweight performance special and then charging less for it? Normally you can add 20 %, on the excuse will be that they've used even more expensive new materials to replace all the expensive stuff they've taken out.

Maybe it just means that most people are using the wrong materials in the first place. Morgan knocked 20 per cent off, the crazy people! With an inherently lightweight car, it was a case of shaving off all the extraneous comforts (like, everything above bonnet level) to create an almost racecar-like environment. It even comes with a set of goggles. You end up with something pure, raw and completely different to pretty much anything else on the road.

Even external door handles don't come as standard, so this one was really pushing the boat out, spec wise.

Right, so I had pressed the button and happily drowned in noise. Was that it? Not at all. There was a good couple of hours in the hills to enjoy. This Speedster utilised the ZF 6-speed paddle-shift that Morgan have recently introduced, and I have to say the blasphemous thing that it just made the whole experience even better.

I didn't even bother using the paddle shift. I barely touched the sequential. I hardly ever even put it into sport mode. There, I've said it. And I'm proud, dammit.

There's a veritable onslaught of power available should you choose, and perhaps somewhere boring like a motorway – you'd probably want to bang it into crazy mode and paddle-shift your way out of traffic hell.

The Speedster's power was obvious, but there's just no need to go on about it. You can get bored of people saying they've got a million horsepower, when they can never use it sensibly. The Speedster's V8 has so much torque that on small roads there was just no need to do any more except give the throttle an enthusiastic prod every so often, feel the punch of acceleration and revel in the thunderous noise.

I'm going to use the F-word next. This Speedster just made the whole experience of driving... fun. It's a car you'd want to take out, just for kicks. Just to bring that feeling back.

'That feeling' was a constant dialogue between driver and car. The width you quickly get used to, ditto that long bonnet out front. You even stop feeling like you might fall out, which



the low sides tend to accentuate at first. But it's what a car like this does to you which is more interesting.

You start driving like you're on a different plane to everyone else. It's not to harp on about Morgan's rich heritage, the wood frame beneath the body, or whether their cars are retro-future or throwbacks, or whatever, it's just that a proper stripped-down, low-line roadster like this makes you drive in a completely different way. It's just not about being in a better car, or worrying whether someone else has more power and will beat you off the lights.

Being in a Morgan seems to change everyone's attitudes for the good. As this thunderstorm-on-wheels approaches, necks crane as the drivers of other cars and poor pedestrians are aurally assaulted. And everyone looks happy when they see it's a Morgan. I've never been in a car that gets this kind of reaction.

You start using hand signals (polite ones, I might add, rather than the road-rage jabbing more typical of urban driving) as though the car doesn't have indicators. You can't help but fall into a being a character yourself in a Morgan story. I happened to have some leather driving gloves with me and my Union Jack beanie, and I haven't felt so English since driving a Lotus down the strip in Vegas...

But driving a Morgan does involve playing your part in a great play that is about reconnecting with why you love cars. It doesn't seem to matter who you are or what you're wearing – flat cap or baseball cap, helmet or headscarf, but as long as your car's a Morgan nothing else matters. It's not that the car defines you - it's a car that helps you avoid definition.

I continued my happy blast around the hills, under the excuse of finding shooting locations, communicating with joyous facial expressions and gesticulations at my poor friend who was weighed down under my camera bag, wedged into place on her lap – the only place for it. There is a tiny slit of luggage space behind the seats, but that's it for storage. There's nothing behind the rear deck, which has a louvred fascia where the optional spare wheel could sit on a regular Plus 8. Oh no! I've mentioned luggage space. I'll have to talk about fuel economy next...

Or not. Instead, I'll turn to the high point of the day. Which was when it rained. In a roadster with no roof? Where's the fun? Well, after a couple of hours a cartoon stretch of black cloud gathered on the horizon, finally unleashing hell.

It rained comically hard. Horizontal rain battered me as my friend changed up my sunglasses to the goggles, me desperately trying to drive like hell to the edge of the cloud where the rain ended and the blue sky beckoned. Utterly soaked, I finally made it to the blue. We stopped, and just collapsed in fits of giggles like children. It was a perfect.

Why would you get a car like this and stick a roof on it anyway? What would be the point of that?! I put Morgan into the same bracket as people who build hot rods, or insane air-ride machines, or try and make a 1960s MG into a road-legal GT3. Innovators, mavericks, pioneers, those who know that daring to be different is anything but being wrong. So the Speedster isn't practical – it's completely against everything that most modern cars stand for from looks to power, and yet for me it delivers everything you'd want from a car. I just want to keep driving fun – and a Morgan can be added to that list of cars that do just that.



## 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).







Tires are something we all have to deal with an I get asked a lot about my recommendations for replacement tires.

Previously, in the pages of the newsletter, we provided information on how to date the tires on the car. Morgans are easy on tire tread wear, but the rubber in tires do age with time and could effect your safety.

Finding the best 'modern' tire for your Morgan depends on what you want the car to be. A driver? A perfect restoration? Or something in between. Hopefully this article from Moss Motors, with additions from GoMOG.com will help.

## MODERN TIRES FOR CLASSIC SPORTS CARS: Re-Shoeing with Radials

By Kelvin Dodd <http://www.mossmotors.com/>

One of the most frequently asked questions faced by the Moss Motors technical department is, "What size tire should I buy?" In response, here's a size-matters look at the four black round things that keep your sports car from dragging on the ground.

Luckily, British sports cars were originally designed with a fairly limited range of wheel and tire combinations [see [Original Fitment Sizes chart](#)]. So, we can begin lumping some applications together. In the interest simplicity, the original fittings are followed by some caveats. (Purists please note: We are quite aware of the minor production differences and have chosen the most popular OE sizes.)

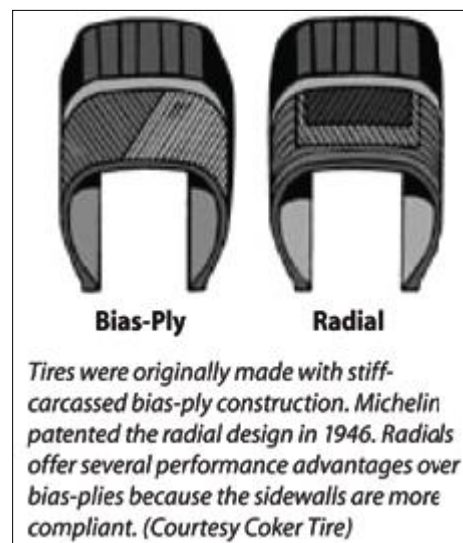
Original Fitment Sizes			
Designation	Aspect Ratio	Width	Diameter
5.20x13	90	5.20"	22.36"
145R13	82	5.71"	22.36"
<b>5.60x14</b>	<b>90</b>	<b>5.60"</b>	<b>24.08"</b>
<b>155R14</b>	<b>82</b>	<b>6.10"</b>	<b>24.01"</b>
5.90x15	90	5.90"	25.62"
165R15	82	6.50"	25.65"
<b>6.40x15</b>	<b>90</b>	<b>6.40"</b>	<b>26.52"</b>
<b>185R15</b>	<b>82</b>	<b>7.28"</b>	<b>26.94"</b>

• Recommended fitments are in bold.

### Behind The Numbers

These factory-fitment tires have Numeric System sizing. The first digits indicate the nominal cross-sectional width of the tire, and the last digits are the wheel rim diameter. The approximate diameter of the tires can be determined by digging into auld tire lore. An aspect ratio is the percentage of the section height to section width, and Numeric System tires had nominal 88-92 aspect ratio. Compare this to the modern tires with 50-60 aspect ratios (commonly called "series") and it becomes obvious that your classic chariot was designed to operate on tires that were very tall and skinny in comparison to the rubber strips masquerading as tires on today's sport-compact street racers.

Original-style-bias-ply (known to Brits as "cross-ply") tires have a much narrower tread width or contact patch than modern radial tires. This becomes an important issue when understanding the loading experienced by early suspension designs. With a typical tread width of less than 4", the original bias-ply tires break free easily, reducing the loading on the wheels and suspension. Watching early sports car racing footage shows that the current sport-compact "drifting" craze is far from a modern phenomena. Going sideways around



corners with the tail hanging out was the real test of sports car driving.

Even with these early tires, wheel failure was a problem, and most manufacturers had to increase wheel strength to withstand spirited driving.

As tire technology advanced, these changes influenced factory chassis engineering. Radial tires were first fitted as options, then later as standard equipment.

The first radial tires to see service on British sports cars were labeled in the Metric Sizing System, which again did not have a stated aspect ratio. By this time, "low profile" tires were popular, and the aspect ratio ranged from 78 to 82 depending on manufacturer and date, the earlier tires being taller. Comparing the original - fitment radial tires with the earlier OE bias-ply sizes show how little diameter- and hence, gearing - changed.

Unfortunately, many of the original sizes are no longer available, so wider, lower-profile tires are substituted. The resulting domino effect causes changes in gearing and steering effort and often a decrease in safety and handling. Much of these cars' charm comes from their nimble feeling, which is often lost with overly wide tires. Heavy low-speed steering and lack of crispness when cornering are symptoms of too wide a tire. At a certain point, wider isn't better, and it's important to check wheel widths and choose tires that are matched correctly to the wheel. In some cases this means ordering tires from companies that specialize in vintage tires because modern radials are too wide to be safe on the original wheels.

*[See the vintage to modern size conversion chart provided by GOMOG to help determine what size is appropriate for your Morgan, but ensure that any variation in size is viable and doesn't cause rubbing on the body or wheel well. Variations in tire diameter will also effect your 'speedometer accuracy'. Ed.]*

Pre-1964	1965-72	80 series metric	Alpha Numeric 78 series	P-Metric 75 series Radial	P-Metric 70 series Radial
5.90-13	600-13	165-13	A78-13	P165/75R13	P175/70R13
6.40-13	650-13	175-13	B78-13	P175/75R13	P185/70R13
7.25-13	700-13	185-13	D78-13	P185/75R13	P205/70R13
5.90-14	645-14	155-14	B78-14	P175/75R14	P185/70R14
6.50-14	695-14	175-14	C78-14	P185/75R14	P195/70R14
7.00-14	735-14	185-14	E78-14	P195/75R14	P205/70R14
7.50-14	775-14	195-14	F78-14	P205/75R14	P215/70R14
8.00-14	825-14	205-14	G78-14	P215/75R14	P225/70R14
8.50-14	855-14	215-14	H78-14	P225/75R14	P235/70R14
5.90-15	600-15	165-15	A78-15	P165/75R15	P175/70R15
6.50-15	685-15	175-15	C78-15	P175/75R15	P185/70R15
6.40-15	735-15	185-15	E78-15	P195/75R15	P205/70R15
6.70-15	775-15	195-15	F78-15	P205/75R15	P215/70R15
7.10-15	825-15	205-15	G78-15	P215/75R15	P225/70R15
7.60-15	855-15	215-15	H78-15	P225/75R15	P235/70R15
8.00-15	885-15	230-15	J78-15	P225/75R15	P235/70R15
8.20-15	900-15	235-15	L78-15	P235/75R15	P255/70R15

**Vintage to Modern Tire Size cross reference chart sourced from GOMOG.com.**

Matching factory tire diameter is also necessary to retain correct odometer accuracy, ride height, and final-drive gearing. Aesthetically, a tire that's too short may look out of place in the wheel well. Wheel width is measured between the two bead mounting surfaces of the wheel, not from edge to edge.

When completing a restoration many choices affect safety. Maintaining the car's original look and handling are important to many restorers, yet when it comes time to choose tires, cost and availability often outweigh aesthetics. Luckily, a few companies (some of which are listed below) specialize in stock, period-correct-bias-ply tires for British sports cars for those who want to accurately restore early cars. If driving safety is a priority, though, modern-tech radials are available that fit well and offer increased handling and safety. Just don't be tempted to install an incorrect-size tire because it's on sale. Use this article to help enjoy your sports car the way it's engineers intended.

**Sources** *[In some cases, the tires you need may be available locally but you may have to consider specialists. I have personally used Coker Tire and Longstone Tyre and have been satisfied with both suppliers. Ed.]*

Coker Tire, (800) 251-6336, [www.coker.com](http://www.coker.com)

Hoosier Tire, (574) 784-3152, [www.hoosiertire.com](http://www.hoosiertire.com)

Kelsey Tire, (800) 325-0091, [www.kelseytire.com](http://www.kelseytire.com)

Michelin, (800) 847-3435, [www.michelin-us.com](http://www.michelin-us.com)

Yokohama, (800) 366-8473, [www.yokohamatire.com](http://www.yokohamatire.com)

Longstone Tyre (UK) 0044 (0) 1302 714 072, [www.longstonetyres.co.uk/](http://www.longstonetyres.co.uk/)





## A MORE COMFORTABLE SEAT FOR A 4/4 *[This is another chapter in the restoration of Peter Ballard's wonderful 4/4. Comfortable seats are something many of us go through, especially those with older cars and questionable interiors. I have had similar problems with the 'hard and uncomfortable' wooden base of Super Sports buckets I had in the '71 Plus 8. A spring base like this would have made all the difference. Ed.]*

Probably an oxymoron or some other fancy word in the English language that I was supposed to learn at school but didn't because I was dreaming of cars.

I figured there had to be a better base to the seat than a piece of plywood. My car came with ½ inch thick plywood bases and cushions of some dubious foam. The foam replacing the Mosley "Float on Air" internals which I assume were long perished and some previous owner found that new were not available at a price anyone but Jay Leno could afford.

A quick search of the internet and question on the Google group for Morgans, which if you do not read you should, (<https://groups.google.com/forum/#!forum/mog-group>) revealed information that the original bases would probably have been ¼ inch thick plywood to give some springiness, also some folks had built a frame of tube or angle iron and used hobby horse springs.

Plywood was out as I thought it little better than I had, I decided to do an angle iron frame built from 1 inch by 1 inch angle 1/8 thick. If I were to do it again ½ inch or ¾ inch would be adequate.

I built two frames to fill the seat areas on my car; the passenger's side was a little bigger than the drivers (I will add no comment about how big SWMBO's rear looks in these pants) and added short legs at the front to get the correct angle. I then made a visit to our warehouse and "borrowed" 50 feet of the metal banding used when shipping loose objects to pallets.

Next stop was Lowes to locate a suitable spring, I found a few that might work, purchased 2 of each and headed to the workshop. This is where the real engineering started; I took a 12 inch length of the strapping and punched a 5/32 inch hole in each end. Now I took a 2 x 4 and put a nail in at one end, then hooked a spring round it, onto the strapping, another spring at the other end and then a second nail for this spring applying a little tension to the assembly.

This now allowed me to apply a load to the center and feel how much give I would get. From the size of each spring I tried I could figure out how many straps would fit on the frame, based on my load feel and the number that would fit I made an educated guess on the correct springs.

I was now able to layout and drill holes for the springs around the frame perimeter, then it was simply a matter of cutting and punching the straps and assembling them in place. I chose to weave the straps as I installed them to further distribute the loads over as many springs as possible.

I got lucky and the tension proved to be just right, I removed everything, had the frames powder coated and reassembled.

With the old cushions on these new bases comfort is improved. Next step is to make new seat cushions. These will be built up out of two different foam densities, softer on top, firmer below, and a piece of Kydex on the very bottom before the cover goes on, this again will help spread the load to all springs evenly. *Peter Ballard*



Words and Photos Courtesy of Peter Ballard





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

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# 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]*



## The Roadster Technical Specification

<b>Dimensions</b>	Length : 4010mm Width : 1610mm (standard) /1720 (optional) Height : 1220mm
<b>Chassis</b>	Chassis Z shaped with 5 tubular/box section cross members
<b>Colours</b>	Royal Ivory, Corsa Red, Indigo Blue, Black and Connaught green. Any colour from the ICI Autocolour range.
<b>Weight</b>	Kerb weight, kg : 940 (lowline) Ground clearance (average) : 100mm Max total weight - passengers and luggage : 1400Kg
<b>Fuel</b>	Fuel Tank Volume litres/gallons : 55/12 Fuel Consumption: mpg, Urban 20.3, Extra Urban 38.17, Combined 28.9, CO2 231.8
<b>Wheels</b>	Bolt on alloy wheels (5 stud) 6.5" x 15" (205/55/16 tyres) Optional 100% stainless wire wheels 72 spoke 7" x 16" (205/55/16 tyres)
<b>Steering</b>	Turning circle m/ft : 9.75/32, 3 rack and pinion Turns lock to lock Steering column : Collapsible safety top section Steering wheel : 15" standard, 14" nco, 16" with offset centre for airbag markets
<b>Transmission</b>	Mph/1000 rpm (top gear) : 23.67 Mph at 2500 ft/min, piston speed (theoretical) : 113.6 Final drive ratio : 3.08 Overall gearing in top gear : 3.06:1 1st : 4.23, 2nd : 2.52, 3rd : 1.67, 4th : 1.22, 5th : 1 Reverse : 3.51 Clutch : single dry plate Rear axle : Live axle with hypoid gears/limited slip.
<b>Suspension</b>	Front: Independent sliding pillar with coil springs and gas filled shock absorbers Rear: Semi-elliptic leaf springs with gas shock absorbers Toe in: 0-3mm or 0-30
<b>Engine</b>	Configuration / Engine : 3.0 litre V6 24 valve, 2967cc Bore x stroke (mm) : 89 x 79.5 Max output EEC, kw/hp/rpm : 166/226/6150 Max torque EEC, Nm/rpm : 206/4900 Max torque EEC, lb ft/rpm : 280/4900 Power to weight ratio hp/tonne : 240 Fuel System : EFI, min 95 Ron
<b>Brakes</b>	Front : AP Lockheed 4 pot calipers, 28cm/11" disc brakes Rear : 23cm/9" drum Operation : Hydraulic dual circuit with servo assistance Handbrake : Sports "Fly-off" type
<b>Performance</b>	0-62 mph (100kph) 4.9 secs, Top speed mph (kph) 134 (215)

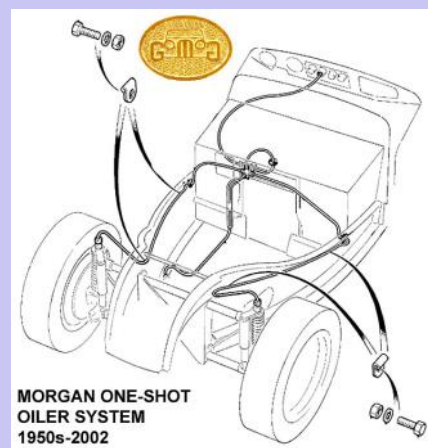
## Did You Know?

### THE ONE SHOT OILER

This is one of the more intriguing stories of Morgan design. It remained unique only to Morgan as part of the front suspension from the 1950s to 2002 when it was finally removed. The manuals of the day suggested that the front suspension be given a regular shot of oil from the one-shot pedal immediately at start up every 100 mi. In fact, it did and can not lubricate the suspension as its kingpin exit hole does not reach the reservoir section within the stub axle.

Others suggest that it is there to lubricate the damper blade plate, but the MMC was quite clear in their 1920s articles that this plate was a FRICTION damper. Oil would prejudice that. In any event, all stub axles grease that plate automatically from a drilled passage coming up from below.

Why is the one-shot oiler there? It was placed at the insistence of Peter Morgan who had seen something similar with Bentley. Though there was advice against, one does not argue with the boss, especially a well-loved one. The oiler was removed as soon as internal diplomacy allowed in 2002.

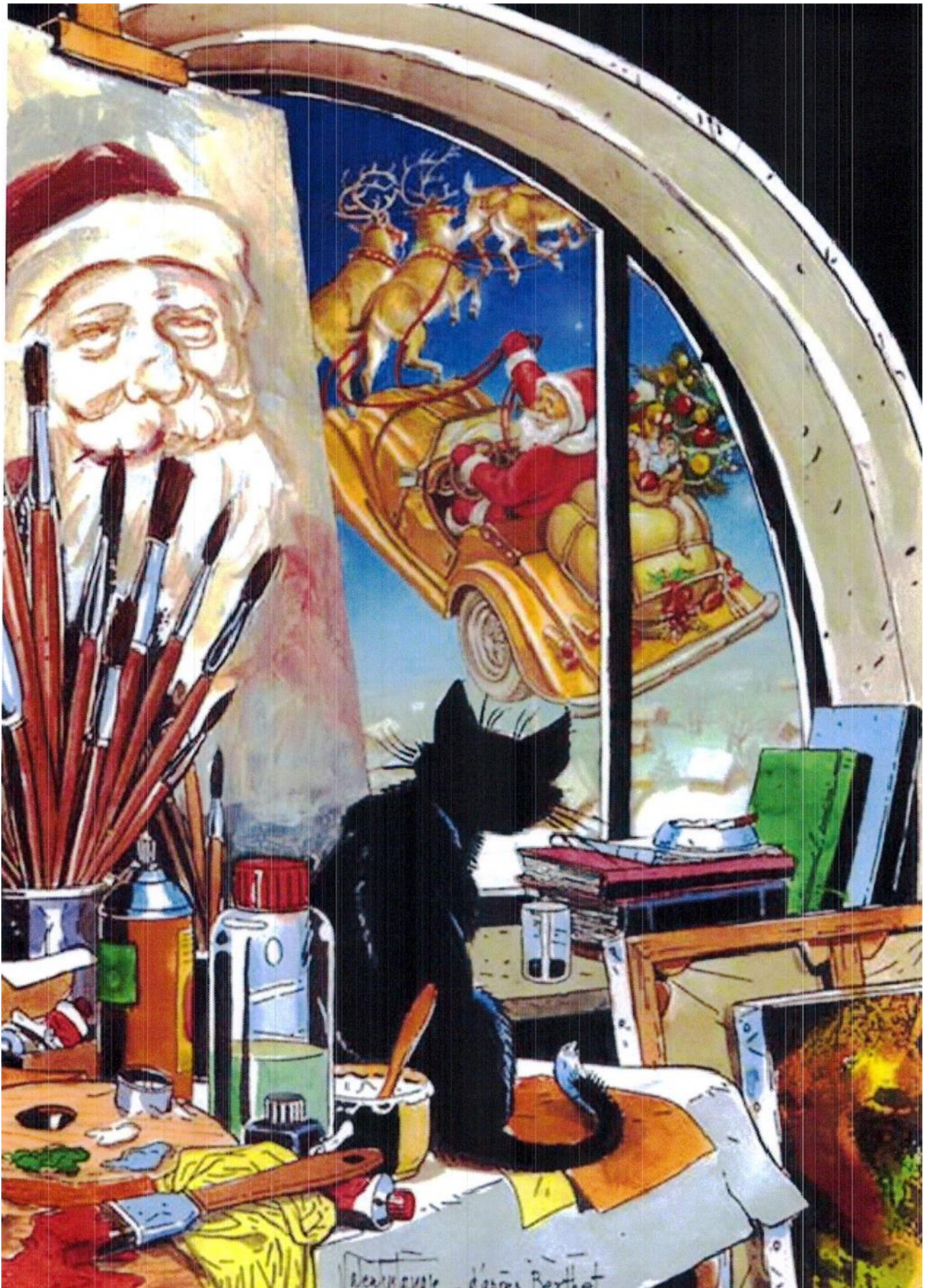


In 2007 the MMC replaced the damper plate and blades with steering races (bearings.) However, their stub axle design proved to inadequately replenish the bearing with grease. To assist in this task, they once again drilled a wider passage down the kingpin to feed the bearing housing and used a large grease nipple atop the kingpin.

**Bottom line:** Just grease the lower grease nipple normally and wait for the grease to appear at the edge of the bearing cup.







Artwork Courtesy of Valentin Tanase





NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!  
 New for **2014**, The **MORGAN ROADSTER '65** Porsche Medium Ivory, Yarwood Kensington Vanilla Leather  
 NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields  
 NEW **2013 MORGAN 3 WHEELER** Black Cherry Metallic //SOLD!  
 NEW **2013 MORGAN 3 WHEELER** Porsche GT Silver!  
 LIKE NEW **2013 MORGAN 3 WHEELER** Imola Red  
**2012 MORGAN 3 WHEELER** Red, brand new, full warranty 2014 suspension upgrade  
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**1983 MORGAN PLUS 4** Aluminum bodied.  
**1967 MORGAN 4/4 SERIES V** British Racing Green  
**1964 MORGAN PLUS 4** Four Seater, Ivory  
**1962 MORGAN SKIMPY SAN** BRG/Tan Leather  
**1962 MORGAN PLUS 4 SUPERSPORT ROADSTER** Soft Yellow body/Black  
**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"  
**1934 MORGAN 3 WHEELER** Ivory/Red 29 Historic Races and Concours, fully restored  
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# 1909



2015 US (and a few International) EVENTS

# 2015

The 2015 Event Calendar has been started. Please pencil in all the dates that appeal and most certainly, plan on attending all of the major MOGSouth events.

Please review what's here and if you see something that needs to be corrected or an event that needs to be added, please let us know.

There are lots of good things coming up in the new year. Some would best be done in a Morgan, however if yours is unavailable, come out and play anyway!



## The 2015 MOGSouth Events Calendar is Here!

- **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 19 - 21, Gettysburg, PA
- **Pittsburgh Vintage Grand Prix\***, Jul 19 – 20, Schenley Park, Pittsburgh PA
- **Pebble Beach Concours d'Elegance**, Aug 16, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races\***, Aug 31 – Sep 2, Put In Bay, OH
- **Atlanta British Car Fayre\***, Sep **TBD**, Norcross GA
- **Goodwood Revival**, Sep 11 - 13, Goodwood Circuit, Chichester, W. Sussex, England
- **Charlie Miller's Big Muddy Pub Crawl**, Sep 22 - Oct 4, Auburn IN to Cincinnati OH
- **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**



bring on the curves

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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 (or somewhere).** 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 !**

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

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 12/14

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

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

