

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL.1/03

Fall Meet 2002

Fred and Gay Hollinger hosted and organized MOGSouth's Fall Meet, held the weekend of October 4-6 in Athens, Georgia. Site of the meet was the Foundry Street Inn; a very nice new facility built around an old factory building which housed the dining room and pub.

As I was traveling until Friday night, Dale and I did not leave for Athens until Saturday morning. We left the house about 7:00AM and met Eleanor Nabney and her friend Mike on I-85 for the trip up GA 316 to Athens.

Arriving at the Inn we found approximately 25 Morganeers and with our two cars, a total of ten Morgans. Attending the meet in addition to Dale and I and Eleanor and Mike were Graeme and Jenny Addie and their daughter Robin, recently out of the Peace Corps, SuperDave and Marilyn Bondon, Mark and Andrea Braunstein, Lynn and Julie Craig, Eric, Ann and Scott Cummins, David and Becky Egan, Dwight and Jackie Kinzer, Lance and Connie Lipscomb, and Gene and Betsy McOmber.

The group was just finishing breakfast and preparing for the "fun rally" that Fred and Gay had planned for

the morning. We were to follow the directions on the route and were to end up in Madison, Georgia for lunch and our much-anticipated visit to Bruce Weiner's Bubble Car Museum.

The rally was a short, low-pressure, un-timed gimmick rally. The format was numbered instructions with True/False, Yes/No and Fill in the Blank questions. It was obvious from our score that Dale and I are not practiced rally people, as we got to Madison OK but did not follow the instructions properly and answered about 70% of the questions inaccurately, as did most of the others participating. Winners were Andrea and Mark Braunstein, with an almost perfect score (but in Mark's Mustang which should have counted against something except that their Morgans are being repaired and painted).

Fred and Gay had it planned so that we would park the cars in front of the Morgan County Courthouse and allowed enough time for us to visit the shops in and around the courthouse square. Lunch was in a restaurant off the square where we had a room to ourselves.

After lunch we caravanned to the Bubble Car Museum. Bruce Weiner,

owner of the Double Bubble bubble gum company has a collection of "Bubble Cars" in a private building on his farm in Madison. This is once of the most unique collections I have ever seen with over 100 cars and motor scooters, most all having been found in Europe. Many of the cars had been restored meticulously. There were also a number of cars awaiting restoration and it was obvious that Bruce has a passion for these cars. It was a real treat being able to see his collection. You can see the collection via the Web at: www.microcar.org/weiner-collection/.

After the visit to the museum we had time to re-visit Madison and then make our way back to Athens for cocktails and dinner.

Happy Hour was held in the hospitality suite we had set aside for our group prior to our dinner in a private dining room at the Inn. Dinner was a wonderful buffet and I know no one left hungry. After dinner we met again in the hospitality suite for a nightcap before retiring for the evening.

Sunday morning after breakfast we said goodbye and left for the short trip home to Berkeley Lake.

Many thanks to Fred and Gay for a wonderful meet. It was great fun to do something new like the rally and the accommodations in Athens were great.

Mother Courage Award

Early in 1998, Rick Rader of Chattanooga suggested that MOGSouth establish a perpetual award to honor the memory and Spirit of Nancilee and Dan Kelly, to be called the Mother Courage Award. Mother

Courage is the name Nancilee gave to her blue Drop Head Coupe

A committee was drafted at the 1998 Spring Meet to decide the criteria for the award and that committee decided that the award is to be given to the person or persons who best personified Dan and Nancilee's love for People, Morgans and Life.

The recipients of the Mother Courage Award for 2002 are Betsy and Gene McOmber, long time Morgan enthusiasts and members of MOGSouth. Congratulations to you both!

Christmas at The Williams

The MOGSouth Christmas Party for 2002 was held on Saturday, December 7 at the home of Maidie and Charlie Williams in Atlanta. Approximately 45 members of MOGSouth attended

The Williams' home was quite lovely with its Christmas decorations. We started the party with hors'douvres supplied by many of the members accompanied by beer and wine supplied by the club. Dinner was completely prepared by Maidie and was wonderful! The desserts were again brought by members and they were great as well.

After dinner we held our annual short business meeting. After the conclusion of business the Mother Courage Award was presented to Betsy and Gene McOmber, both of whom were quite surprised. This perpetual award honors the memory and spirit of Nancilee and Dan Kelly, to be called the Mother Courage Award. Mother

Courage is the name Nancilee gave to her blue Drop Head Coupe.

On Sunday morning, most of the out of town members and many locals met at Grammy's Buffett for breakfast.

Thank you to Maidie and Charlie for hosting this year's party. I know we all had a good time.

Spring Meet 2003

Ray Morgan has offered to organize the Spring Meet for 2003. It is planned for the meet to be held in and around Suches, Georgia, a beautiful area of North Georgia. Details will be provided as they are developed.

Dues

Dues for the calendar year 2003 were due and payable January 1, 2003 and remain \$25.00. As of this writing approximately 52% (49 of 93) of the members who paid dues in 2002 have paid for 2003. Thank you!

If you have not done so, please mail your dues payable to **MOGSouth** to:

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

This is the last notice regarding dues. I will delete from the mailing list those members whose dues are not received by the publication date of Volume 2/03 of *Southern Fours and Eights*.

MOG 33

MCCDC, the Washington DC Club has selected The Clarion Hotel and Convention Center, in Shepardstown, West Virginia as the site of MOG 33, their annual Morgan Owners Gathering. (www.clarion.shep.com) The dates are July 2-6, 2003.

This location is approximately 600 miles from Atlanta and can be reached by traveling the Blue Ridge Parkway and The Skyline Drive almost the entire distance

Details need to be developed but if you have interest in a caravan to MOG 33, please let me know at 770 729-8786 or at my Email address, rjohnson@alfaQuest.com.

A Yank At Malvern

Gary Bell, aka Cuthbert J. Twillie was kind enough to send me a pre-publication copy of the 2nd edition of his tome *A Yank At Malvern*. Like Fred Sissons *Morgan Driver's Bedside Reader*, this is a "must have" book.

Written with humor and clarity, it is for owners who are bent on improving or restoring their Morgan, especially pre 1990 cars.

Cost is \$30.00 plus postage and can be obtained from:

Gary Bell
P.O. Box 1010
Hoodsport, WA 98548
360 877-5160

Credits

Thank you to Mark Erhard and his company ImageLink for the colour pages in this issue. Articles and photos are welcome and solicited.

Welcome Home!

Long time MOGSouth members Wynell and Bob Bruce are returning to the mainland after a decade in "da islands mon". They expect to be settled by early 2003.

Welcome home!

Joan Maupin

I am pleased to report that Joan Maupin is home in Nashville and on the mend after a very serious automobile accident (not in her Morgan). She expects to be driving her shiny red Plus Eight again this Spring. We wish her well!

The Master Mechanic's Tool Guide

The Electric Drill

Normally used for spinning pop rivets in their holes until you die of old age, but also works well when drilling holes in the floor pan, especially above the fuel tank.

The Hacksaw

One of the tools built on the Ouija Board principle. It transforms human energy into random, unpredictable motion and the more you attempt to influence its course, the more dismal your future becomes.

The Pliers

Used to round off bolt heads when nothing else is available.

The Oxyacetylene Torch

Used almost entirely for setting fire to various flammable objects in the garage or the car.

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A Yank At Malvern

Friends

The steering wheel on my Morgan is the Brooklands type, a brown plastic rim. There were no cracks on the rim, on the four places where it meets the spokes is where all the cracks were. The Brooklands wheel is my all time favorite wheel, epitomizing the British sports car. The later three spoke wheel reminds me of the Pip-squeak School of British motoring, Austin saloons, Morris Minus', Hillmans, you know the genre. There it is right in your face. A Morgan deserves a better wheel.

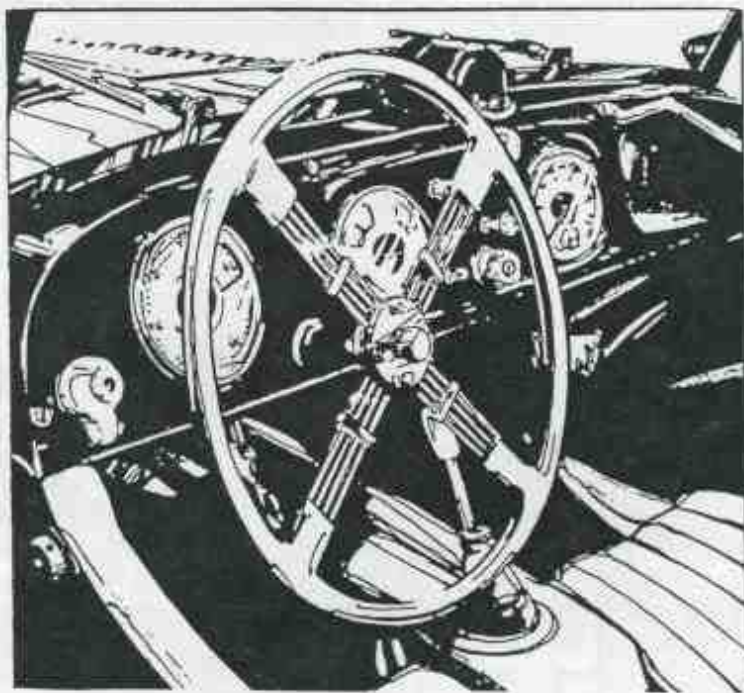
The Brooklands wheel is now available once more. About three hundred scoots I believe. They are the same people who make Brooklands windscreens.

My wheel looked like it could be saved, so I epoxied up the cracks and painted it with an excellent brand (Hobby Poxy) but the cracks came back. I then bought a book: "Steering Wheel Restoration Handbook" by Jack Turpin.

His procedure is to open the cracks with a hack saw blade til you reach the metal armature the plastic is formed upon. The resulting vee opening is roughed up so it will hold the " PC7 " brand epoxy putty. This is a two part epoxy and it is pleasant to work with and sands easily. The vees are filled with the putty and sanded flush with the existing rim material.. The finish sanding should be done with a fine sandpaper, 400 or 600 grit.

I painted my wheel with Hobby Poxy purchased at a hobby shop. I used an air brush, a perfect tool for this job, and many other jobs on a restoration. My wheel looks very good, not Pebble Beach, but close. That it isn't perfect is not the fault of the tools or the materials.

Cuthbert



The Morgan Driver's Beside Reader

★ Battery & Start ★

BATTERY CABLES

A good source for the long battery cable that you need for the Morgan rear-mounted battery, is a welding supply store. Not only will they have super-good copper cable, but they will have the copper ends with the eye to connect to the solenoid. This eye should be a crimp-fit and they will install it for you.

For the battery end..... There are several types of cable ends. Ask at a good auto parts store. I would recommend that you convert to a side-post battery.

A six-volt cable has to be much heavier than a twelve-volt cable. There is nothing wrong with a good six-volt system. It just runs at a higher amperage than a twelve-volt system and therefore requires a heavier gauge wire and heavy duty switches. That is why it is quite OK to convert a six-volt car to twelve-volt system. You will actually be "over-wired". No problem.

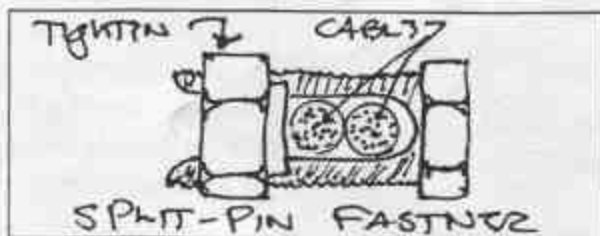
Aircraft and the Military use twenty four-volt systems as the wire is thinner yet and thus saves weight.

SPLICING A BATTERY CABLE

It is not a good idea to splice a battery cable. It is best to replace the whole thing. In the real world- it is often done.

Because of the amperage, the splice should be mechanical, not soldered. The standard splicing device is a "split-pin fastener."

Good hardware stores, electrical supply houses and welding supply stores will have them. The heat generated in a high-amp connection can melt solder. Use the split-pin fastener and be safe.



BATTERY CONNECTIONS

Clean the battery post and clamp with a wire brush made for the job. Any auto-parts store carries the brushes and there is no excuse for not owning one. Now, an old-time trick.... Grease the post before you install the cable.

I know that this sounds weird but I read it in an old International truck manual... and tried it. It works just fine. No problem making a connection and the terminal simply does not corrode. Try it!

BATTERY

Check the terminals. I use those little red and green, treated felt washers that fit under the terminals to prevent growth... They seem to work!

If you do not drive your Morgan often, you should bring the battery up to full charge with a charger every few months. Even if you do drive it often, that wonderful, marginal, Lucas generator may not keep up with the demands of the headlights, ignition, starter, etc, and you may be running on a partial charge. Again, hook it up to a charger every month or so to bring it back up to top charge and prevent problems

You do not need to hook the charger directly to the battery. I connect the ground wire to the engine and the hot wire from the charger to the battery terminal on the starter solenoid.

Get it right! Red is always the positive (+) line and black is always the negative (-) lead, on the charger.

Mount your battery right! Bungee cords, although commonly used, are not right!

Make a proper box and use a proper battery clamp. A loose, jouncing battery will have a short life and is a problem waiting to happen. (out of sight, out of mind?)

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