



SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 12/15

MOGSOUTH Christmas Party

Waynesville, North Carolina

5 December, 2015

MOGSouth traditionally has two big *car* events each year. These are the Spring Meet and the Fall Meet. At these events we socialize some but mostly - we drive, we chat, we poke, we compare, we photograph and we relate - about all things Morgan. This is really when we celebrate the Cars.

The Christmas party is a little different, however. We don't really celebrate the cars, rather we celebrate the MOGSouth community and our friends - and many friends were there this year. Which was a good thing. That's really why we try to get to the Christmas Party each year. Living in Florida does add a bit of a challenge, however as it never is anywhere close to home. It was a busy weekend for us, which seems to be the norm now that we've both retired. Busy as can be and it seems that there is never enough time to do everything necessary . . . But then it all works out surprisingly well.

This weekend was like that. All went very well and big kudos to Gene Spainhour and Pat Harris, our 2015 Christmas Party hosts. They had it all laid out for our arrival with maps and schedules and everything we needed. Well done!!

This year we added a little to the schedule with a tour at the Wheels Through Time Museum tour Saturday morning. Bob White, docent at the museum and MOGSouth member, was our guide through the treasures and he did a tremendous job. The Wheels Through Time Museum is just 15 minutes down the road from Waynesville, in Maggie Valley. The Wheels Through Time Museum however is closed this time of year. We found that our last year when a few of us decided to go. Nothing doing. So this year I called Dale Walksler, the museum owner and asked if they could open for MOGSouth. Well, Dale agreed and a Saturday morning visit was scheduled. This tour was obviously a big draw as we had a very good crowd in attendance. This also served to make the Christmas Party a longer event with more time to visit with each other. Perhaps we need to look for other opportunities to do things Saturday morning prior to the Party??

There was plenty of time following the Wheels Through Time Museum tour for more site seeing, a nap or whatever, before the formal festivities started. As is the norm, the Christmas Party started with the MOGSouth Hospitality hour (noggin and natter) in a room adjacent to the formal banquet room. Of course the Hospitality 'Room' was well attended (isn't it always?) There were a few ugly sweaters but mostly comfortable attire. A few dared to model fancy pants (Pat!) and shiny Morgan accessories. The Hospitality Room activity is really gotten to be a time for renewing old acquaintances and make new ones. For some reason, I can never get to everyone I want to talk with . . . but I try. Like all the MOGSouth events, this one had lots of folks I needed to (wanted to) talk with but some how I get consumed by conversations with others and never seem to make the rounds. Given that this Christmas Party was very well attended,



Continued Next Page



The Waynesville Inn, looking out over the Golf Course.

It was very cold for those of us from Florida!

I thought it had snowed!

I had to buy a coat in the general store downtown!



Bob and Dale Starting the Ace Motorcycle.

the number of folks to chat with was increased . . . a lot. My apologies if I didn't get to spend any time with you. Another significant activity we had going during the Hospitality hour was the Silent Auction. What started as a simple donation turned into a full fledged auction. The first donation came from Larry Nelson. After a few more donations came in, a silent auction was arranged with the proceeds going to the Wounded Warriors charity.

The auction items were all laid out on tables for folks to peruse, with bidding sheets to annotate, while they imbibed or milled about prior to the dinner. There was a large stained glass and Morgan custom steering wheel from Larry Nelson, a framed Flat Rad photograph from Gene and Betsy McOmber (turned out the Flat Rad Plus 4 in the picture was previously owned by David Chiles), a Morgan 4 Work Shop Manual donated by Rick and Sam Frazee, a copy of Laban's Morgan - First and Last that I added to the pile and two custom matted three wheeler prints from Graeme and Jenny Addie. Although some like the active auction experience, this silent auction format worked well and there was a good bit of participation.

The staff of the Waynesville Inn did a nice job of providing a plentiful buffet and are to be commended for their efforts. I would guess we had well over 50 folks for the dinner. Dale Walksler attended the dinner but without his financé. She wasn't feeling up to it. We presented Dale with a MOGSouth hat and a MOGSouth car badge and it appeared that he was quite pleased.

The dinner buffet was great with lots of goodies. Andrea indicated she was Gluten Free and they made her a huge rib eye steak. I tried (but failed) to feign being Gluten Free as well, but they quickly saw through the ruse and I ended up with the buffet. It was quite good as well so I didn't feel too bad.

Jim Best and his wife Karen came down from Ohio. Bev Shriver was there from Maryland, Rich Fohl from Virginia, Ian and Barbara Shelmerdine from Manchester UK, Robin 'Councill' from Utah, Alan Ventress from Knoxville TN, and then the usual suspects. Jack and Monica cancelled. Monica's mom went into hospice. Bob and Wynell, although they paid, didn't show. A few others were conspicuous in their absence.

Following dinner, we addressed a few items of business (Hey dues are due and we need a newsletter editor!) and got on with the Mother Courage Award presentation.

The Mother Courage was presented to Mae Ventress Council. (See write up on the next page.) Everyone there seemed to be in agreement with the choice. Mae was delighted and both her children, Alan and Robin, were there. Robin surprised Mae, as she lives in Utah and wasn't expected. Robin came in just as I was making my remarks. Mae got emotional when she saw her, so I did as well. I mumbled a bit, but it was all good.

Another great Christmas Party! More noggin and natter followed the formal remarks and then we headed off to bed. We had a small group going off to the Biltmore on Sunday. Something special with the Christmas lights and decorations!!

Continued Next Page

MOTHER COURAGE AWARD 2015

Traditionally, the **Mother Courage Award** is MOGSouth's only award. It is given each year at the Club's Christmas Party to honor the memory and spirit of long time MOGSouth members Nancilee and Dan Kelly. As many of you know, Mother Courage is the name Nancilee gave to her Blue Drop Head Coupe.

The **Mother Courage Award** is presented to the person or persons who best personify Dan and Nancilee's **Love of People, Morgans and Life**. The nominees for the award come from the entire MOGSouth membership with the awardee being selected from the list of nominations by the last three recipients of the **Mother Courage Award**.

So that being said, the **Mother Courage Award** is not an award of tenure in MOGSouth, it is not an award given in recognition for past achievements, it is not an award of condolences, but rather, it is an award given for **enthusiasm**.

Enthusiasm for the Club - For MOGSouth and all of its members, **Enthusiasm** for Morgans - the catalyst that brings us all together, and **Enthusiasm** for the value that MOGSouth and Morgans contribute to and enhance all of our lives.

This year is the 18th time the **Mother Courage Award** has been presented. This year the award is presented to a woman member who has been involved with MOGSouth since the beginning . . . over some 40 years.

But, as I said this isn't about tenure. She has been enthusiastically involved in just about everything MOGSouth has done over these 40 years. Attending meets, hosting events, even serving as Newsletter editor for a spell. More important than things of the past however, she continues to attend and actively participate in MOGSouth events and activities today. She had become a fixture at MOGSouth events. She was in Aiken South Carolina for the 2015 MOGSouth Spring Meet and 40th Anniversary, she was in Rome Georgia for the 2015 MOGSouth Fall Meet and she was there in Waynesville North Carolina for the 2015 MOGSouth Christmas Party.

Morgans have been a big part of her life - special cars that live on. These cars have now been passed on to her children so their lives can also be enhanced and flavored by Morgans and the Morgan Community. We often see them at our MOGSouth meets.

Morgans and MOGSouth are part of her fabric, and she is part of the wonderful fabric that is MOGSouth. Her continued enthusiasm for all things MOGSouth is very obvious and is quite contagious. She is a perfect and very worth recipient of the 2015 **Mother Courage Award**.

The 2015 **Mother Courage Award** goes to **Mae Ventress Council**. **Congratulations from us all! I know Dan and Nancilee would be pleased.**



Robin Ventress - Mae Ventress Council - Alan Ventress [\[See Robin's comments on the web site. Ed\]](#)



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

In the words of that famous philosopher, Randy Johnson, 2016 will be a *year of transition* for MOGSouth.

Lots of reasons for this, but they are all for the good of the order. We need to clean house every now and again, just to make sure we stay vital and vibrant.

Thanks to all that have been part of the recent past and thanks to those that take the leap!

Don't worry, there are no critics in this club and you have lots of friends to help!!

MONTHLY CLUB GATHERINGS !!

ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

MOGSOUTH SPRING MEET - APRIL 15 - 17, 2016 **LATEST UPDATE**

The location and the date have been set for the 2016 MOGSouth Spring Meet ("Spring Dust Off"). Ken and Pat Kreuzer of Summerville, South Carolina are our hosts for the weekend and much of the planning details have been established. (See Separate Page with more details.) The weekend sounds like MOGSouth will have another wonderful event, one that you'll want to be part of. Make sure you have it penciled in (correctly (some previous notes had the dates wrong.) on your activities calendar. A big thanks to Ken and Pat for hosting!

VOLUNTEERS NEEDED - MOGSOUTH ADMINISTRATION ASSISTANCE

MOGSouth is run by volunteers, a basic tenet of our club. The things that get done, don't just occur - *we haven't found that magic pill as yet!!* So that being said, we need a few new helping hands. Really, having the same folks do the things we need done is, if nothing else, comfortable. We all know what to expect.

However, this repetition tends to result in a certain 'staleness' and that, if any of the other club's experiences are germane, leads to atrophy. We need change and variety in our lives. *No . . . I am not repeating what your mother said about vegetables . . .*

MOGSouth has a need for a **newsletter editor**. Whether or not you like it, it has gotten to be a bit too much of me and my travails and not enough about the club and the club's activities. It has gotten very 'stale'. It needs new thoughts and new direction. This is not a difficult thing to do. It does require some little bit of computer skills, e.g. you need to be able to use a word processor or publishing tool, like MS Word or MS Publisher. You also need to be able to manipulate digital photos. And, perhaps a willingness to try new things. That's about it.

We also need **someone to manage our web site**. www.MOGSouth.com. This too is pretty easy. The most important parts of the web site, in my mind, are the postings of the Newsletters when they come out and updating the calendar of events. The photos and other things maintained on the web site are less important. However, this web site hasn't really been used to it's full potential. There are so many things being done on the internet these days that we really should have someone more active in the current world of cyber space manage this tool.

MOGSouth is supported by a number of fine businesses in the Morgan community. They take out advertisements in our newsletter. This is done for a fee and the monies we take in benefit the club in lots of ways, for example they help to defray costs at our meets and gatherings. **Working with advertisers** is something else the club needs assistance with. **If any of these efforts look interesting - contact Randy.**

AND OTHER THINGS YOU SHOULD KNOW !!



MORGAN SPRING DUST OFF: April 15 & April 16, 2016

[April 15th, 2016, Friday](#)

Arrival Day: Welcome Kit provided

Event Hotel: Blocked hotel rooms available at :

The Comfort Inn Suites, 1025 Jockey Court, Summerville, SC 29483, (843) 419-1101. Contact - Mr. Bob Rea, General Manager. Ask for the **MOG SOUTH** discounted rate of \$115.00 per night plus (includes 12 percent tax) including continental breakfast daily. Please call to confirm your room with credit card. [Comfort Suites Summerville, SC hotel Historic Charleston](#)

A hospitality room will be available on Friday and Saturday between 2pm to 7pm with refreshments and snacks. As usual, hosted by MOGSouth.

The Overflow Hotel: If needed and has limited availability: The Linwood Inn, 200 South Palmetto Street, Summerville, SC 29483. (843) 871-2620. Contact: Ms Linda Shelburne, Owner.

If anyone requires assistance for accommodation, please contact Pat Kreuzer. if anyone is staying at another hotel, please let us know when you send your check.

[April 16th, 2016, Saturday](#)

Summerville Farmers Market , historic Summerville, SC opens at 8am to explore on your own and only a couple of miles enroute to The Ponds located on Alternate 17A.

9:30 am to 12:15 pm - Morgans and Mocha Car Show at The Ponds. This will be open to residents to visit and learn about Morgans. Photo opportunities. Address: 326 Hundred Oaks Parkway, Summerville, SC 29483.

Final call for Welcome Kits.

12:15 pm - Depart The Ponds together and drive to the historic Magnolia Plantation. Exclusive parking in front of house and group photo.

1:00 pm - boxed lunch provided and discounted group admission for the gardens.

2:00 pm - house tour and 3pm- boat excursion. (Based on a minimum participation of 16 people.) Tours are based on a number if people so group may be split and order changed. Also included 20 minute Orientation Film in the theater.

Balance of day at leisure.

6:30 pm - Cocktails at The Ponds Farmhouse

7:00 pm - catered BBQ dinner and homemade desserts (casual attire)

If anyone has any allergies, please email kjkreuzer@aol.com

Meal Charges: TBD. Per Person Charge will include box lunch, Magnolia Plantation and BBQ. **A broad cast email will be sent shortly with specific requirements.**

Please make checks payable to Kreuzer and Mail to 120 Warbler Way, Summerville, SC 29483 by 3/15/2016. Please advise number of attendees, where you are staying, contact info email and cell phone. Your confirmation will be by return email. Once confirmed , no refunds as prepayments are required for these arrangements.

Contact info: Ken Kreuzer mobile (617) 721-5447 or Pat Kreuzer mobile (617) 833-7726.

FYI

Distance from Summerville to downtown Charleston is approx. 37 minutes or 24 miles.

Distance from Summerville to Mt. Pleasant 40 minutes or 30.4 miles.

Distance between Comfort Inn Suites to Farmhouse, approx. 22 minutes or 8 miles.

Distance between Farmhouse and Magnolia Plantations ,approx. 20 minutes or 14 miles.

All depending on traffic.





9/8ths Whitworth

Ongoing Restorations and Such

[The restoration of Ian and Barbara Shelmerdine's Plus 4 Drop Head Coupé has been a long and arduous effort, but one certainly to please. It is nearly on the road although there are still a few minor nits to attend to once Ian and Barbara return to the UK. I suspect that these remaining bits will be quickly sorted. I hope we'll see the final product here in the United States, at some point. Ed.]

Restoration of 1956/7 Morgan +4 Coupe ex Works New York Show Car Or Beware the Barn Find

I think to begin with I should give some background information to this story.

I had been planning my early retirement for a few years and had hoped to retire December 2010 but with the markets crashing and interest rates almost zero I kept stalling. By the start of 2011 I had had enough of travelling the UK and Scandinavia and set my stall to retire at the end of the U.K. tax year (early April 2011). That did not happen, my company asking me each month to stay a little longer. I finally called a halt at the end of August 2012 and waved goodbye.

During this long period I had been constantly advised I would be lost with nothing to do in retirement. Well my lovely wife Barbara had been compiling a list (of "just does") for some while and I was actually wondering if it may be better to work on to 65 (joke). However I had decided a project was called for to keep me busy.

Some of you may recall an email from Rick Frazee back in February 2010 informing us there was a Plus 4 Coupe for sale in Quincy Florida by Bob and Marshall Lee. Having refurbished 2 Morgan +4's and an MGYB saloon over the years I decided to call Bob and discuss the possibility of purchasing the coupe to become said project. A deal was struck after several emails with photos but I could not inspect and collect the car until November 2010 as we live in the U.K.

November came around and we arrived in Florida with Barbara's sister Christine and brother in law Glyn. Rick Frazee had also offered help if we needed to tow the car down to Davenport FL where we have a vacation home. Fortunately for us the shipping company who were to ship the car to the U.K. advised they could collect it from Quincy and deliver to the dock in Miami for the same cost. That was a no brainer and saved a lot of time and trouble.

We drove up to Quincy and inspected the car to find as expected there was more work than revealed in the photographs. The sale went through and the title transferred. We set about installing the engine and kindly Bob had boxed all the other parts not yet fitted. We loaded the car with several boxes of bits and then used rolls of "Duct Tape" to secure hood, doors, rear panel and a plastic tonneau to keep rain out.

The shipping agent collected the car on 4th December



Words and Photos by Ian and Barbara Shelmerdine

2010 it then left Miami on the 10th January 2011 and it eventually arrived with us in the U.K. on 14 February.

The near side front wing had taken a hit in transit which had bent and split it at the top of the wheel arch and almost flattened one side of the headlight pod. The rear panel had also been dented so a drawn out process with the insurance company began and this naturally held up work until an agreement was arrived at.

The Coupe was built in 1956 shipped by Morgan to New York for the 1957 Car show then sold to Fergus who then sold it on to its first owner.

As I had not actually retired work was slow to start after the insurance debacle holding us up and being restricted to weekends and the occasional evening. All the parts were inspected and labelled ready for stripping and restoring. Parts missing were identified listed and then searched for. eBay was a great help with many parts and naturally Melvin Rutter was a good source for several hard to get items. Having owned two early Plus 4's we had quite a lot of spares sitting in our tiny one-car garage. The rebuild being carried out in the sister's garage, being it is half as big again as ours, U.K. garages are small!

The body was lifted off along with the wings, and all these items were stripped and repaired then painted in grey primer. The bulk head, inner wings and transmission tunnels were stripped and powder coated black, after we had beaten the inner wings into shape as the fit to the outer wing was very poor.

Our home became very much a stores department with the conservatory stacked with boxes and wings.

Now we were down to the chassis it was painted ready for re-assembly, the engine and gear box removed for inspection. The gear box was fine with only a little wear on the selectors and all gears showing no wear or damage. This stacked up with the details of the earlier work done by Cantab.

The sump was removed and here we found our first mouse nest. The sump was thoroughly cleaned and we checked the crank and bearings which again all looked in fine shape as per Cantab paper work. The head came off and first horror was 8 or 9 dead hornets in cylinder 1. The head was a mess with the valves pitted (although sand blasted clean?). The valve seats were cut too far back and there was a stitch weld across the triangular central water way. This is a no-no with Triumph engines as it induces a split outwards, the best way to repair it is to open up the space between the two openings and make a larger waterway.

The local TR engine shop offered a replacement trade in at a fair price and it came ready to run on unleaded petrol. Cantab had charged a previous owner for a fully rebuilt Lead free head. Who knows did they do the work and then a later owner switch it out? This could be the case as there are several other parts listed by Cantab as supplied but were not there, paper work showed 5 wheels w/ new tyres, 5



hub caps and a Brooklands steering wheel but these were missing.

The short engine was painted in high temp red paint as I had a quart left from the earlier rebuilds. The head arrived in black which we decided to keep and powder coat the rocker cover black to match. The engine was assembled and hoisted back in together with the new clutch and assembled gearbox.

The radiator looked O.K. and the paperwork, again Cantab, stated it had been fully rebuilt.

I was taking it through the house to store it safely in a closet when seeds and nut shells fell out of it. On checking closely we found a large hand full of nuts, seeds and straw which was the second mouse nest. During the removal of this junk we found our third nest in the header tank.

The fuel tank needed the sender fitting and the two lugs which fix to the ash frame required soldering on.

The brake lines were made and installed and all the cylinders were replaced as even though some looked new we found two that had been cross threaded.

A stainless exhaust system was purchased and attached. The exhaust manifold was cleaned and given a heavy coat of high temp black which we baked in our BBQ for a couple of hours to harden. The inlet manifold was cleaned and the SU carbs needed a full clean and re build with new seals.

The next job was to set the engine up and bolt all the ancillaries in place. Horror! When we tried to turn the engine over on the handle it was solid? The clutch driven plate and pressure plate were new, but on inspection the pressure plate was the one used in the big Healey. Now I have read that this is a match for the plus 4 but in fact it was way out. Fortunately I had a correct spare unit in my old stock which we then fit. Once again we were ready, but no, when I turned the handle there was a grating noise and a tight spot? Off came the gear box again and on close inspection it showed scoring in the bell housing. With a fair bit of work with the Dremel we got it all working and back into the car. The castle nut on the differential was missing and placed on order so the prop shaft had to wait.

The fuel pump was missing and my spare was not that good so a new one was sourced and attached.

The rear deck panel we had ordered was made on site by a good metal worker who just happens to work at the same company as brother in law Glyn! The two small panels under the door rockers were fabricated and fit and the fuel tank had the sender put in and the lugs welded on, the tank was then placed in position and bolted down with additional straps made to wrap around the tank and fixed to the frame rails.

The rear wings went on next then we offered up the front wings to the re shaped inner wings we had already bolted to



the chassis. I had had additional metal welded on to the running board area as at some point in the past this had been cut back too far. After marking and cutting two or three times we were happy with the positioning and began clamping and bolting using stainless fittings all the way. At last we looked to have a car taking shape. The cowl went on and here we had a lot of pushing and bashing to get it to fit. The fitting of the bonnets (hood) proved them to be way out, the body shop agreed to sort these as there was far too much required for my limited skills.

Side screens and wind screen were stripped and all screws drilled out as all but 3 were totally frozen in. These parts were taken to a friend's machine shop to be tapped to a slightly larger size ready for new machine screws, then away for chrome plating. All new machine screws were fit then marked and cut down to size to ensure none would touch glass.

The dash was made from Pippy Oak and several coats of varnish went on. The centre dash panel was made next and painted with crackle finish paint after we drilled and cut for the dials and switches. The Windscreen was measured and the side pillars cut back to the correct fit. This being done the measurements could be taken for the rest of the internal trims. September 14th arrived and had us chasing off to the chrome shop, the radiator shop and Moss Spares. Chrome is no problem, the radiator had to be checked since we found the mouse nests and the sender unit had to be cut out and a new one soldered in it was tested and found to have two leaks but good flow. The repairs done it was again pressure tested.

The oil lines were measured and made up by a local hose shop. We decided to do away with the oiler so routed the line from the pump direct to the gauge.

The tool box was placed in situ and fastened down again all the bolts used being stainless. Next wipers, master cylinder and brake lines.

The dash assembled with all dials and switches was screwed in place ready for the wiring job. A local auto electrician was brought in to ensure the wiring was correct, as the loom was to US spec and as such has wires not used in Europe and others missing that are needed to conform to UK spec. We decided to change to an alternator and narrow fan belt conversion. Electronic ignition and a high torque starter were also sourced and fit. An electric fan, Kenlow twin speed, has also gone in to keep everything cool.

The car was transported to the body/paint shop to have the doors skinned and fit and the bonnets set. This proved to be a far bigger problem than expected. First problem was both door wood frames had warped out of shape, secondly the doors were not the same size! OK



so it's a Morgan what do you expect? Closer inspection using a laser and several plumb lines showed the passenger side to be down at the front rocker by almost one inch. We can only guess that when these were replaced in the past the measurement was out. As Mark Braunstein suggested shims and washers were applied which improved the fit. The door frames were soaked and clamped over several months until at last they were the correct shape and re hung. So new skins were made and fit. The paint shop then began preparing the panels, wings etc. for the first of many undercoats. When they were happy all was fine on went the top coats in two tones of blue to a pattern we had seen on the web. Then came the careful job of re-assembly and fitting of the chrome shiny bits.



Barbara and I cut all the trim panels then covered them in leather whilst a local trim shop made the seat back and cushions to patterns taken from a good friend's 1955 +4. All looked great until I tried to get in the car with all in place. I just did not fit between the seat and steering wheel. Back to the drawing board, the solution was to reduce the seat back so as to sit on the sill boards and slim down the cushions. Job done I now fit and can reach the pedals and better still see over the front wings.



An advert in Miscellany offering a period Brooklands wheel proved perfect timing and was purchased, carpet was sourced and cut ready for stitching. Mirrors purchased and set now the seats were in they could be fit and set to suit my driving position.

Wheels were sent away to be powder coated and five new tyres were purchased. Strangely 155 x 15 are not too easy to find even though they are used on VW beetles as well as many other early sports cars. They were found at Vintage Tyre Supplies then fit and balanced at a local tyre shop.



At last the car was ready to be moved to our local garage shop for final setting of timing etc.

They started the car having set the carbs and timing using their high tech equipment all ran fine until the water pump gave out. Off to the local TR shop for a replacement, old one off new one on. Start up once more, sounds great . . . then horror, it seized. Sump off where we found the oil pump had hydrauliced due to the little internal filter breaking up.

New parts located and fit and bearings replaced and crank polished. All back together just as we set off for a spell in Florida and the Mog South Christmas party.

Hopefully when we arrive home for Christmas in the UK the car will have been road tested and have its MOT (Ministry of Transport) papers which we have to have before we can register the coupe and get a number plate (License Tag).

We have found a good relatively local trim shop where we will drive over to have the drop head hood made then with luck we will be ready to enjoy some fun days out in the kinder Spring weather.

Ian & Barbara



A CHRISTMAS TALE by John Chatwin (MTWC)

[Reprinted with the kind permission of the author and the Morgan Three Wheeler Club. Ed]

The Club Christmas party was always enjoyable and this year Gary had an extra reason to be there. He stood in the garage proudly surveying his toys. On the right was his 1931 Aero Super Sports looking rather dusty and neglected, whilst today the recipient of his attention was the gleaming new 5 speeder.

Although he had tried to convince himself that he'd bought H to run alongside his old Aero, he had not looked at anything else for the last few weeks. He was hoping that the evening would be fine so that he could tum up in his new pride & joy.

The weather forecast was looking good so he did not even have to think about it when Barbara asked if he would mind if she didn't accompany him. as she would really like to go with her sisters to the German market in the city. This of course would mean that she would need the BMW. Gary agreed as it gave him the excuse to arrive in style rather than a boring saloon car.

Gary made sure his new sheepskin jacket and leather helmet were squeaky clean as the day approached. The winter's morn dawned with a hint of a watery sun coming up over the horizon. This was enough for him and as soon as he had breakfasted he opened the garage doors, carefully he removed the dust sheet unceremoniously dumping it in the Aero, pressing the aircraft type starter switch he eased the new car out onto the road.

Within minutes he was rushing along the road trying hard not to laugh out loud as his pleasure knew no bounds. After ten miles of 'testing' he turned for home and as soon as he had reversed into the garage set about wiping the bodywork down and applying a lick of polish Barbara brought him a cup of coffee and smiling, said 'you'll wear it out'. Taking the coffee he replied, 'you have to admit, it's a bit gorgeous'.



As evening approached they got themselves ready for their respective evening trips. Barbara was first to leave and Gary had already called his mate, Trevor, asking him to secure a parking space close to the front door of the pub so that he could show off his new pride and joy. He opened up the garage and jumped in to the new trike. Switching on and uncovering the fancy starter switch he pressed the button. The engine spun over and that was it. It didn't fire up. Trying again he got the same negative result. He cheeked the fuel which of course was how he had left it, almost full, checked plug leads and the multi-plug connections that seemed to surround the engine, everything seemed fine.

He assumed he had flooded it, so fetching his plug spanner from under the seat of the old Aero he was upset to find that it did not fit. By now he was getting rattled but eventually he found a long socket that just fit enough to remove the plugs. Both looked dry as well as being the right colour. Putting them back resulted in the spanner slipping and skinning his knuckles. This left a blood stain on his clean shirt.

The engine still refused to start and was turning over ever more slowly. As he jumped out he slipped and hit the floor with his knee, leaving a dirty mark on his trouser leg. At the next try the battery gave out and there he sat with no way of starting the device even if he had known what was wrong. Looking at his watch, which, to his chagrin now boasted a cracked glass, he saw that he was now late. I'll just have to go in the BMW he murmured to himself until he remembered where Barbara had gone.

He sat for several minutes with his head in his hands quietly swearing until he spied the old Super Aero sitting there. *For a second he sword that he saw the one headlight wink.* He realized that it must have been a reflection of some sort and dismissed (he thought, well, he mused, better than nothing.) As he had not even started the engine for a long time he was full of trepidation as he turned on the petrol, tickled the carb. Putting the handle in the side he turned it a few turns before dropping the valve lifter. The big JAP instantly crackled into life and settled down to a steady tick-over.

As he turned into the car-park, Trev and the others were standing by the vacant space waiting for him. Gary swung the old Aero up the slope and with practiced skill rolled back into the space. Trevor walked up to him and said. 'What . . . ?' 'Don't ask replied Gary, just get me a bloody drink'.

As they walked away Trev remarked, *'Hey one of your headlights just winked!'*



[As shown in the 2016 Events Calendar, the Amelia Island Cars and Coffee event, that Saturday prior to the big Concours event will be a gathering of MOGSouth folks and cars. A good number have already signed up. You must register for this event as the golf course used for the Cars and Coffee show is the same location as the Sunday Concours and there is security. Also, be sure to plan on the MOGSouth Friday night Noggin in Fernandina Beach. Details will be forthcoming. Ed.]



Cars & Coffee at the Concours Application

OFFICIAL USE	
Date Rec'd _____	Entry # _____
Photo _____	

Saturday March 12, 2016 9:00 AM – 1:00 PM

PLEASE WRITE LEGIBLY - DIFFICULT TO READ APPLICATIONS WILL BE DISCARDED

OWNER INFORMATION

Name:

Street Address 1:

Street Address 2:

City, State, Zip:

Home Phone: <input style="width: 90%;" type="text"/>	Office Phone: <input style="width: 90%;" type="text"/>
Cell Phone: <input style="width: 90%;" type="text"/>	Fax: <input style="width: 90%;" type="text"/>
E-Mail: <input style="width: 90%;" type="text"/>	Alternate Phone: <input style="width: 90%;" type="text"/>

VEHICLE INFORMATION

Year: Make: Model:

CLUB AFFILIATION (IF ANY)

Club Name:

DISCLAIMER (COMPLETE AND FINAL RELEASE FROM ANY AND ALL LIABILITY)

In consideration of the acceptance of this application by the Amelia Island Concours d'Elegance Foundation ("the event"), the undersigned does hereby (1) release the Ratz-Carbon, Amelia Island, The Golf Club of Amelia Island, The Amelia Island Concours d'Elegance Foundation, its staff, directors, volunteers and agents from any and all liability arising out of said event; (2) release all other contestants and officials from any and all liability arising out of said event; (3) warrant that the undersigned has personally read the rules and regulations; (4) give permission to use the enclosed photographs and photos taken the day of the event and information of the entrant's automobile(s) and/or motorcycle(s) for publication and program inclusion. This release extends to and includes any and all claims of liability, arising from or in any way related to the undersigned's participation in the event, whether known or unknown at the time of signature. To the extent any applicable law prohibits waiver of unknown claims, the undersigned acknowledges the possibility of unknown claims and specifically waives application of that law to any claims in any way related to the undersigned participation in this event. Further, the undersigned agrees to hold harmless and indemnify any of the parties listed in (1) or (2) above from any litigation expense, including reasonable attorneys' fees, arising out of claims brought by or on behalf of the undersigned otherwise covered by this release. The undersigned agrees, by his or her signature, that he or she has read the foregoing and accepts the terms and conditions.

Owner's Signature _____ Date _____

Complete and return to: Cars and Coffee at the Concours, 3016 Mercury Road S, Jacksonville, FL 32207 or via email to carsandcoffee@ameliaconcours.org. Please note that submitting an application does not constitute automatic acceptance. Acceptance emails will be sent out periodically until the field is full.



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

Holidays are in vogue these days but there are a few things going on at the MMC.

Certainly the AR Plus 4 Cosworth is still on top of the list of specials and the new 2015 Aero 8 production is in full swing. Cars are being shown around the UK and a number of customer cars are in work. Some photos are provided here.

The possible reentry of Morgan to the US under the provisions of the Low Volume Motor Vehicle Manufacturers Act of 2015 offers great promise, but we need to be guarded somewhat in our anticipation and/or enthusiasm.

2015 AERO 8 PRODUCTION UNDERWAY

Per the MMC's Facebook page the factory is reporting the new Aero 8 production has been started and customer cars are being built.

Also, the 'car configurator' tool that the factory provides to prospective buyers to determine the colors and specification for their 'bespoke' car has been updated now for the new 2015 Aero 8. It can be found at <http://www.morgan-motor.co.uk/car-creators/aero8/>. You can alter all sorts of things on 'your' car with this tool, to include the color of the wing vents, e.g. black, silver or even body color. Neat !!



A few pictures, courtesy of the MMC, show an early, finished 2015 Aero 8 being transported to a show in the UK. You can see the standard wheels in the pictures of the car on the transporter. The Aero 8 Speedster wheels are shown in the picture hyping the Aero 8 'Car Creator.' These Speedster wheels are an option. Personally, I like the way they look! Unfortunately, the Aero 8 range of cars do not fall into the 25 years old or older 'replica' rules of the Low Volume Motor Vehicle Manufacturers Act of 2015 (the text of this is provided elsewhere in this issue of the newsletter.) So if this new Act allows Morgans back into the US in 2017, it will only be for the 'classic' range of cars, and the Aero 8 (and the Plus 4 with Aero Chassis) will be precluded as one of the cars approved for import. [\[More Pics on the following page. Ed.\]](#)

Continued Next Page

MORE 2015 AERO 8 PICTURES



The most striking aspect of the new 2015 Aero 8 is the clam shell 'boot' styling. This replaces the Super Sports and Coupe version of the car and goes back to the early 'convertible' top. The clam shell opens at the front and is hinged at the back. The 'convertible' top, when down, goes back into the recess of the boot. I seem to remember some early discussions about the hinges of the boot and the actual design of the 'convertible' top. These appear to have been resolved, and the look of the top must be something close to that shown in the new Car Creator tool. These pictures are supposedly customer cars being built. Hopefully, we will get some reaction to their delivery in the very near future.



STILL MORE FACTORY NEWS !! MORGAN AND GRUHME MAKE PERFECT SCENTS

A renowned Midlands car manufacturer has teamed up with one of the region's most up and coming businesses to release a limited edition men's fragrance. <http://www.bqlive.co.uk/>

The Morgan Motor Company and Birmingham-based Gruhme have teamed up to release a Morgan branded fragrance to celebrate the carmaker's British heritage and prestige.

Morgan is the last remaining family owned, independent, British motor manufacturer and can trace its Malvern roots back to 1909.

Launched by young entrepreneur Robert Hallmark in 2013, Gruhme can also trace its roots back to Malvern, but is now based in Birmingham.

BQ featured entrepreneur, Hallmark, said: "From the outset of our discussions with Morgan we were excited to showcase the synergies between our brands.

"The Morgan design has such a classic timelessness that this newcomer Gruhme brand was still able to dovetail elegantly into their ethos and aesthetics.

"It is such a testament to British design culture to see how well our collaboration has been received and we could not be more proud to be part of the iconic Morgan family."

The Morgan fragrance is now available to buy via the Morgan website and at the Morgan shop based at the factory site in Malvern.



[Ok, I get the all the marketing hype and the desire to spread the Morgan mystique around . . . It's a life style thing . . . or so they say.

But, in this case, it begs the question -

just what does this stuff smell like??

Your Morgan?? Castrol, rotting wood and grease?? If anyone gets this stuff, let me know. Ed.]

Did You Know?

How the 'Concours' Came About?

Dr. Cy Conrad, Chief Judge, La Jolla Concours d'Elegance:

According to Webster, "Concours" comes from the French, and means "a crowd or confluence of things; also a park promenade." The term conjures up romantic visions of beautiful women in haute couture in a park-like setting surrounded by sparkling coaches, glistening groomed horses, gorgeous flowers, champagne, fine art and sculpture, and later, by the finest automotive art.

Man, being the perpetual competitor, has generally sought to triumph. Civilized chivalry, combined with grandeur, became the prevailing spirit of the Concours d'Elegance. Originating in the late 17th century, the early Concours was a leisurely social affair where light-hearted competitions among coaches and fashions were rewarded with rosettes, wine and champagne.

As coaches and carriages segued into automobiles in the late 19th century, the competitions became more defined. By the mid-1920s, no society season on the French Riviera was complete without a variety of organized Concours events.

As the romance of the Roaring 20s and the refined elegance of the 30s gave way to the perils of world war, we find the demise of the Concours as it gave way to the bare survival of nations.

Once the free world was able to right itself and move beyond subsistence, it was the troika of visionaries Jules Huemann, Reverend Paul Woudenberg and Loren Tryon who in 1950 created what was to become the grandfather of all post-war Concours—Pebble Beach.

[We have several Concours d'Elegance on the MOGSouth Events Calendar and a good number of members participate. If you haven't attended one, try it, you might like it. Ed.]



[I couldn't resist this one. A great color. According to TalkMorgan (Jays) - It's the second factory demonstrator. A VW burgundy paint was used. Lovely!! Ed.]



GREAT MORGAN VIDEOS ACCESSIBLE VIA THE MOGSOUTH WEB PAGE

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

How the Tesla Model S is Made | Tesla Motors Part 1 (WIRED) (To provide those of you that have been to the 'works' with something to compare the experience to. For those you that have not been to the 'works,' this is not remotely like the MMC. I know which one I prefer, but you decide what works better for you.)

How Tesla Builds Electric Cars | Tesla Motors Part 2 (WIRED) (More of the same.)

Electric Car Quality Tests | Tesla Motors Part 3 (WIRED) (Still more. Enjoy.)

Morgan 3 Wheeler video review - autocar.co.uk (A woman's perspective. Is it all theatre and no substance?)

1947 - Morgan Serie 1 - Classic-Gala Schwetzingen 2015 (For you early Morgan fans. This one is just too pretty to miss. It's German but the video is only music so no translation needed.)

2015 Morgan 4-Seat Roadster - Exterior and Interior Walkaround - 2015 Geneva Motor Show (Not sure how I missed this one earlier)



TEXT OF THE LOW VOLUME MOTOR VEHICLE MANUFACTURERS ACT OF 2015

This bill was assigned to a congressional committee on June 4, 2015, which will consider it before possibly sending it on to the House or Senate as a whole. The text of the bill below is as of Jun 4, 2015 (Introduced).

114th CONGRESS 1st Session H. R. 2675 IN THE HOUSE OF REPRESENTATIVES June 4, 2015

A BILL

To direct the National Highway Traffic Safety Administration to establish a program allowing low volume motor vehicle manufacturers to produce a limited number of vehicles annually within a regulatory system that addresses the unique safety and financial issues associated with limited production, and to direct the Environmental Protection Agency to allow low volume motor vehicle manufacturers to install engines from vehicles that have been issued certificates of conformity.

1. Short title: This Act may be cited as the **Low Volume Motor Vehicle Manufacturers Act of 2015**.

2. Exemption from vehicle safety standards for low volume manufacturers Section 30114 of title 49, United States Code, is amended—

(1) by striking “**The**” and inserting (a) “**Vehicles Used for Particular Purposes.—The**”; and

(2) by adding at the end the following new subsection:

b) Exemption for low volume manufacturers

(1) In general

The Secretary shall—

(A) exempt from section 30112(a) of this title not more than 500 (reduced to 315 at signing) replica motor vehicles per year that are manufactured or imported by a low volume manufacturer; and

(B) except as provided in paragraph (5) of this subsection, limit any such exemption to the Federal Motor Vehicle Safety Standards applicable to motor vehicles and not motor vehicle equipment.

(2) Registration requirement

To qualify for an exemption under paragraph (1), a low volume manufacturer shall register with the Secretary at such time, in such manner, and under such terms that the Secretary determines appropriate. The Secretary shall establish terms that ensure that no person may register as a low volume manufacturer if the person is registered as an importer under section 30141 of this title.

(3) Permanent label requirement

(A) In general

The Secretary shall require a low volume manufacturer to affix a permanent label to a motor vehicle exempted under paragraph (1) that identifies the specified standards and regulations for which such vehicle is exempt from section 30112(a) and designates the model year such vehicle replicates.

(B) Written notice

The Secretary may require a low volume manufacturer of a motor vehicle exempted under paragraph

(1) to deliver written notice of the exemption to—

(i) the dealer; and

(ii) the first purchaser of the motor vehicle, if the first purchaser is not an individual that purchases the motor vehicle for resale.

(C) Reporting requirement

A low volume manufacturer shall annually submit a report to the Secretary including the number and description of the motor vehicles exempted under paragraph (1) and a list of the exemptions described on the label affixed under subparagraph (A).

(4) Definitions

In this subsection:

(A) Low volume manufacturer

The term **low volume manufacturer** means a motor vehicle manufacturer, other than a person who is registered as an importer under section 30141 of this title, **whose annual worldwide production is not more than 5,000 motor vehicles**.

(B) Replica motor vehicle

The term **replica motor vehicle** means a motor vehicle produced by a low volume manufacturer and that—

- (i) is intended to **resemble the body of another motor vehicle that was manufactured not less than 25 years before the manufacture of the replica motor vehicle**; and
- (ii) is manufactured under a license for the product configuration, trade dress, trademark or patent for the motor vehicle that is intended to be replicated from the original manufacturer, its successors or assignees, or current owner of such rights, unless there is a preponderance of evidence that such rights have been abandoned for at least three years.

(5) Conforming amendment

Any motor vehicle exempted under this subsection shall also be exempted from sections 32304, 32502, and 32902 of this title, and from section 1232 of title 15 of the United States Code.

(6) Limitation and public notice

The Secretary shall have 60 days to review and approve a registration submitted under paragraph (2). Any registration not approved or denied within 60 days shall be deemed approved. The Secretary shall have the authority to revoke an existing registration based on a failure to comply with requirements set forth in this subsection. The registrant shall be provided a reasonable opportunity to correct all deficiencies, if such are correctable based on the sole discretion of the Secretary. An exemption granted by the Secretary to a low volume manufacturer under this subsection may not be transferred to any other person, and any unused allotment of vehicles authorized to be manufactured or imported on an annual basis by a low volume manufacturer shall not carry forward to another calendar year. The Secretary shall maintain and update the list of current registrants on an annual basis and publish such list in the Federal Register or on a Web page operated by the Secretary.

(7) Limitation of liability for original manufacturers, licensors, or owners of product configuration, trade dress or design patents

The original manufacturer, its successor or assignee, or current owner who grants a license or otherwise transfers rights to a low volume manufacturer as defined in this section shall incur no liability to any person or entity under Federal or State statute, regulation, local ordinance, or under any Federal or State common law for such license or assignment to a low volume manufacturer.

3. Vehicle emission compliance standards for low volume motor vehicle manufacturers

Part A of title II of the Clean Air Act (42 U.S.C. 7521 et seq.) is amended—

(1) in section 206(a) by adding at the end the following new paragraph:

(5)

(A) A motor vehicle engine (including all engine emission controls) from a motor vehicle **that has been granted a certificate of conformity by the Administrator for the model year in which the motor vehicle is assembled**, or an engine that has been granted an Executive order for the model year in which the motor vehicle is assembled subject to regulations promulgated by the California Air Resources Board, may be installed in an exempted specially produced motor vehicle, if—

- (i) the manufacturer of the engine supplies written instructions explaining how to install the engine and maintain functionality of the engine's emission control system and the on-board diagnostic system (commonly known as OBD II), except with respect to evaporative emissions diagnostics;
- (ii) the producer of the exempted specially produced motor vehicle installs the engine in accordance with such instructions; and
- (iii) the installation instructions include emission control warranty information from the engine manufacturer in compliance with sec 207, including where warranty repairs can be made, emission control labels to be affixed to the veh., and the certificate of conformity number for the applicable vehicle in which the engine was originally intended or the applicable Executive order number for the engine.

(B) A motor vehicle containing an engine compliant with the requirements of subparagraph (A) shall be treated as meeting the requirements of section 202 applicable to new vehicles manufactured or imported in the model year in which the exempted specially produced motor vehicle is assembled.

(C) Engine installations that are not performed in accordance with installation instructions provided by the manufacturer and alterations to the engine not in accordance with the installation instructions shall be treated as prohibited acts by the installer under section 203 and subject to penalties under section 205.

(D) The producer of an exempted specially produced motor vehicle that has an engine compliant with the requirements of subparagraph (A) shall provide to the purchaser of such vehicle all information received by the producer from the engine manufacturer, including information regarding emissions warranties from the engine manufacturer and all emissions-related recalls by the engine manufacturer.

(E) To qualify to install an engine under this paragraph, a producer of exempted specially produced motor vehicles shall register with the Administrator at such time and in such manner as the Administrator determines appropriate. The producer shall submit an annual report to the Administrator that includes—

- (i) a description of the exempted specially produced motor vehicles produced and engines installed in such vehicles; and
- (ii) the certificate of conformity number issued to the motor vehicle in which the engine was originally intended or the applicable Executive order number for the engine.

(F) Exempted specially produced motor vehicles compliant with this paragraph shall be exempted from—

- (i) motor vehicle certification testing that might otherwise be required under section 206; and
- (ii) vehicle emission control inspection and maintenance programs required under section 110.

(G) A producer of exempted specially produced motor vehicles that is compliant with subparagraphs (A) through (E) of this paragraph is not considered a manufacturer for the purposes of this Act. ; and

(2) in section 216 by adding at the end the following new paragraph:

(12) Exempted specially produced motor vehicle

The term exempted specially produced motor vehicle means a replica motor vehicle that is exempt from specified standards as defined in section 30114(b) of title 49, United States Code.

4. Implementation

Not later than 12 mo. after the date of the enactment of this Act, the Secretary of Transportation and the Administrator of the EPA shall issue such regulations as may be necessary to implement sec 2 and 3 of this Act, respectively.

[If I am reading this correctly, Morgan should meet the definition of the 'replica' car manufacturers, with a manufacturing output of less than 5000 vehicles produced globally each year. This may mean that Morgan cars may be coming to our shores in 2017 or soon thereafter. However, being a sceptic, I should think that we might just wait, before we get too excited, to see what the NHTSA and EPA come up with for 'guidelines.' I asked our supporters for their thoughts. Ed.]

ISIS Imports - Tcherek Kamstra - We are very hopeful about this, it looks as though yes, we will be able to sell 4 wheeled Morgans - however Bill understands the fine print much better than I do, so let me consult him as to what can factually be stated. I'm cautiously optimistic myself. Best regards.

Morganwest - Dennis Glavis - Well , everyone is pretty excited about this. We will be able to bring in "replicas" of 1965 or earlier model Morgan fitted with current smog legal engines. This means traditional bodied Morgans, 4/4's, Plus 4s and V6 Roadsters, not Aero Series or Plus 8s. The law does not go into effect until Jan. 2017 with a year to work out details, Federal and State agencies overseeing this newly updated way to sell "special construction", component vehicles. The current SEMA/SB100 class of building cars with a 2nd party purchasing the engine/trans and yet a 3rd party required to install it will stay in place and now be supplemented by the dealer being able to buy the engine/trans and do the installation. Whether the manufacturer can do so is what is being looked into although the chief SEMA lobbyist and Congressperson sponsoring the bill says no as the law was seen as a job creator for American companies, not overseas companies. The manufacturer will be required to certify the smog legal engines used, provide documentation of such, reports of the vehicles supplied under this new law. Attorneys specializing in US homologation for all the world's exotic car companies are researching the fine points of the Act currently. For the last year and a half we at Morganwest have been bringing in 3.7 V6 Roadsters and overseeing engine purchases/installations on behalf of the owners (we've sold 7 during that period.) The new law will make the process much smoother and acceptable on a 50 State basis. Updates as I find out....

Morgans of New England / Morgan Spares - Linda Eckler - Can't officially comment yet as we are awaiting the lawyers review. However it does look like 2017 will be a great year for traditional cars! They may be titled as "replicas", not sure yet. Will advise further...



322 Ridgewood Ave, Holly Hill Florida 32217, 1 mile North of Speedway Blvd in Daytona Beach Florida

(772) 634 - 4363



We might be the newest Morgan dealer in the states . . .

Though we've been racing, showing, restoring and building fast vintage racing cars since 1989.

Morgan sales, consignment, service, parts and vintage racing services.

<http://www.christopherjohnltd.com/>

Pleased to be new . . .



But it's our experiences that make us better !



Christopher John LTD. Classic sports and racing cars for a modern world.





While we are on the topic of springs, lets look at the front suspension. We always attribute anything that appears to be amiss, with the front end of the car, to the kingpins. I am guilty of this and have two kingpin jobs in work.

However, there are other components, beyond just the kingpins, up front and under the wings. We have talked brakes before but not really the front coil springs. Instead of reinventing the wheel, so to speak, I turned to GoMog for their thoughts on the front springs. Hope this helps you diagnose any problems you might be experiencing with your front end. Cheers.

Front Suspension Springs *by GoMoG*

Main Spring Rates (1950-2004)

Throughout the era covered by this Manual [*Traditional bodied Morgans. Ed*], Morgan front main springs are of two types; those for the 4/4, a lighter car and those for the Plus 4s and Plus 8s, heavier cars with a different ladder frame.

All springs deteriorate over time. Springs should be changed every time the front end is done, or every 50,000 miles, whichever comes first. You can also use the guide below to determine when that time has come by yourself.

After many decades the current *Age of Constant Change (ACC)* began. New main and rebound spring rates, lengths, coils and colors were adopted on a number of occasions. One chassis for all "classic" models became standard at the end of 2004. It is difficult to keep up with the details of each new set of front springs but I have tried all coils numbers and colors. I find that since the Factory began experimenting in this area, searching for softer rides, the cars began to wallow, a strange feeling . . . especially in Morgan sports car. It instinctively forces one to drive more cautiously, not exactly a sporty goal. But they have made Morgans feel more compliant and familiar to the newer moggie.

The Original 4/4 Spring Rate - 115 lb.

I have heard that one of the attempts during the the current era was to fit the 4/4 with a 95lb spring rate. The same springs were ALSO used on the last of the Plus 8s in 2004 and the first of the Roadsters. They are referred to as the "blues" for a number of reasons, including their color. (smile) I would recommend them for the 4/4 only (*if even that*). Knowledgeable drivers complain the car rolls too much when they are fitted to a Roadster and Plus 8.

The Original Plus 8 and Plus 4 Spring Rate - 140 lb.

This is our recommendation spring rate of choice for a road driven Plus 8, Plus 4 or Roadster. It was the standard for 50 years.

Current Spring Rates (2015) - 125 lb. [*Doesn't apply to the US just yet, but might in the near future. Ed.*]

I have been told (though have NOT verified it) that all current Classics, *excluding the new "Plus 8", the Aero with a tradesque body*. A single Spring Rate makes sense now as the chassis was standardized for all classics at the end of 2004. The 4/4 is essentially now the same car as the others but with less power. It is no longer distinctive in its handling and feel as it was before 2004.

Determining When to Change Coil Springs

On Morgans, the Main Coil Springs are assembled within the kingpins, coiling around them.

Coil springs can and will become compromised after time. There is really no expiration date on coil springs. Age is likely the determining culprit, but binding springs can hasten a demise. Coil springs are much more durable than shocks. Many times replacing the shocks will return the vehicle back to its original level of performance, but there are a few things to check for when inspecting your suspension.

Firstly, jounce the front suspension (and the rear, for that matter) and count how many bounces occur after you release the vehicle. Two or more full bounces means weak shocks. *I shoot for 1.5 bounces back and front. Less than that indicates at super hard or seized suspension.* It is the shocks' job to dampen the vibration and prevent the bouncing.

However, the use of failed shocks will also take their toll on coil springs if they are left ignored for a long period of time. As the coils weaken, you will notice clunking or bottoming-out sounds, because the coils are no longer capable of absorbing impacts or providing stability and poise to your vehicle.

In addition, weakened coils will, in turn, damage the shocks, because their rebound distance will be much farther than the components were intended to perform. Weak coils (and leaf springs at the rear) will compromise the ride height of the vehicle, and this symptom will affect the entire vehicle's alignment. Measuring the ride height of the vehicle and comparing that with the specifications will help you determine whether the coils are working in conjunction with the shocks.

Things to Look For

1. Some Morgan eras and models have a long history of snapping coil springs and rebounds. When inspecting coil springs, run your hands all the way around the coils, front sides and back.
2. Another thing to listen for creaking. Broken springs will often announced themselves. You can encourage this leading by turning the steering wheel back and forth and listening for binding or creaking noises. Compromised damper plates will also manipulate the coil springs in ways they will not be happy with. The rubbing can result in weird uneven wear of dig ugly grooves on the axle's kingpin tube. None of this is evidence of a happy front suspension handling and compartment.



[Although not mentioned in the article, the spring on the right is a new spring. The one on the left is a used spring. The used one obviously has been compressed and lacks it's ability to rebound fully, and it's ability to do it's job is suspect. Ed.]



What to Do and When to Do It

Should you replace coil springs each time you replace shocks? **Absolutely not.** But, do inspect the coils every time you replace any suspension component. Tie rod ends, stub axle greasing or when replacing kingpins and bushes.





MOTORCYCLES
OF CHARLOTTE



TRIUMPH



Schedule a Demo Ride

**MORGAN THREE WHEELER DEALER IN THE MOGSOUTH REGION AND
MOGSOUTH CLUB MEMBERS! ALL MOGSOUTH MEMBERS ARE WELCOME TO VISIT!**



Visit Our Website <http://www.bmw-ducatti.com/>

FOR SALES OR SERVICE US AT (704) 882-6106 OR EMAIL info@bmw-ducatti.com

THE MORGAN CENTENARY ROADSTER 100 REGISTER ANNOUNCES

ALL MORGANS' DAY

SUNDAY, JULY 3RD 2016 AT THE WORLD CLASS

Blenheim Palace

Headquarters to the Women's Championship and the Club and Section of Blenheim



BLENHEIM BADGE

To commemorate the fourth Roadster Register 100 event, we are offering this car badge, custom designed specifically for All Morgans' Day, to occur at Blenheim Palace in 2016.



Each badge purchase increases the charitable contribution to **Combat Stress**. To place an order for this very special new "Blenheim" Badge, please visit www.MorganCarBadges.com



Please help us support **COMBAT STRESS**, the beneficiary for this event. The organisation provides so cost mental health resources to British veterans who suffer from traumas related to their time in service. Visit www.combatstress.org.uk to learn more about the great work that they do.



ORDER NOW AT WWW.MORGANCARBADGES.COM



AMERICA'S MORGAN SOURCE SINCE 1968

Morgan +8s in stock now!

Limited Edition 2016 Morgan Car Calendar

This collection of stunning Morgan car photographs from around the globe is an ideal gift for any Morgan car enthusiast. This is an exclusive edition with only 100 copies to be available worldwide.

Order your Isis Imports Morgan Car Calendar today! Delivery in time for the holidays. \$30 USD plus tax (if applicable) & shipping



Order on our web site today!

WWW.MORGANCARS-USA.COM
(415) 433-1344

SALES • SERVICE • SPARES • SUPPORT

ISIS IMPORTS LTD. SAN FRANCISCO • SONOMA COUNTY



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

NEW MORGAN THREE WHEELER (M3W)!!

- 2012 Production Year
- Less than 500 miles!
- No scratches, dents or accidents.
- Built-in intercom system.
- Peddles moved back for taller drivers.
- Quick steering wheel disconnect.

"We ordered it from the factory and had it shipped through Dennis Glavis from MorganWest.

I would ask a potential buyer to make an offer." Thanks



Contact **Bryan Tate** at 770-452-9270 or via email at Bryan.Tate@digitel.net
Interested?? **Make Offer!!**

'FERGUS' NUMBER PLAQUES AVAILABLE

The cost per plaque is **USD \$60**, plus **USD \$3** postage, world wide. PayPal is **USD \$2** extra. Contact fergushistory@hotmail.com (Hermen Pol) or **Jack Claxton** at (678) 450-0703 or via email jclax5817@aol.com

MORGAN BOOKS FOR SALE

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

MORGAN CAR BADGE COLLECTORS

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

1980 MORGAN PLUS 8 - PROPANE TURBO !!

- *Only 30,000 miles, excellent condition.*
- *Everything works (almost) – the hand-brake needs adjustment.*
- *Stock, undamaged, and unmolested.*
- *The engine, clutch, and gearbox work and the turbocharger is a hoot!*
- *The body is almost all aluminum (the only exception I can find is the cowling under the windscreen. There is no rust or wood rot.*
- *New Yokohama Avid Touring S tires (less than 400 miles on them),*
- *Recent (less than 1000 miles ago) lube, oil, and filter, battery, cap, rotor, spark plugs, coolant flush and replace, replacement of engine drive belt, front crankshaft seal replacement, new intake manifold gaskets & valve cover gasket, 3 new wiper blades, a rear diff service.*

The car comes with documentation, a Blaupunkt radio, badge bar & badges, tonneau cover, side curtains, an extra propane tank, and convertible top in excellent condition. **\$40,000.** **Geoffrey Fleck** 678-664-2241 Villa Rica, GA



WANTED - MORGAN 4/4 WINDSCREEN FRAME

Building a race car and need a Morgan windscreen frame. Going on a 1959 4/4. Glass not needed. Would prefer 4/4 but a Morgan +4 of the same era may work. Call or email Rick Frazee at mog3605@gmail.com or (407) 620 - 0507



1960 Austin Healey 3000 Mk I

- Heritage Trust Certificate
- Wire wheels
- Overdrive
- Adjustable steering column
- Dual fender mirrors
- Stainless steel exhaust
- Drives as good as it looks.
- Rust free, bright work, tires, wheels - **All First Class!!**
- Asking \$45,000.00



Questions, inspection invited. Call 910-295-6047 or via email at j90244@aol.com
Jim Vincent



SEASONS GREETINGS !! FROM SUPERDAVE'S GARAGE

Send a \$5.00 check made out to "Wounded Warriors" or cash and SuperDave will send you a sticker and pay the postage.

Send Donation to Dave Bondon, 266 Lakeshore Dr., Berkeley Lake, GA 30096



1964 Watkins Glen F1 race
reproduction vinyl sticker 3.5" X 8"

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





MORGAN THREE WHEELER

ON ORDER NEW **2016 MORGAN 3 WHEELERS:** Polished Alloy body & Matte Army Green

NEW **2015 MORGAN 3 WHEELER** Black/Black!

NEW for **2014**, The **MORGAN ROADSTER '65** Maybach Himalayan Grey Metallic body/Black wings, two tone Anthracite/black leather/red piping; 340HP 3.7 Vee6 with 6 speed manual transmission

NEW **2012 MORGAN 3 WHEELER** Sport Red, Full Warranty 2014 suspension upgrade

2005 MORGAN ROADSTER 3.0 V6 Butternut Ivory

2005 MORGAN V6 ROADSTER Maserati Bordeaux Metallico // ARRIVING SOON

2005 MORGAN ROADSTER Land Rover Panama Green Metallic

2003 MORGAN PLUS 8 35TH ANNIVERSARY EDITION, Dark Red Cherry Metallic

1995 MORGAN PLUS 8 ALLOY Bugatti French Blue

1967 MORGAN PLUS 4 FOUR SEATER SUPERSPORT, Pozzi Blue

1964 MORGAN PLUS 4 FOUR SEATER, Ivory

1959 MORGAN PLUS 4 DROPHEAD COUPE BRG/Black

1958 MORGAN PLUS 4 FOUR SEATER Ivory/Green leather

1955 MORGAN PLUS 4 FOUR PASSENGER DROPHEAD COUPE 2 Tone Blue

1951 MORGAN PLUS 4 DHC Dark Blue



WWW.MORGANWEST.NET

WWW.ALLARDWEST.COM

WWW.PERANAWEST.COM



DRIVEN AT HEART

OTHER MARQUES

New 2014 Allard J2X

PERANA Z SILVER

2008 Tesla ROADSTER

1951 Willys STATION WAGON

Morgan
WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

DENNIS@MORGANWEST.NET

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



1909



2016 US (and a few International) EVENTS

2016

The MOGSouth Christmas Party was a great success with a large crowd of folks for the Wheels Through Time museum visit and the formal dinner and Mother Courage Award Presentation. Now it's on to the new year!!

The 2016 MOGSouth Events Calendar is started but there may be a number of events to add, as well as confirmation of dates and locations.

Let us know what events are missing or confirmed dates or locations that are shown as TBD, send an email to mogsouth@yahoo.com



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

The 2016 MOGSouth Events Calendar

- **All British Classic Car Show**, Feb 28, Royal Palm Place, Boca Raton FL
- **Boca Raton Concours d'Elegance**, Feb 21, Boca Raton, FL
- **GatorMOG Noggin**, Date/Location **TBD**
- **86th Geneva Motor Show**, Mar 3 - 13, Geneva Switzerland
- **MOGSouth Noggin**, Mar 11 (Friday), Sandy Bottoms, 2910 Atlantic Ave, Fernandina Bch FL 32034 (M. Braunstein)
- **Amelia Island Concours Cars and Coffee**, Mar 12 (Saturday), Amelia Island, FL (**See Signup Form in this Issue**)
- **Amelia Island Concours d'Elegance**, Mar 13 (Sunday), Amelia Island, FL (There will be a Morgan on the show field!)
- **Orlando All British Car Show***, Apr 2, Mead Gardens, Winter Park, FL
- **Carolina British Classics Show**, Apr 2, Combined w/Tartan Days South Festival, Columbia, SC
- **MOGSouth Spring Meet**, Apr 15 - 17, Summerville, SC Hosted by Pat and Ken Kreuzer
- **The Mitty at Road Atlanta***, Apr 21 - 24, Road Atlanta, Braselton GA
- **Pinehurst Concours d'Elegance**, Apr 30, Pinehurst NC
- **Charlie Miller 'Serpent' Pub Crawl***, May 16 - 20, Highlands to Asheville, NC (Limited Participation)
- **Atlanta British Motorcar Day***, **TBD**, Roswell, GA - Tentative
- **24 Heures du Mans**, Jun 18 - 19, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 46***, Jun 24 - 26, Gettysburg, PA
- **PUT-IN-BAY Road Race Reunion and Races***, Aug 29 - 31, Put In Bay, OH
- **Atlanta British Car Fayre***, **TBD**, Norcross GA
- **Goodwood Revival**, Sep 9 - 11, Goodwood Circuit, Chichester, W. Sussex, England
- **Bob McKenna 'MARVA (Virginia - Maryland) Pub Crawl***, Sep **TBD**, Mid Atlantic Region (Limited Participation)
- **MOGSouth Fall Meet**, Date **TBD**,
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct 28 - Nov 1, Road Atlanta, Braselton GA
- **Euro Auto Festival***, Oct 15, Preserve at Verdae Golf Course, Greenville SC
- **United States F1 Grand Prix**, Oct 25, Circuit of the Americas, Austin, TX
- **Hilton Head Island Motoring Festival & Concours d'Elegance***, Nov 6, **TBD** Hilton Head Island, SC
- **Winter Park Concours d'Elegance***, Nov 15, Winter Park, FL
- **MOGSouth Christmas Party**, Dec 5 - Location **TBD**





for everything Morgan

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



Morgan Motors OF NEW ENGLAND



Morgan Three Wheeler
Now Accepting Deposits for 2016 Production
Factory Authorized New Morgan Dealer

Our illustrated parts
catalog available free
online or call for a
printed copy



www.morgan-spare.com • morganparts@taconic.net • Parts (888) 345-6647 • Tech (518) 329-3877

WE NEED NEW VOLUTEERS! MOGSouth is a club run by volunteers. Members are the heart and soul of this club and their diversity of thought is invaluable to all of us and very much necessary for our continued vitality. I have edited this newsletter and maintained the MOGSouth Web Site for over 12 years and that is way too long. **This is my last newsletter.** It is now time for me to step down and let someone fresh guide this newsletter into something that better fits our future. Management of the advertisements for the MOGSouth Newsletter, maintenance of the MOGSouth web site (www.mogsouth.com), and management of the MOGSouth email account (mogsouth@yahoo.com) also need to be addressed. These don't necessarily need to be done by one person. I will stop at the end of 2015, so someone needs to come forward, quickly. Familiarization with the tasks will be provided. Don't worry, it's not that hard!! Send an email to mogsouth@yahoo.com or call.

It's Time!! Help is Needed. MOGSouth needs a few new volunteers. There are some club administration positions that need to be filled. If interested (no experience needed) please raise your hand. Interested? Contact Randy!

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

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 12/15

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

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

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

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

