



SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/00

The Restoration from Hell

By Bill and Chris Mohr

The classified ad in the Sunday edition of the NY Times Antique and Classic Car section said "1966 Morgan 4/4 Right Hand, 100 Tender hours needed to complete restoration"- with a phone number somewhere in Pennsylvania. This is just what my son, Chris, and I had been searching for - a Morgan where the bulk of the dirty work had been done, yet we could complete the finishing touches of the restoration. Two calls to Pennsylvania, a little haggling, one more call to our friend Peter Perry who owned a 1964 4/4, and this little beauty was ours, sight unseen. This was too good to be true!

My friend and co-worker Peter Perry had purchased and restored a 1964 4/4 when we worked together at Big Blue. He invited Chris and me to the 1984 Autumn Mog at Lime Rock Park when his restoration was complete. It is very easy to catch "Morgan Fever" driving on through the beautiful countryside of northwest Connecticut in October. All of those beautiful Morgans parked at the White Hart Inn for the Morgan Group's annual Autumn Mog just added fuel to the fire. We had to have one and now we did, with only 100 "tender hours" of work necessary to attend next year's Autumn Mog.

A week later in a rented Ryder truck, with a set of homemade ramps, we left Lake Luzerne, New York and headed off to Doylestown, Pennsylvania bring our Morgan home. We arrived at our motel in Doylestown

under cover of darkness just as all of the exterior lights on our rental truck went out. Ryder assured us that a mechanic would be there some time during the night to repair the problem. He arrived at two AM and mumbled something about electrical components being as reliable as those made by Lucas. At the time we did not have a clue as to what he meant.

After a sleepless night it was finally time to pick up our Morgan. The rolling chassis was wheeled out of the garage into the light of day. Brake fluid was dripping from the cracked master cylinder, coolant was oozing from one of the engine core plugs, and the right front wheel sat at a strange angle due to a cracked cross frame. Just a few minor glitches we thought as we rolled the chassis into the truck on our homemade ramps. After all, this was a brand new chassis and just a few of the bolt-ons needed some work. The next stop was at Penny Bate's Olde World Restorations where we picked up the restored wood, a new firewall, a new wiring harness, and door frames that were supposedly made for this car.

The return trip was uneventful, although all of the box lights on the truck had been disconnected because of a short somewhere. We unloaded our precious cargo and could not wait to spend only 100 hours to complete our restoration.

Our basement garage quickly became a restoration shop and countless hours were spent just determining where to begin - in other words spinning our wheels. We finally

- reluctantly - decided to dismantle what work had been done and start over. At this point it seemed as though a trip to the Morgan factory was our only logical choice. So off we went to London and then on to the works at Malvern to observe what we thought we needed to and to purchase the parts we thought we needed.

Now with our newly acquired knowledge and parts, we proceeded to restore our Morgan in earnest, remembering that the "essence of restoration" is to reuse and recondition as many of the original parts as possible. Even so, our part requirements never ceased as we progressed and boxes were always arriving from Morgan Spares, Totally Stainless, Melvin Rutter, and Dave Bean Engineering. We Actually got to know the Customs agent at Albany Airport on a first name basis as assorted crates arrived from the Morgan Factory with front and rear wing, a new bonnet, crossframe, gas tank, etc.. The 100 hours dragged on although there were months and years where other commitments kept us from working on the Morgan. The frustrations seemed endless:

The paint guy who probably sniffed too many fumes decided that our valences should be flat instead of curved. The body shop that needed the car for a year to fit the new front wings and repair the back panel, all of which needed to be redone. All the while remembering Robert Couch's advise to "save your old wings".

The Radiator that needed to be repaired twice and finally replaced after having the filler tube snapped off while bringing the car home from the paint shop.

The somewhat bulging and leaking petrol tank that must have exploded during an attempted repair.

Upon installation of the engine, we found that it had grown two inches in width and would not fit between the motor mounts after the chassis had been sandblasted and repainted.

The polyurethane that would never dry on the rosewood dashboard because of too much natural oil present in the wood. Errors in the wiring diagram that caused the wiper motor to continually blow fuses.

The headlight pods on the new wings from the factory that aimed about 15 degrees downward had to be reshaped twice.

A new firewall that appeared to be made for a Mack truck with not a single hole needed to be fitted. Only we did not have the original or access to another RHD 4/4.

The door frames that were made for a Morgan but certainly not ours.

Nonetheless, we labored on and the restoration from hell finally seemed to be coming to an end when we shipped the car to Morgan Spares to convert it to wire wheels and then on to Sharon Autobody in Lakeville, Connecticut to be painted. Nine months later, the paint work was completed- apparently paint dries slowly in the northeast.

Putting the car together and moving from northern New York to Georgia in a span of three months seemed like a blur. The restoration from hell continued in Georgia with the installation of the wiring, interior, and other finishing touches. After several more months of hard work and determination, Chris and I finally put a Georgia tag on our 4/4 and drove down County Line road in Acworth. 100 tender hours? Not exactly, more like 13 years and 8 months.

Thank you to Bill and Chris Mohr for the contribution of their article. Articles and photographs are solicited and welcome.

Christmas Party 2000

Christmas Party 2000, is Johnson crazy, or what? No, not crazy (well maybe) but I do believe in preparation.

As such, Dale and I have volunteered to organize the Christmas Party for the year 2000.

As in the past, the Christmas Party will be held the first Saturday in December, this year, December 2. But for the first time in a number of years we have planned to travel to a site other than a member's home.

The site we have chosen is the General Morgan Inn in historic Greeneville, Tennessee, 70 miles north of Knoxville and approximately 90 miles from Asheville, NC. The General Morgan Inn was created from four interconnected "Railroad Hotels" dating from the late 1800s. The architectural accents reflect an elegant past but the accommodations feature luxurious modern amenities. The Hotel is a wonderful destination and I am sure everyone will enjoy a great experience.

Greenville is the second oldest town in Tennessee and home to President Andrew Johnson, the first U.S. President to be impeached. The General Morgan is named in honor of a Confederate Civil War officer, John Morgan, ambushed and killed on the site.

The Hotel is holding 25 rooms for MOGSouth for Saturday night. The room rate will be under \$100 double occupancy and will include a full hot buffet breakfast on Sunday morning.

On Saturday, we will have a hospitality room where upon arrival you may socialize with other MOGSouth members while enjoying a cold beer or glass of wine. We will also use this room for our cocktail hour prior to the buffet dinner on Saturday night. Dinner is expected to cost less than \$25.00 per person.

Downtown Greenville has a number of unique shops to visit if you arrive in time on Saturday and nearby Jonesborough is the oldest town in Tennessee. Jonesborough also has a number of shops and merchants worth visiting. There is also the Madison Day Spa adjacent to the hotel that the ladies may want to consider.

All of our Christmas Parties are always a success and much fun, thanks to our generous member hosts but it was felt that perhaps we were ready for a slight change of pace in 2000, hence the decision on the General Morgan as our location for this year.

Specific details outlining the room rate, reservation number and other details will follow in a later newsletter but mark your calendar now for December 2.



*The General Morgan Inn
Circa 1884*

REMINDER Y2K in Charleston, SC Celebrating 25 Years of MOGSouth

Charlie and Caroline King have been busy planning and organizing the Spring Meet to celebrate the founding of MOGSouth twenty-five years ago in Myrtle Beach, SC.

The Meet will be held in Charleston, SC, April 14-16, 2000. Headquarters will be the Hampton Inn Riverview. Rates are \$85.00 per night double occupancy and includes a continental breakfast each morning. Charlie has reserved 25 rooms for the event. Call Hampton Inn reservations at 1 800 HAMPTON and mention group MOG. The hotel's direct number is 843 556-5200. They have agreed to hold the rooms until March 12, 2000 but as this is the height of the tourist season, it is suggested that you get your room reservation ASAP as you do not want to be left out.

On Friday night Charlie has promised to prepare his famous chili and The Club will provide the hor'douvres and beer and wine. Dinner, if you are still hungry is optional and Dutch treat.

After breakfast Saturday we will tour Old Charleston by car with a cold lunch under the Angel Oak. Saturday afternoon is being left open for additional sightseeing, shopping, etc.

On Saturday night Charlie has planned a dinner cruise in Charleston Harbor. The cost is \$42.50 per person and includes the cruise, dinner and dancing. A cash bar will be available on the boat. Information on dinner cruise reservations will be forthcoming in a future newsletter. Deadline for dinner cruise reservations will be April 1, 2000. Should you have questions in the meantime, call Charlie King at 843 762-4545.

After breakfast on Sunday will be good byes and hit the road.

Charlie and Caroline have put in much effort to insure a good meet. You will not want to miss it!



British Car™

THE ONLY AMERICAN MAGAZINE FOR BRITISH CAR ENTHUSIASTS

Technical Information • Historical Articles • Club Events • Classic Profiles • Buyers' Guides • Restoration Advice



1 year (6 issues) \$22.95 2 years \$39.95
Mention this ad and get an additional issue free. Your satisfaction guaranteed. Cancel at any time and get cost of all unmailed issues refunded.

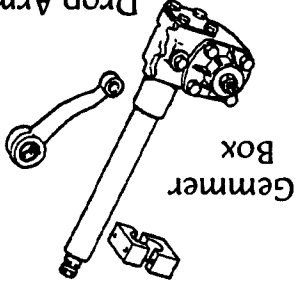
**To SUBSCRIBE,
CALL 800-520-8292***

PO Box 1683
Los Altos, Ca 94023
FAX: 650-949-9685
*Canada Call 650-949-9680



E-Mail: morganspares@taconic.net / web: www.morgan-spares.com
 Toll Free (888) 345-MOGS Tech (518) 329 3877 Fax 329-3892
 225 Simons Road, Ancram NY 12502

Drop Arm
 and Valve Bracket
 Reg \$817.45
 Sale \$725.00



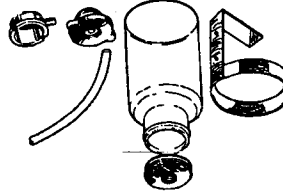
Gemmer
 Box

Mirror Bracket
 \$44.50 Sale \$38.95

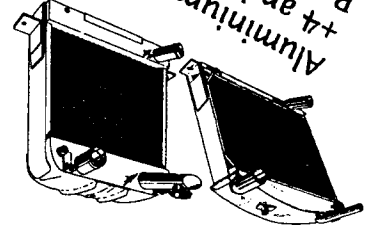
Stainless Steel
 W/S Pillar



Coolingsystem
 Overflow Kit
 \$49.95



Aluminum Radiator
 +4 and Super Sport
 Reg \$795 Sale \$695



Specials Of The Month

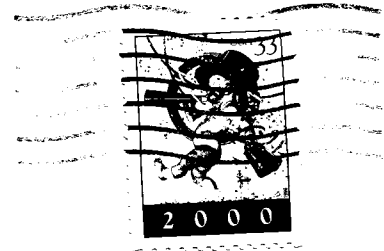
We have it all:
 Complete Body Assemblies,
 Sheet Metal, Wood, Interiors,
 Weather Equip,
 Clothing & Accessories.

From Direct Connection To The Morgan Motor Co



We have it all:
 Mechanical, Electrical,
 Stainless Steel,
 Race and Performance items,
 Rebuilt Components.

SOUTHERN FOURS AND EIGHTS
 NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH Vol. 1/00
 1794 FAIR OAKS PLACE
 DECATUR, GEORGIA 30033-1449



ATL GA 303 P/DC 16:21 01/20/00 #5

Mark and Andrea Braunstein
 810 Crossfire Ridge
 Marietta, GA 30064

Y2K in Charleston
MOGSouth's 25th Anniversary Celebration
Charleston, SC, April 14-16, 2000

