



**W**ow, 2013 was quite a year! And, with the Holiday Season to cap it off right. For us, the holidays were filled with parties, travel to see family, and yes, Morgan drives. Santa was good to me, bringing lots of bits for the 4 Wheelers and even some new shiny things for the 'work in progress' F Super.

Believe it or not, the long dormant F Super has seen some progress. I used the holiday period to mock up the new chassis, measuring a million times, marking and measuring again, prior to drilling all the cross member locations bolt holes. Then I got it all powder coated. Once back in the garage, all the pieces got bolted together into something that is starting to look like a Morgan. Now I can start to assemble the more complex bits, like the engine, steering, dash, wiring harness, etc. I even have a template for dash thanks to Phil Houha and can start to shape the lovely padauk board I have on hand. I had hoped for a 2013 resurrection of this silly machine but now it looks more like 2014, or . . .



I hope everyone else ended the year with the shiny side up. At least, in the south, we are blessed with weather that is somewhat better than that of the more northern clubs. I love the fact that we can, and do, get our Morgans out during the winter months (or at least most of us can).

We saw a resurgence in the regional Noggins in 2013 as a way to fill in the gaps between the traditional MOGSouth events. These regional events allow the folks in the various MOGSouth geographical locales to venture out for shorter trips that don't cause great turmoil to the household schedule, overly tax the aging Morgan, nor require major changes to the budget. These sorts of events were requested by a number of folks in the membership and they seem to be working well. If there is nothing happening in your area, and you want something Morgan related to do, don't just wait for someone else to get the urge, start something yourself. It can be a one-time event or recurring social Noggin. And, you don't need to attract huge crowds, just a few cars and couples will suffice. It's all about the comradery and fun. Also, please let us know, so we can publicize it in the newsletter and add it to the events calendar. **But, really there is no time to look back ... the game is on, and 2014 is already here!**

The 2014 event calendar is chock full of fun and Morgan activities. Figuring out just what we want to do is going to be quite a challenge this year. Everyone we talk with has a different set of things on the calendar. Balancing home, family, travel and cars. All good. Lots of choices.

We have a superb **MOGSouth Spring Meet** coming up at the end of March. Charlie Miller ('with a little help from his friends') has been working quite diligently to organize the MOGSouth event at one of the jewels of the east coast, Charlestown, South Carolina. MOGSouth has been to Charlestown before, but it's been a very long time, we were last there in 2000, celebrating the club's 25th anniversary, some 13 years ago. I dare say it's time to go back. Look for more details about the Spring Meet elsewhere in this issue of the MOGSouth Newsletter.

The planning has started for **MOGSouth's 40th Anniversary** as a club. MOGSouth started with discussions in 1975 between a few southeastern Morgan owners (a few of them are still about). MOGSouth was formed and 'flash forward' to 2015 (not this year, but next), we'll celebrate our 40th Anniversary. We figure a special milestone like this deserves a special celebration, so we solicited the membership and Lance Lipscomb has been duly appointed as the chairman of the MOGSouth 40th Anniversary planning committee. He certainly has his hands full and will need to draw on the collected knowledge and experience of the membership. A number of members have already volunteered to assist, they include Mark Braunstein, David Chiles, Carolyn Wade, Andy Leo, Glenn & Dorothy Moore and Judy Buckley. Also thoughts and ideas have been submitted by Charlie Miller, Gene & Betsy McOmber, Bob and Wynell Bruce. (Thank you!)

Sorry if I missed someone's email, no harm done however, if you want to help and your name is missing from the list above simply send a note to Lance at [lance.lipscomb@gmail.com](mailto:lance.lipscomb@gmail.com). He will need all the help he can get. This will definitely be one MOGSouth event you won't want to miss.



After all the turmoil of the recent few months, it would appear that the **Morgan Motor Company** has a new focus on stabilizing the product line and improving quality, addressing both product and operations. Some previously announced models, e.g. the EvaGT have been shelved and rectifying market concerns seems to be a priority. (See the article on the '2014' Morgan Three Wheeler, later in this issue.) This may seem a bit different that the rest of the automotive industry at the moment. They all seem fixed on new and innovative. Perhaps different strategies for a vastly different market.

The Consumer Electronic Show (CES) in Las Vegas is talking about all sorts of automotive automation, with enhanced driver interaction and communication with the car itself and/or your gadgets (e.g. iphone, etc.) and with others, all while driving. There is also a buzz about cars that simply drive themselves. More that just parallel parking. I have to wonder if or when Morgan will succumb to the pressure of the industry and add some of this fancy automation to its product line? More automation, access to the wider world of social media, I suspect, will come with time. Not sure if I really care, though. I don't Facebook, Twitter, LinkedIn, Pinterest or any of the others. I don't even have a smart phone. Mine is well . . . Dumb and rarely turned on.

More likely, however, and perhaps sooner we'll see better real time, on board diagnostics. I know that half the fun is interpreting the squeaks, clanks and vibrations of the old beast, however, the newer cars already have OBDII ports. I might actually like to know what is going on with the thing under my butt.

I do have a hard time believing we will see Morgans that drive themselves, though. Why would we want that? The 'driver experience' is one of the things we truly value about cars. Take away that experience and we might as well be driving a Kia or Toyota. The Plus E, the electric Morgan seems to have its place, perhaps just as a laboratory, in its current state. However, improvements in the Morgan car's drive train will certainly continue, keeping pace with the engine suppliers and given that, I wouldn't be surprised to see the smaller engined models (4/4, etc.) get a turbo or supercharged power plant in the near future. Improved power with better fuel efficiency. Maybe even the larger motors will be blown. We shall see if it comes as early as this year. Interesting times at the MMC.

The **MOGSouth Web Site**, [www.mogsouth.com](http://www.mogsouth.com) continues to host the periodic **MOGSouth Newsletters** and **MOGSouth Events Calendar**. It's sort of our TARDIS, the conduit or hub that connects us all to each other. It also serves as our repository for historic documents and photographs, related to MOGSouth's formation as a club and early activities. There is a section of the website specifically dedicated to **MOGSouth History**. It can be accessed from the [MOGSouth History](#) link on the Home Page. In addition to the historic documents, we have found a number of the early MOGSouth Newsletters. They have been scanned in to the computer and are fully searchable. It is really fun to read the early reports and see some of the photographs of past events. These **early MOGSouth Newsletters** and combined with the current Newsletters. There are still many we don't have as yet, so if you are a pack rat and keep things like this, please look through the boxes in the attic or under the bed and send them to us. [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

**Early photo collections from MOGSouth activities** have also been uploaded to the web site. These photographs are really interesting, with cars and people from our past. Many of the locations and the people, I don't know personally so I need your help in identifying who they are. Each photograph has been numbered, so look through these photographs, and if can identify the subject, jot down the photograph numbers and send me a email. [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com) I want to add the names of the people in the pic, to the name of the photograph's file, so that they can be searched. (The search tool looks at only the names of the photographs in its search.)

A lot of time and effort goes into producing the MOGSouth Newsletters and updating the web site. The Newsletter, coupled with the files on the web site, hopefully provide you with sufficient information about the club's activities and a sense of what is going on in the broader Morgan community. If there is something else that should be included, please let us know. Also, the Newsletter is dependent on you providing content, e.g. race reports, technical articles, Morgan travels and/or visits (short or long), Noggins, reports from Concours or shows, progress reports on car restorations (I know of three cars being restored right now), as well as photographs for any or all of these. The Newsletter can't survive as Braunstein's travelogue. **Please share what you got, others really are interested !!**

Enough of this drivel. It's time to go to the garage to fettle, or take one of the cars out for a drive. No rain and it's high 70s. Perfect for January (in Florida.) The year is going to be a great one for MOGSouth, albeit quite busy. Do review the 'MOGSouth Events' calendar and find a way to de-conflict any scheduling overlaps. I hope to see everyone all shined up, in the coming weeks. Drive safely and fly the MOGSouth Flag proudly. **Now, it's your move !**



## CARLTON BUTLER SHRIVER (1939 - 2014)

MOGSouth extends its heartfelt condolences to the entire Shriver family and to all in the Morgan community that have been touched by Carl's unbridled love of Morgans. Carl and Bev's activities with MOGSouth, and as a part of the greater Morgan community, has been noted previously, but Carl was recently recognized as the recipient of 2013 MOGSouth's Mother Courage Award. Although Carl's illness was well known, this award was not presented to the Shrivens out of sympathy, or for 'lifetime achievement' or even tenure in the club. Rather, the Mother Courage Award was given to the Shrivens for their current and continual *'love of People, love of Morgans and love of Life'*. And whenever present, this love was highly evident and always infectious. Carl's participation with MOGSouth will always be missed, but his spirit and enthusiasm will never leave us. We are all very thankful that he was a part of our world.

Note from the family.

*Let it be known that Carlton Butler Shriver passed away late New Year's Day 2014 at 74 years of age.*

*He loved life, family, & Morgans.... [Not sure which order that should be in].... and all of his many friends.*

*He had a wonderful sense of humor. He will be greatly missed by a 1979 Morgan +8, 1932 3-wheeler, 1962 SuperSports, 1953 Morgan, 1951 Morgan, and his 1938 Morgan vintage racer. They will all miss him turning the key and taking them for a spin up the road. He will also be missed greatly by the members of the rest of his family.*

It is our understanding that Carlton will be cremated, with a celebration of his life to be planned in the Spring, where his ashes will be spread on the farm. Dates TBD.



Carl racing his beloved 1938 Morgan Series 1 - Photo Bev Shriver



Carlton and Bev Shriver at the MOGSouth 2013 Christmas in Dec 2013 - Photo Dave Bondon

Martinsburg Journal, <http://www.journal-news.net/>

On Jan. 1, 2014, Carlton Butler Shriver, passed away peacefully after a long illness. He was known as a teacher, farmer, race car driver, avid Morganeer, father, brother, husband and friend.

A graduate of Shepherd College and American University, Carlton was a chemistry and physics teacher at Langley High School in Fairfax, Va., and also in Washington County Public Schools and Hagerstown Community College. He was also a full-time farmer. Carlton was a Morgan car enthusiast, a vintage race car driver, and attended many car shows and events. The fellowship of those who shared his passion for Morgan cars was most cherished. He was a member of the Morgan Car Club of DC, the Virginia-~~Virginia~~ *[Should be Vintage. Ed]* Sports Car Club of America (VSCCA), the British Road Rovers Touring Association (BRRTA), and many other car organizations. He also was a member of the POETS club, Western Maryland Sportsman's Club, Friends of the NRA and Love Grows Here Lutheran Church. He leaves a deep legacy of deep friendships, hard work, and love of life.

Carl was born Oct. 1, 1939, to Carlton Harris Shriver and Elsie Armeta (Butler) Shriver. He is survived by his wife of 39 years, Beverly Jean (Hull) Shriver; and children, Lisa Ann Shriver, Carlton Hunter Shriver, Ingrid Bernice Shriver-Creveling and husband, Chris, and Sharon Lee Shriver-Chaney and husband, Chris, and their daughter, Hannah; brothers, Raymond Shriver and Robert Shriver; sister, Karen Shriver Harshman; and a host of other close relatives. He was truly loved during his time here, and will be greatly missed by all who knew him.

In lieu of flowers, donations may be made to Lutheran Home Care and Hospice, a not-for-profit support organization. Arrangements by the Douglas A. Fiery Funeral Home, 1331 Eastern Boulevard North, Hagerstown, Md.



# THE MORGAN AERO COUPE IS AN EXPERIENCE YOU'LL NEVER FORGET

<http://reviews.cnet.com/>, Alex Goy, 21 Nov 2013

The vast majority of cars on sale today aren't all that exciting, when you think about. By and large, the drama has gone from our rides, though Morgan has created more than enough to go round with the Aero Coupe.

A good car, for me, is one that ticks a number of boxes. **It needs power (obviously), to sound like mana from the Gods, to drive well, and to look good. The Morgan Aero Coupe is all of the above. And more, actually.**

Its engine, a BMW-sourced 4.8-litre V8, provides 367 bhp to play with. Combining that with minimal mass, you'll find yourself hitting 62 mph in just 4.5 seconds. It'll top 170 mph if you're feeling brave.

Power figures are one thing, but the noise it produces is frankly astounding. The only time I've heard a noise quite so "old skool" was from a BMW made in the '30s. It's truly astounding and bounces from building to building as you drive down the street, creating a tunnel of Morgan noise. A Morgan tube, if you will.

Morgan would like to make cars that are dynamically competent enough to take on Porsche et al. As much as that would be lovely, it's not the case. It turns in keenly enough, but lacks the scalpel-sharp edge of Stuttgart's finest. This is a good thing. **You see a Porsche is a tool for getting from A to B as quickly and cleanly as possible. It's a very good tool, but it's too clean, too polished, too...competent. The Aero's slight lack of shine makes it more endearing**, to me at least. However, I don't think you'll care about its drive once you've had the full Aero Coupe experience. When you first walk up to it your eye is drawn to...everything about it. It looks like a car that was designed in the 1930s to be built in 2013. Such is its individual look that it stops pedestrians, cyclists, and even the odd black cab in London. **At one point during the shoot I was stopped by a cab driver who told me (using short words) that I was driving the coolest car in London. I'll take that.**

You must remember that from the panels that make its bodywork to the frame that keeps it in place are all made in the Malvern hills by trained craftsmen in a shed. Morgan is still a small car company, **though it makes cars that make the likes of Aston Martin, Porsche, and, dare I say it, Ferrari, look a little pedestrian.**

The Morgan Aero Coupe is the sum of its parts -- look, noise, power, and drive -- and if just one were a bit off, I doubt it would have had such an effect on me, but as it stands I'm a little bit in love with that car. Though if you've watched the video you can probably tell... [http://cnettv.cnet.com/morgan-aero-coupe-steampunk-supercar/9742-1\\_53-50159626.html](http://cnettv.cnet.com/morgan-aero-coupe-steampunk-supercar/9742-1_53-50159626.html)



GFWilliams.net

Photograph Courtesy of George Williams. Visit his web site at [www.GFWilliams.net](http://www.GFWilliams.net) for more great automotive photographs. Ed.





# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

From all reports the factory, under the direction of Steve Morris, is trying to regain customer loyalty and focusing on correcting noted deficiencies in the current product line.

There is no indication that the seemingly routine announcements of new and/or innovative Morgan models will be forthcoming from this current administration. At least not anytime soon. Focusing on getting the current factory offerings into a better state is really a good thing. Have a small, niche market, is highly dependent on the having a great product that is differentiated in the market place. Akin to the fabled, Apple. . .

## **MORGAN EVAGT CANCELED** *[In case you hadn't heard. Ed.]*

The Morgan EvaGT was launched at the 2010 Pebble Beach Concours d'Elegance in Monterey, California. The car was envisioned to have a twin-turbo straight six, achieve 40 mpg and a 6-speed automatic or manual transmission. In 2012, the MMC announced the EvaGT would be delayed to 2014 to allow for the use of magnesium alloy technology. In 2013 production of the model was cancelled. The deposits (£5K) would be returned used for the purchase of a different model.

## **MORGAN OPENS AUTO SHOW ROOM IN QINGDAO,** Dec 14, 2013, [http://](http://www.chinacartimes.com/)

[www.chinacartimes.com/](http://www.chinacartimes.com/)

The British sports car brand, Morgan, opened its first showroom in Shandong province earlier this week in the coastal city of Qingdao. Guest of Honour Mr. Ian Lockhart, First Secretary (Trade and Investment) of the UK Trade & Investment Department of the British Embassy, formally opened the 320 m2 showroom in the 20 Yinchuan West Road, Shinan district of the seaside town Qingdao on 7<sup>th</sup> December at a gathering attended by local dignitaries, media and Morgan car enthusiasts."

The showroom on Yinchuan West Road has been fully renovated and has on display two Plus 4 models, which had made the 8,000 km journey from Malvern, Worcester, England. These are the first Morgan cars to reach Shandong in the 104-year history of the Morgan Motor Company.

Ian Lockhart was quoted as saying: "The Morgan Motor Company of Malvern, UK, has hand built cars since 1909 for customers who appreciate bespoke British quality. On behalf the British Government, I thank Jia Jun Ying Jie Auto Sales for their investment and their faith in Morgan cars and in British industry. I wish them all success in sharing the Morgan story with car enthusiasts in Shandong province."

Zhou Jiang, General Manager of Jia Jun Ying Auto Sales said, "Morgan cars represent a unique opportunity for our customers to own a piece of British motoring history in the form of a vehicle customized to their own tastes. We are committed to building the community of Morgan owners in Shandong province and this showroom is a statement of that commitment."

Morgan's continual expansion in the Chinese market shows that even the smallest of automotive companies have the ability to develop in China as long as they have the right product, and the commitment to maneuver fast.

*[I include these news items just so that you know what is being reported in the press about the MMC and the Morgan marque. My inclusion doesn't necessarily indicate my approval or disapproval. I leave that up to you. Ed.]*

## CHARLES MORGAN: NO PLANS TO START RIVAL COMPANY

Jim Holder, <http://www.autocar.co.uk>, 5 Dec 2013

Charles Morgan says he has no plans to set up a rival to Morgan Motor Company

Charles Morgan has dismissed reports he plans set up a rival company to Morgan Motor Company, following his ousting from a leading role there in October.

Reports suggested Morgan had said he was planning to launch a new company that would "build on the innovation and heritage of my grandfather" and that "the old Morgan brand has become toxic".

However, when contacted by Autocar he dismissed the suggestions, saying: "I still own a significant part of Morgan Motor Company, and I still want to see it being extremely successful. Even if I were minded to set up a rival - and I'm not - there's certainly not room for two Morgan style companies. The market just isn't that big."

Morgan says the story came about as a result of a misunderstanding following a hurried phone call. "I said I intended to stay involved in the car industry, but I was referring to roles I continue to have within it, such as with the SMMT and the Automotive Technology Council," said Morgan.

*[There was an article in the press previously indicating that Charles was of the mind to start a rival automotive manufacturing effort to compete with the Morgan Motor Company. I couldn't seem to get my arms around this idea and thought the effort would be very foolish (the market is just not there in my opinion), not to mention a large waste of time and money. Now there has been a clarification in the press. This makes so much more sense. Again, the moral of the story is that you can't believe every thing you read. Ed.]*

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## MALVERN APPRENTICE MAKES GUITAR OUT OF BOTCHED MORGAN DOOR

<http://www.worcesternews.co.uk> Friday 29th November 2013

FAILURE turned to success when a student transformed his botched car door attempt into a fully functioning electric guitar.

Sam Mackintosh, aged 19, is three years into a coach building apprenticeship at Morgan. But the twang suddenly became the 'thang' when an early attempt to build a car door went awry...

Sam first built a guitar as part of a GCSE project four years ago and has maintained a keen interest in their construction. The car door was originally set for one of the company's classic motors, but as Sam is still learning, it didn't exactly go to plan.

**"It was the first door I'd ever made for Morgan, but I set it in the wrong shape, so it got put to one side and forgotten about," he said. "When I found it again a few months later I couldn't bring myself to throw it away, and as a joke my colleague suggested I make it into a guitar. "I saw this as a challenge and spent the next six months working on it a couple of times a week after work. The guitar now lives at work but sometimes I play a few tunes on it."**

Sam, of Wye Avenue, Malvern, made all aspects of the guitar himself including the neck and fret board and the instrument's reputation is growing. "People come to the Morgan Factory to see my guitar and hear me play it," he said.

"Someone even offered me a lot of money to buy it. I couldn't sell it though – it's of too sentimental value."

On completion of the apprenticeship Sam, who is also studying wood occupation at Worcester College of Technology, will be a fully qualified coach builder and has already been offered a job at the factory.

His next challenge is to make a purpose-built case for the instrument.

*[This is certainly a good, and economical way to reuse the scrap. If the quantity of guitars goes up, however, best to look else where for a car. I tend to keep my old auto parts, as many of you also do. You never know, but they may have some use down the road. Ed.]*





## A LOVELY DAY TO MOTOR IN A MORGAN 3 WHEELER

An impromptu, and sadly too brief, spin in a Mog  
<http://www.autoweek.com>

B. Rong 12/04/2013

Dennis Glavis *[MOGWest Proprietor and MOGSouth Advertiser. Ed.]* doesn't hand the keys to his dealership's Morgan 3 Wheeler to just anybody at any time. Oh no. He does it only, it seems, if he's feeling chipper. And if one Autoweek editor walks down Pico Boulevard and stops by his Morgan West dealership to say hi, he had better damn well pay attention if Glavis says, "Have you ever driven one before? Do you want to?"

That's exactly how it happened -- and suddenly, a stroll down a not-particularly-walkable stretch of Santa Monica real estate just got more, in the vernacular of our office, rad. One must drop all previous plans to drive this car. Laundry? Forget it. Hungry? Not anymore: Why yes, it is a lovely day for a motor-car journey. Now pardon me whilst I fetch my gloves. I trust you've kept the motor warm, my good man?

What's it like to drive a Morgan 3 Wheeler? A more appropriate question would be, what would it be like if Isambard Kingdom Brunel opened a Six Flags?

You don't really drive the Morgan 3 Wheeler. You hold on -- holding on to its massive four-spoke steering wheel, leftover from Ettore's attic, we'd assume -- and stomp the throttle and feel the rear wheel squirm in third gear on its way to your early grave. Is it any wonder that Morgan decks its car in World War II-themed Flying Tiger fake riveted pinup girly kill marked deck? It's the closest our generation will come to dodging flak over Avignon with Yossarian screaming about flak cannons. Unlike a B-17 flight crew, this pilot spends his entire time giggling instead of drenched in mortal sweat.

Climbing in is like sitting in a bathtub (with surprising amounts of legroom) bolted to a great sodden Harley lump located right over the front axle somewhere, past any place where a lesser, more rational man would have caved in and placed it inside real, meaningful bodywork. Apparently, we are told, this is a historical precedent. Funny, that. We should be surprised this car doesn't also come with a hand crank and smallpox.

The controls are shared with those of common cars (the gearbox is from a Miata, for example) but the entire 3 Wheeler experience is more akin to driving some sort of fantastical, hulking, shoddy, Industrial Revolution war machine than any modern personal transportation





conveyance. Imagine operating Jules Verne's Nautilus with your feet. Imagine rowing the linkages across Great Western Railways' Number 11, The Great Bear. Imagine yourself in a smoking jacket. You will giggle, which is generally considered ungentlemanly. Ignore that. The stuffy aristocracy needs, nay, *deserves* a cad like you, sir!

Glavis runs a Morgan dealer of some repute: he modestly mentioned that Morgan West was voted the No. 1 Morgan dealer -- not just in America, but across the world. Glavis has seven 3-Wheelers in a warehouse up the street, cars that arrived with the last shipment. The factory is finally catching up with the wait list. He is on track to sell 60 3 Wheelers this year. No doubt each and every one of them will be cherished by their mustachioed, Lothario owners, whose own scoffing at the livid visage of danger will cost them a base price of \$54,000.

Buy the ticket, as some bald fellow once said, take the ride. Declare to yourself: *Yes! I too* want to be a dashing bomber pilot! (Stand on a chair if you have to.) I too want to be cool, elite, part of a real *man's* club -- none of this Elks or Rotary or Kwanis or Knights of Columbus or Scientology or Illuminati or the American Automobile Association -- I want to be in the Morgan 3 Wheeler's Owners Club! Some men want to be rock stars, others lumberjacks, but I say I am all those and British Knights, too.

Women will love me, men will fear me. Today my mustache is impeccably waxed, my Barbour jacket thoroughly oiled, my scarf daringly wrapped over my shoulder. Today, I drive my Morgan 3 Wheeler to Starbucks -- but I could just as easily drive it to RAF Cheltenham.

Today, I will take to the skies -- *but on the road! Is such a thing even possible?* Why, I posit that today, *it is!*



## Morgan: A Brave and Exciting New World!

By Gavin Farmer, 224 Pages, ISBN 978-0-9570223-1-7, Cost ~ 90-100\$ USD (Standard), ~ 150-175\$ USD (Leather)

Morgan is the world's only family-owned automobile manufacturer, one that has recently celebrated its Centenary. Quite amazing. With the arrival of the Aero 8 the company stepped boldly into the new Millennium with a genuine high performance supercar capable of a top speed of around 170mph (270km/h) and able to accelerate from 0-60mph (96km/h) in less than 5.0 seconds! Under that sleek body was a hi-tech aluminium intensive chassis and a powerful BMW V8 engine.



***Morgan Aero 8: A Brave and Exciting New World*** is a 300-page book that explores in quite some detail the design and development of the Aero 8 and its several derivatives. It is printed on glossy art paper with hard binding and a colour dust jacket. Included are hundreds of photographs, many of which have never been previously published.

There will be three limited edition versions all of which will be numbered and signed by the author and Charles Morgan. The first will be leather (100 copies); the second will be packaged in an Ash box (also 100 copies); and the third will have a brushed aluminium cover with the Morgan wings etched into its surface (also 100 copies). Charles Morgan has written the Foreword.

*[The book appears to have been published in Australia. Google the title and you'll find it at numerous sources. I found it at <http://www.ilingabooks.com.au>. Ed.]*



## Great Morgan Videos Accessible Via the MOGSouth Web Page

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

**Making of the new Morgan Plus 8 - in two minutes** (A rather quick spin through the process of building the new Plus 8.)

**15. New JAP Engine anyone?** (Cameron Engineering manufactures new JAP engines)

**Magic of the Morgan 4/4 | INSIDE evo** (evo pokes at the 4/4's technical specs, but has big fun.)

**A Morgan Car's engine testing** (quick video showing a naked Aero 8 during engine testing, Is that tire on backwards?)

**Premier Group Morgan 1000th Car** (Shots of the manufacturer of the new M3W and the Premier Group's contribution.)

**XCAR Awards 2013: Best Looking Car** (The winner is . . . )

**XCAR Awards 2013: Person of the Year** (The winner is . . . )



## MORGAN RIVAL CALLS TIME ON THREEWHEELER PROJECT , Stuart Milne,

[www.autocar.co.uk](http://www.autocar.co.uk), 24 November 2013

### A crowdsource-funded firm seeking to build a Morgan 3 Wheeler rival has called an end to its project

The three-wheeler was to have two seats and use an externally sourced two-cylinder engine. The Castle Three Motor Company, which was planning a Morgan 3 Wheeler rival, has called an end to its project. The firm was seeking funding through a crowdsourcing drive. It was hoped that investors would purchase shares valued from £10 to generate the £200,000 required to complete the development and launch of a new sportscar.

In a tweet earlier today, Castle Three bosses said: "Despite almost 70 investors and almost £30,000 invested we weren't able to meet our funding target. Many thanks to those who did invest."

Castle Three planned to offer 20 per cent of the firm's value to investors. Bosses said it needed to sell 60 cars a year to break even, but initially predicted 500 sales annually.

The car was described as a "three-wheeled sports vehicle for both the recreational motorist and motor sport enthusiast". It marked the resurrection of the marque, which built 350 three-wheeled cars between 1919 and 1922.

Castle Three's latest car had been sketched by motorcycle design house Xenophya Design, and was planned to be developed by GTME, a motorcycle engineering firm in Daventry.

*[ What, give up now?? With all that money and success Morgan is getting from their M3W?? Not so fast. Oh, What a difference a day makes . . . Ed.]*

## MORGAN RIVAL CONTINUES DESPITE MISSING

### CROWDFUNDING TARGET, Stuart Milne,

[www.autocar.co.uk](http://www.autocar.co.uk), 25 November 2013

### Castle Three has failed to reach its crowdfunding target but insists the project is still on track

The Castle Three Motor Company, which was planning a Morgan 3 Wheeler rival, insists its project is still on track despite failing to hit its crowdfunding target.

The firm was seeking finance through a crowdfunding drive. It was hoped that investors would purchase shares valued from £10 to generate the £200,000 required to complete the development and launch of a new sportscar.

In a tweet earlier today, Castle Three bosses said: "Despite almost 70 investors and almost £30,000 invested we weren't able to meet our funding target."







Isis Imports Ltd. can now dramatically enhance your Morgan's performance - Plus 4, 4/4 or Plus 8. Options include engines from 175 to 505 bhp, 5 or 6 speed gearboxes, coil-over rear suspensions or complete restorations. Contact Isis for more information.



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[isis@morgancars-usa.com](mailto:isis@morgancars-usa.com)



I clearly see three wheels off the ground. Anyone want to take bets on the fourth?

Photograph Courtesy of Dennis Rushton



## JAY LENO SAYS MORGAN WILL MISS CHARLES [www.classicandperformancecar.com](http://www.classicandperformancecar.com) Jay Leno

Jay explains why Charles Morgan's absence will be felt in Malvern and beyond By

To me, Morgan has always been about the family and Charles Morgan. Years ago I was invited to Los Angeles when there was talk of the Morgan three-wheeler possibly being made, and I got a chance to meet a member of the Morgan family. Over the years I had become good friends with Edsel Ford and that connection means something. It's the same with Morgan. Any time I've ever met Charles he never talked about anything but Morgan. It was hard to get him to change the subject and there's a sense of enthusiasm and excitement that I found infectious.

I like Morgan for the same reason I like wind-up watches. They're not as accurate or as trouble-free as a battery-powered watch, but there's something about turning the mainspring that I like. A year or two ago I was in the three-wheeler and they have that big throttle cable that goes up in a big U and comes back and it's right in your face as you're driving it. And someone told me they won a British engineering award... That just makes me smile. They don't pretend to be perfect and what they lack in perfection they make up for in character.

I've visited the factory. You can go there and meet the people who built your car. Maybe they'll sign a panel for you. To a lot of people that means nothing, but luckily there are just enough people in the world to whom that is important. I'm one of those people. The only reason I would buy a three-wheeled Morgan is because it's a Morgan and I know Charles would sign it and I would be able to say, yeah that's cool. I saw it being built, I met the owner of the company, he shook my hand. I like that. Are there enough people in the world to keep that alive? Just barely. But it is enough to keep them going.

The fact that Morgan has had its greatest success in the history of the company under Charles' stewardship has to speak for something. Now they sell over 600 or 700 cars a year; they used to do maybe 15 or 20. I saw Charles at Goodwood, selling hard and shaking hands. Maybe they bought one or maybe they didn't, but he shook their hand anyway.

In the automotive world there is less and less nationalism. I enjoy early Japanese sports cars because they are so Japanese. They have names like Cedric and Fairlady. I like early Italian cars, Alfa Romeos and early Ferraris, because they have such character and they make all the right noises and are uniquely Italian. There is something innately British about Morgan and that's the fun part of it. You're buying a piece of history. I would hate to see it merge with another company and become a subsidiary of Fiat or Mazda or someone. It would lose the uniqueness.

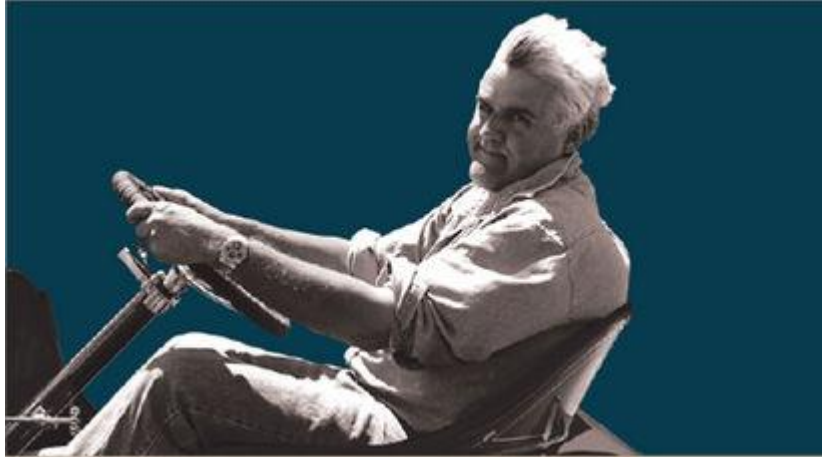
There's a more efficient way to do it? Yeah, but something gets a little bit lost in that. There are people who like handmade stuff, and it's probably the last truly individual car company in the world. Nobody can tell them what to do. To see them fighting among themselves – I don't know what that's doing to the company.

From what I've heard, maybe Charles wanted to open up the company to other markets, China for example. He got Morgan connected with racing, and they won first and second in their class at Le Mans. For a small, independent, tiny car company that's barely as big as my own garage, that's pretty impressive. And I think that's all due to the enthusiasm he brings. People like that personal connection.

I'm convinced that the sales of the modern three-wheeler are due primarily to him. There are other three-wheelers on the market, some arguably better than the Morgan, but they don't have that personal connection. I've driven three or four of these trikes but none is as famous or has sold nearly as well as the Morgan and I think that's because of Charles and the family. There's no Bob Jaguar or Larry Land Rover but, if there were, there might be more of a connection.

From what I understand, Charles Morgan's done more good than bad. I thought he was a great ambassador for the company. So many car manufacturers now are so huge, half-Japanese with an Italian-styled car that the Germans are engineering and the Saudis are paying for. With Morgan, it all comes out of that little place in Malvern.

If Morgan has an opening or a new model, who do they send? I will miss Charles tremendously and I think it's a big mistake to let him go. He's as close to automotive royalty as you get in Britain, or anywhere, really. That line should be passed down and it seems heartbreaking that it stops here.



“

**From what I understand, Charles Morgan has done more good than bad. I thought he was a great ambassador**

”





## Letters to the Editor . . .

### Latest Mystery Vehicles Identified !!



**Tom Coryn** was able to adjust his initial guess and deliver the correct answer very quickly this time. We had two obscure cars in this issue, again, thanks to John Tuleibitz's wonderings.



**Mystery Vehicle #1**

Mystery Vehicle #1 is a 1958 Rometsch Lawrence Convertible. Rometsch was a coach builder that primarily used VW chassis. The Rometsch Volkswagens were constructed entirely by hand, using a steel frame with wood pillars and support beams covered by a lightweight aluminum skin. *[Sound Familiar? Ed.]*



**Mystery Vehicle #2**

Mystery Vehicle #2 is a 1971 Steyr Puch Haflinger, a small, light, four wheel drive, high mobility vehicle about 3.5 m long and 1.5 m wide. It has a 643 cc twin horizontally opposed, rear mounted, air-cooled engine. Weighing around 600 kg (1322.8 lb), the Haflinger can be lifted by four strong people.

**Congrats Tom!**



### New Mystery Vehicle !!!

Again, thanks to John Tuleibitz's eye for the interesting and obscure automobile, we have another, perhaps not so obscure, Mystery Vehicle.

If you have a guess, send it to us via email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

Mark,

Karen received this picture from her cousin in Sweden. Morgan is in their shopping center in Karlstad, Sweden.

**Chuck Bernath**

*[I wonder if snow tires are a dealer installed option? And, as a sleigh for Santa, there really isn't all that much luggage space for the gifts. Ed.]* Chuck says who needs luggage space when 'the Morgan is the gift!'



## Did You Know?

### NOW YOU SEE THEM . . . NOW YOU DON'T IMPORTING MORGANS INTO THE USA

For part of the 1950s and 1960s, the USA provided the company with its largest market worldwide, taking up to 85% of all production. This ended with US safety and emission regulations in 1971. For many years (1974 to 1992), all Morgans imported into the United States were converted to run on propane.

However, when the Rover Group re-certified their V8 engine for use in U.S., Morgan was able to use the same engine for a fully U.S. compliant stock Morgan from 1992 to 1996 and again from 1998 to 2004. In 2005, the engine was replaced with the U.S. version of another traditionally shaped model (with a V6), called the Roadster.

In 2005, its right to import its classic models ceased when supplies of its necessary airbag were exhausted and no replacement was developed. In 2006, a request for an airbag exemption was refused, and the import of Morgans ceased.

In 2005, the new Morgan Aero 8 model (versions 2 and 3) received a three year exemption from rear impact non-compliance, along with a separate exemption for compliance with "advanced airbag requirements".



The rear-impact exemption lapsed in May 2008 without further application. In April 2012, the new Morgan 3 Wheeler was show-cased at the New York International Auto Show. This was the first time in 10 years that Morgan had had a presence at the largest of the American car shows.

Extracts from [www.wikipedia.org](http://www.wikipedia.org)



## WHADDA YA NEED?? OR A DAY IN THE GARAGE WITH BEER . . .

There are times when the list of maintenance on the Morgan seems a bit too daunting to tackle. I know, I am one of those that procrastinate about everything. And, I have used all the reasons myself. You don't have the all the right parts, or maybe only some of the right tools, and certainly a lack of time or some other seemingly appropriate excuse will always get in the way. **Resist the obvious and raise your hand.**

There are plenty of folks around with the things you need. Tools, expertise, time and desire to help. We are a community of folks committed to keeping our machines on the road. **Don't be afraid to ask for help.**

**Oh, and it never hurts to offer free beer . . .**

That's exactly what Jim Danhoff did. He returned from his summer in the cabin up north, to find his trusty Morgan Plus 4 'Sophie' lacking brakes. The master cylinder seals had run their course and the fluid had leaked all over the garage floor and the bottom of the car. Then, there was the inoperable handbrake, the overdue oil change, the lube job, and other neglected maintenance items.

Rick Frazee and I discussed the issues with Jim at the November monthly Orlando British Car Breakfast meeting. It was decided that Jim was to call Linda and order a new master cylinder and gather all the other required parts. Once the master cylinder was on hand, we'd set a date. Saturday the 23rd of November became the date. **The Morgan had to be back on the road by the Thanksgiving holiday as Jim's grandkids were due for a holiday visit and always want rides in 'Sophie'.**



Rick Frazee under the car with Jim cleaning something . . .

I volunteered my garage as it has the lift we'd need to get under the Plus 4 to get at the brake master cylinder. It's a job you can do from above, but getting under the car eases the effort. But we also needed to get the Plus 4 to my house. Driving it without brakes was not an option so I pulled my box trailer over to Jim's house and loaded the car inside. A short 10 mile trip and we unloaded it at my house. In the process of unloading the car, I suggested using the hand brake. Nope, not an option, didn't work. A few minutes later it was on the lift. Then Rick arrived and the party started.

Jim's car really is in pretty good shape. It just needed a bit of a service.

The primary job was to replace the leaking brake master cylinder (it could have been original given the shape it was in) and we started by removing the lines to the reservoir and the brake system. Then it was the brake pedal linkage to the master cylinder. This involves getting down into the drivers foot well to removed the clevis and split pin. Easy job, but finicky. Once done, the old master cylinder came out and the new one went back in. Our only problem was refitting the brake lines to the new master cylinder. Brake lines are easy to remove but a real pain to reinstall. It always seems like you getting them cross threaded as the go back on. Some gyrations and quick thinking by Rick got the lines back in properly. Then the final step in the process was to bleed the brakes. We tried one of the hand pump suction tools initially but reverted to the pump, pump, hold method. Soon we had good brake pressure. While we were doing brakes Rick disconnected, adjusted and reconnected the hand brake mechanisms and Jim now has some hand brake.

We then attacked a few other maintenance items. There was a chunk missing out of the fan belt and the belt was cracking all over. Obviously, it needed to be replaced. Jim had attempted to have it replaced earlier when he had some work done on the car, but the spare belt he bought never got installed, so he had one in the glove box. Another easy job. With the car on the lift, it made sense to lube the chassis and change the oil. I lent Jim some chassis lube but he had 6 quarts of shiny new oil on hand, as well as a new filter insert. On the Plus 4, the canister is the screw on and off kind, with the need to only replace the inner filter insert and seal. Messy job, at least for us, but easily done.

Jim's Morgan is now back on the road. We got real dirty and grimy and drank cold beer. It doesn't get better than that!

*Mark*





# MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details. You can reach us at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

## 1970 Moss Box PLUS 8 For Sale

British Racing Green, Tan Leather Interior  
3.9L Rover Engine, Original 3.5L included if desired.  
Holley 390cfm, MSD Electronic Ignition  
Right Hand Drive, 4 Speed Moss Box, Spot Lights, Bumpers, Weather Equipment.  
Contact Peter Olson @ (404) 403-8197 for Price and/or more details.



## 'Fergus' Number Plaques Available !!!

Morgan owners of cars sold through Fergus who are looking for the Fergus stock number plaque now have a solution. Numbers will not be engraved in the plaque until there is at least 99.99% certainty about the number.

The cost per plaque is **USD \$60**, postage per plaque is **USD \$3**, world wide. If paid per PayPal, an extra **USD \$2** will be charged. To order a copy, or ask for information, please drop a line to [fergushistory@hotmail.com](mailto:fergushistory@hotmail.com) (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email [jclax5817@aol.com](mailto:jclax5817@aol.com)

## Wanted English Ford 100E Engines

Broken-Complete-Running or Not. I'll consider most any condition. Please contact Rick Frazee in Winter Park, Florida At 407-620-0507 Or [mog4@earthlink.net](mailto:mog4@earthlink.net). These motors came in Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961



## Morgan Parts for Sale

Series V 4/4, +4, 3.5L +8 - including lever shocks, +8 intake manifold & SUs, SU wedge air cleaner and more. See [www.morganstuff.com](http://www.morganstuff.com) for full list. Need a Morgan gift? Give your favorite Morganeer the must-have item of the decade - Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". David had a Holiday Season discount last year. He may do it again. Contact David Crandall at [mogdriver@gmail.com](mailto:mogdriver@gmail.com).

## Wanted 1957 Plus 4 Car Parts

Club Member's 1957 DHC Restoration is in Progress. Still needed are five (5) hub caps and eight (8) wheel nuts for 1957 +4. Wheels are 15in. If you can help, please contact Ian Shelmerdine at [bshelmerdine@shelvillas.com](mailto:bshelmerdine@shelvillas.com)



# MORGAN 1952 PLUS 4 RACE CAR FOR SALE

Morgan Plus 4 for sale Nov 2013. Car has racing history but precise details of 1950s era are not confirmed.

- Triumph engine with modest 125-130 flywheel hp.
- 4-wheel drum brakes, A.R.E. period wheels.
- Competition stub axles.
- Porterfield RD-4 brake material (hasn't faded yet).
- Panhard rod, adjustable lever shocks in rear.
- New driver harness.
- Moss gearbox rebuilt within the last year.

It's been very reliable and is ready to race. Comes with spare stock TR engine. Car is near **Austin, Texas** and has been racing in CVAR Group 4 (preservation class, pre-1962) during 2011-2013 but could compete in Group 2. Best time at Texas World Speedway road course: 2:10; best time at Circuit of the Americas: 3:00.

Asking \$30,000. Call 512-965-7583 or email me at [duncan.charlton54@gmail.com](mailto:duncan.charlton54@gmail.com) for more details and pictures. Flickr photo set at <http://tinyurl.com/l5zs7qr>

*[This car is well known to MOGSouth. Believed to be built by Fred Sisson, then raced by Lee Gaskins and now Duncan Carlton.]*

*Seeing a Morgan up for sale always begs the question - why? (at least it does for me.)*

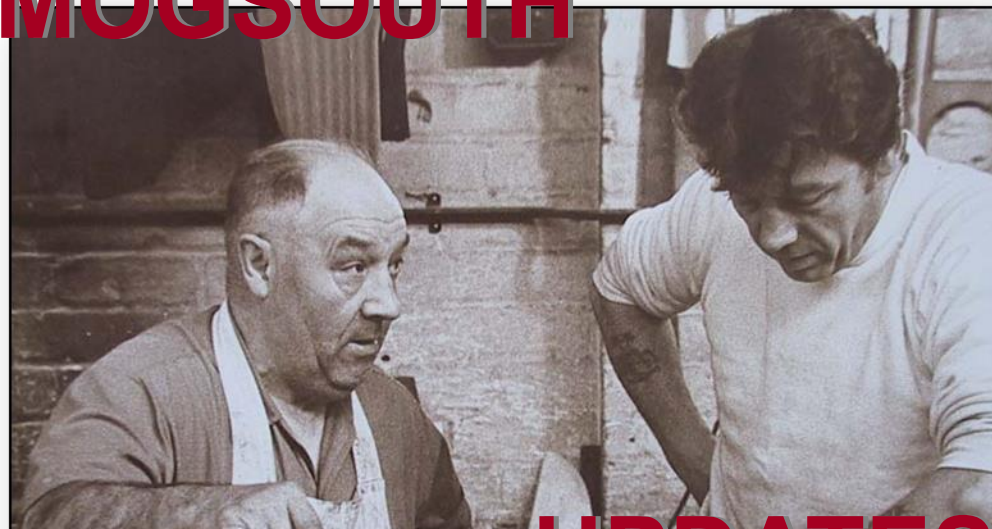
*Duncan has a great reason. See his note below. Ed.]*

***"I am making room in my garage to recommission Toly Arutunoff's 1981 F Production Championship-winning Morgan 4/4, so this car needs a new home!"***





# MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

## UPDATES

Look here for announcements and other bits of information you need to know about what is going on in MOGSouth.

This bit will give you the details for the upcoming events, hotels, locations, times, etc. We also intend to include updates on the planning for the 40th Anniversary every so often so you know what we are thinking.

Also, if you have local noggins in work, and need to communicate to the membership about the specifics, send Randy or I a note at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com) and we be sure your information gets out.

## MONTHLY CLUB GATHERINGS !!

### ATLANTA GA AREA MOGSOUTH BREAKFAST!

2nd Saturday of each month. Rexall Drugstore 3165 Buford Highway, Duluth, GA 30096

### ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

## OTHER ANNOUNCEMENTS OF INTEREST !!

### **MORGANS OVER AMERICA VI - 10TH SEPT 2015 AND GOING THROUGH 27 OCT (38 DAYS)**

MOA VI begins in Savannah, GA. on Thursday 10 September 2015 and ends in Norfolk, VA on Sunday 19 October 2015. The plan is to visit five Canadian Provinces, eight US States, drive as far north as Ottawa Canada, and travel some 5000 miles. The theme for the East Coast MOA VI will be the conflict of war and how it evolved into the North America of today. They will visit some sites of the French/British War, the American War of Independence, the British /American War of 1812 to 14, and the US Civil War.

*[We have been told that participation is limited to **only those that commit to ALL 38 Days**. It is an **All or Nothing** sort of thing. They will allow no 'Day Trippers', e.g. folks that want to join for a day or a week, somewhere along the route. I was told that managing this was 'too hard.' I have talked with a good number of folks about this and have yet to find anyone that can commit to the full 38 days. Ed.]*

### **MOGSOUTH 40TH ANNIVERSARY PLANNING COMMITTEE!**

- The 40th Anniversary celebration planning activities are underway, led by the duly appointed and venerable **Lance Lipscomb**. He has his sights set on a tremendous event, but will need your help in pulling it off.
- That beings said, volunteers to be part of the planning for the celebration or to assist in any other way are being solicited. Some folks have already raised their hand. Thank You. **If you want to help** send Lance an email at [lance.lipscomb@gmail.com](mailto:lance.lipscomb@gmail.com) Some ideas and discussions so far. (Again, If you have comments, sent them to Lance. )
- The Anniversary Meet will be held in the **Spring of 2015**. Sites and specific dates are **TBD**.
- A commemorative badge, highlighting the MOGSouth 40th Anniversary, is being considered. As are alternatives and other commemorative items.
- The team intends to **involve all the early players** (e.g. those that contributed to the founding of MOGSouth) that are still around. Also, an appropriate **memorial for past members** that are no longer with us, is envisioned.

AND OTHER THINGS YOU SHOULD KNOW !!

# MORE MOGSOUTH UPDATES

## MOGSOUTH SPRING MEET - 28 AND 29 MARCH 2014

I have booked the Creekside Lands Inn, for our Morgan group for **27 - 29 March 2014**, at \$69.99/night. (with tax, it comes to \$79.44/night) We can all stay together and it is an ideal location to go to Gordon King's house on Saturday, March 29 for Rally, Tour, Dinner, social at Gordon's fabulous location (visit his car collection) . All those details have not been finalized but he has invited us and we will go from there. Here are things that can be we know:

**LODGING:** Creekside Lands Inn, 2545 Savannah Hwy. (Rt 17) Charleston, SC 29414 ([www.creeksidelandsinn.com](http://www.creeksidelandsinn.com))

**DATES:** Thursday, 27 March (for early arrivals who want to visit Charleston) Friday and Saturday, 28 - 29 March 2014

**RATE:** \$69.99 + Tax/night (total:\$76.44) Cut off date is March 6th for "special rate"

**CONTACT:** (843) 763-8885 Deidra Sigmon, Mgr. [deidra@creeksidelandsinn.com](mailto:deidra@creeksidelandsinn.com)

(use **MORGAN CAR GROUP** when booking - special rate)

**SCHEDULE OF EVENTS:** Still being Finalized. But here's what we know now. Watch this space for more!

**THURSDAY, 27 MARCH.** Early arrivals can visit Charleston and the environs.

**FRIDAY, 28 MARCH.** OYO or Ron's Home Team BBQ (2 mi. from Motel), Evening Social at Creekside - weather permitting.

**SATURDAY, 29 MARCH.** Gordon King's house from 9-10:00 (bloody marys and look at Gordon's collection of sports cars). Directions to Gordon's will be supplied later but it is about a 15 minute drive. - only two left turns out of motel.

Driving tour (rally) will be conducted by Gordon and leaves his house around 10:15. Lunch will be at a restaurant along the way depending on numbers of people in group. Dinner **LOW COUNTRY BOIL AT GORDON KING'S HOUSE.**

Fee will be \$20.00/person and this will be paid in advance after Jan. 1st. Fee will be sent to **Charles Miller, PO Box 6105, Hilton Head Island, SC 29938**

**SUNDAY, 30 MARCH.** For those driving south: Early morning meal at Hemingway's in Beaufort.

Any questions, contact Charles Miller at [morganoubcrawl@aol.com](mailto:morganoubcrawl@aol.com)

### SuperDave's Garage

(770) 330 - 6210

[dbondon@bellsouth.net](mailto:dbondon@bellsouth.net)

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1953 Volvo PV 444  
Older restoration  
Very Original  
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Everything (usually) works  
Take your friends to  
dinner (in the rain too!)  
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**Call SuperDave with Questions, Offers or Other Morgan Needs! (770) 330 - 6210**





New MORGAN Plus 4  
60th Anniversary Badge



**NEW 2013 MORGAN 3 WHEELER**

Brooklands Edition - Only 50 to be built. Polished Alloy Body

**NEW 2013 MORGAN 3**

**WHEELER** Black Cherry Metallic

**NEW 2013 MORGAN 3**

**WHEELER** Porsche GT Silver

**NEW 2013 MORGAN 3 WHEELER**

Sport Green/Tan. Arriving shortly—on the water!!

**2010 MORGAN AERO SUPERSPORT**

Cote D'Azur blue metallic/Wings and roof panels in Midnight Blue Metallic.

**2009 MORGAN AeroMAX**

**2005 MORGAN ROADSTERS:**

Choose from the only 3 for sale in America: Two Tone Blue Metallic/ BRG/Silver Blue Metallic

**1965 MORGAN PLUS 4 FOUR SEATER**

BMW Laguna Blue, new chrome

**1962 MORGAN PLUS 4 SuperSport**

Roadster Soft Yellow body/Black

**1959 MORGAN PLUS 4 DROPHEAD COUPE**

Kingfisher Blue, stunning restoration.

**1953 MORGAN PLUS 4 ROADSTER**

BRG, Brown Leather

**1935 MORGAN 3 WHEELER**

Ivory

**1934 MORGAN 3 WHEELER**

Ivory

**MORGAN**  
3

**MORGAN**  
3

**WWW.MORGANWEST.NET**

DRIVEN AT HEART



[WWW.PERANAWEST.COM](http://WWW.PERANAWEST.COM)

[WWW.ALLARDWEST.COM](http://WWW.ALLARDWEST.COM)

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**2013 ALLARD J2x MkII** Blue with Red Leather, Hemi engine!

**2013 PERANA GT BY ZAGATO**  
730HP/6Speed manual  
or 430HP/AT

**2011 ZOLFE ROAD ROCKET**

**2007 HARLEY DAVIDSON**  
HL1200N NIGHTSTER

**1972 HARLEY DAVIDSON**  
XLH SPORTSTER

**TVR 3000 s CONVERTIBLE**

PROTOTYPE 1978 model: purple/ tan leather, black top

**1960 AUSTIN HEALEY 3000 BN7**  
Triple Webbers, full street/ comp engine and suspension.  
Ground up restoration 20k ago...THE BEST HEALEY!

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The New Morgan Three Wheeler is all over the press and recent reports indicate that that 1000 car milestone has been met.

The cars delivered however had not been without criticism and there have been issue with noisy bevel boxes and the likes of bump steer at speed.

There are a number of these new M3Ws in MOGSouth and Graeme Addie has been kind enough to outline some of the issues he has experienced.

The 2014 M3W has had some upgrades and improvements to spec. A review follows.

## MORGAN THREE WHEELER TECH - GRAEME ADDIE

While living in Australia, I acquired my first 1946 Series 1 Morgan around 1963. Just a few years later, my wife purchased me a second Series 1 for spare parts. In the late 1980s, I brought the cars to America and performed complete restorations on both. In 2005, I purchased a 1934 F4 3-wheeler that was already fully restored. All three require fairly constant attention and monitoring. When I started to talk about purchasing a new 3-wheeler, I thought having a reliable car would be a real treat. It would enable me to enjoy tinkering with the other 3 OLD Morgans without stressing out over not having any cars road worthy at any given time. I never like to miss a MOGSouth meet.

My wife of 48 years was very supportive of this THEORY, so I placed an order with Morgan West through Dave Bondon. The car duly arrived in November 2013 and I was able to get it on the road by Thanksgiving.

Sometimes our winters get quite cold in Augusta, Georgia. Obviously, driving a car without a hood exacerbates the cold. I found that I can go anywhere in my new Morgan 5 speeder, but I have to be suitably attired. I now have 3 sets of gloves and many different helmets. A helmet is not required in Georgia while driving the 3-wheeler, but it is necessary for distance driving, particularly in the winter, to keep the cold and noise out. I am now a regular customer at the local Harley distributor.

I found two meets during that winter that would allow me to build some miles on my new car: Savannah and Atlanta. When driving my old F4 you can tell it has three wheels before it leaves the driveway, and at 70mph it requires intense concentration. The new 5 speeder handles just like a regular car with few, if any, vices. The acceleration is exceptional, and the breaking is all that anyone could want.

In my first few months of ownership, I found a small leak coming from the main engine oil tank. Shortly thereafter, a knock started coming from the clutch area, behind the engine. The factory sent out a new oil tank, and Dave Bondon, through Morgan West, fitted the new tank and applied Locktite to what turned out to be loose coupler bolts in the transmission. I understand that all cars must have Locktite fitted in order to overcome the inherent vibration from the 2 cylinder, 2 litre engine.

The owner's manual states that the beval box may be noisy for the first 1000 miles, after which it will quieten. Unfortunately, mine only got noisier, so I requested a replacement from Morgan West.

In the late summer, I decided to drive to Maggie Valley to meet up with my wife Jenny who was at a dog agility trial. I took the back roads and the car performed perfectly on the way there. On the way home, however, about 100 miles from Augusta, everything electrical suddenly went dead. The people at Morgan West were very helpful in identifying what turned out to be a failed rectifier unit. It seems this was not the first failure of this type and goes back to the vibration from the big motor and a lack of wiring support.

My next big adventure was to the MogSouth Spring Meet in Helen. On the way there, the rain came down in buckets. The only problem was that my car manual got soaked. It was carefully stowed in my hand-crafted pocket on the passenger's side, underneath the bonnet. I enjoyed being in a car that was easily able to maintain the speeds of the rest



of the group. The bevel box noise came and went throughout the meet but did not concern me much.

Luggage space is very limited in the 5 speeder. I have created a space for a small bag under the front bonnet, installed a mesh enclosure for maps on the passenger side and a small shelf that can hold sunscreen above the passengers knees.

Our next big adventure was the fall meet in Huntsville Alabama. The car ran well on the six hour drive there. At the meet, some of the members noticed what we presumed was the bevel box noise, but it did not interfere with me enjoying the meet. On the way home we drove at speeds up to 80 mph. When I got close to home at low speeds, the bevel box became VERY noisy.

I emailed Morgan West an audio file of the noise and was told in various emails that some warranty work needed to be done. One email told me the 100,000 miles / 5 year oil life change interval had been changed to 500 miles. I was told that I needed to take the car to the new 3-wheeler dealer located in Charlotte NC.

Motorcycles of Charlotte are what I would call a high end motorcycle dealer handling BMW, Ducati, Triumph etc. Their service manager had never seen a 3 wheeler before I arrived. They did however have a new Morgan demo unit on the water and another one on the way. They are uniquely located in the Southeast to serve a lot of our members. I duly made an appointment and ten days later trailered the car there.

**Their assessment, along with, I presume, advice from the factory, was that the bevel box, both pulleys and sundry items needed to be replaced.** They were very professional in all that they did. It took a few weeks, but I now have the car back now. It is considerably quieter. The official oil life of the Beval Box according to the factory I was told is 3000 miles now the same as for the Engine Oil.

While my wife has become less than enthusiastic about my NEW "maintenance free" Morgan, I must admit that the factory, while not wanting to go broke doing it, are supporting the car well.

After 4500 miles, I would say the car is a hoot to drive, gets a lot of attention, and achieves the goal of providing sporty motoring to the driver.

*[In response to the concerns and complaints of many M3W owners, like Graeme, the MMC has updated the specification for the 2014 M3W and offered the updated modifications to previous owners, albeit, at a price. Ed.]*



## **2014 MORGAN 3 WHEELER REVIEW** <http://www.telegraph.co.uk/>, **Andrew English**, 06 Jan 2014

### **Flaws or character? The two-year-old M3W has been revised to take into account customer feedback**

While the Morgan family squabbles over who controls the iconic car maker founded in 1909 by HFS Morgan, the company's 180 employees are keeping their heads down and continuing to build and develop the cars. None more so than Morgan's most popular model, the 3 Wheeler.

Two years old, with 1,000 delivered, the Morgan 3 Wheeler has been the bomb. Amid all the feuding, it's worth recalling that while bigger car makers abandoned plans to build their own 21st-century tricycles, it was Morgan that had the gumption – and the authentic history – to get on and build the 3 Wheeler.

However, there have been complaints about the design and the reliability of this swiftly developed machine. Bump steer (a tugging at the steering wheel when the front wheels travel up and down) has been reported. There have been a tiny number of cases where cracks have appeared in the four-beam front chassis, while in extremely severe conditions Morgan's own test vehicle has experienced overheating problems. What's more, the bonnet is fiendishly difficult to fit, the driveline bevel boxes can be noisy and the Harley-Davidson-style mechanical torque compensator in the bell housing squeaks like a trapped budgie.

Was the vehicle put on the market too quickly? Insiders say yes, and Steve Morris, Morgan's managing director, tacitly acknowledges the point. "We were really a victim of our own success in that we went from zero to 600 orders in a matter of a few months," he says, "and then had that pressure from dealers and customers saying, 'I want it.' Do you succumb to that pressure? Sometimes you do."

Morgan's 3 Wheeler is based on Pete Larsen's Liberty Ace trike, which in 2008 we were the first press to test drive and subsequently advised Morgan on its suitability as a base for the 3 Wheeler.

Just as Larsen intended with the Ace, the 3 Wheeler's layout is much like the original Twenties Morgans, with a tubular

steel space frame using independent front suspension, with a large-capacity V-twin engine across the body. Morgan selected an S&S unit after Harley-Davidson mysteriously pulled out. The S&S X-Wedge is a two-valve, fuel-injected, dry-sump engine, with 56.25 degrees between the cylinders for cooling purposes. It displaces 1,982cc and punches out almost 80bhp and 100lb ft of torque, with peak revs at 5,200rpm.

The drive runs out of the back of the engine into a bespoke driveshaft damper, a diaphragm clutch and a five-speed manual transmission from the Mazda MX-5 sports car. It then turns through 90 degrees into a toothed belt drive to the back wheel, which is suspended on a trailing arm.

Over the top sits an all-aluminium body styled by Matt Humphries. It's more bulbous and bug-like than the original Morgans, but the cockpit is spacious enough for two adults and the pedal box is adjustable. Humphries's details are gorgeous, from the centre dashboard with a covered starter button (the bomb release for a Eurofighter), to saddle-leather panels, hinge restraints and comfy leather seats. The detachable 14in steering wheel allows easier access, and there's a lengthy list of extras, including bespoke paint and trim, to make your Morgan more special.

**New for 2014 is a steering modification to get the track rod ends flatter in a bid to at least partly cure the bump steer (it costs £198 as an aftermarket part). A fan between the cylinders assists with cooling the backs of the heads is £150.**

**The Quaife rear bevel box is isolated from the chassis (with a torque arm) to reduce noise, and costs £474.** Only available on cars from this year (so far) is a strengthening A-frame, welded into the top two chassis members behind the engine, while that horrible chirping driveline compensator has been replaced with a clever reworked cushion drive from Centa Transmissions of West Yorkshire. **There are also revisions to the exhaust and heat shield mountings, and a new range of paint and trim finishes including low-consumption heated seats at £217.**

These modifications should address most of the complaints, there's also a **new focus on quality** – and not just that of the vehicles. “We are looking at the quality of all the cars we currently make,” says Morris. “Every part of that quality, from the parts and build, to the communications, how we deal with spare parts, even how we raise an invoice. I've now got nominated people in every part of the business to look after the dealers and their queries, for example.”

**In November Morgan had its first-ever worldwide dealer conference.** *[A synopsis of this meeting, from Linda Eckerd of Morgans of New England was in the last issue. Ed.]* From this month we understand that customers are being invited to the factory to discuss their experience with management. There's even a new 30-month, 30,000-mile warranty – it's not exactly Kia's seven years, but it's a start.

Stair-rodding rain, a chill that creeps under your collar and blinding spray greeted me as I drove out of the Malvern factory just a few days before Christmas. Yet in spite of the weather, it's pretty hard not to smile when you're driving a 3 Wheeler.

The engine is in a soft state of tune, yet the gentle exhaust note belies the quite serious grunt that's available. The V-twin is rubber-mounted, as are the exhausts, so you see a lot of movement, but the cabin and controls are stock still. On the move, however, the outgoing car would be humming, whirring and ringing along at low speeds. **With the new isolated bevel box and driveline damper, it's now mercifully quiet.**

You still need 1,800rpm on the dial to prevent the driveline snatching (the 3 Wheeler redefines throttle control) and the belt drive still moans like the wind in the pipes, but it's better by a factor of 100 per cent.

The ride quality always was remarkable, but on some cars the steering twitched and writhed a bit over bumps. Mark Reeves, Morgan's engineering chief, explains that the earliest cars were fitted with Suplex dampers, which didn't have the angled track rod ends, but a replacement damper rode a bit higher, which gave an excitable reaction at the wheel. That's (virtually) all gone now, with the steering wheel less twitchy, and providing a more accurate picture of what's going on at the road surface rather than the peculiarities of the wishbone suspension geometry. It's also more controllable on the limit, although to be fair the outgoing machine wasn't bad in that respect.

These are not dramatic changes. They don't alter the absolute brilliance of the 3 Wheeler, or its sheer laugh-at-the-moon fun, but they make it a slightly better and more robust machine. **It's how Morgan survives (as it will) the current civil war and how it treats its dealers and customers that will be the acid test of the current management.**

A good start might be offering the steering and cooling upgrades as a free service upgrade for existing owners but, either way, let's hope that 2014 proves a better year for Morgan, its dealers and its drivers.





# 1909



2014 US (and a few International) EVENTS

# 2014

We are off and running for 2014. Lots on the calendar this year. It will be a tough year to find the time to do everything that you want to do. There are a good number of MOGSouth sanctioned events, both formal and casual car shows, as well as races all over the region. Then there are those international events that seem to draw us in, like the Geneva Motor Show, Le Mans 24 Hour, and the Goodwood Revival. Choices, choices, choices . . .



## The 2014 MOGSouth Events Calendar is has been Started!

These dates are just a start to aid in your 2014 planning. We already have dates for the Spring Meet and a few other events. We still need to add the local regional Noggins, major vintage races, and other regional events. I don't have all the dates, so please let us know what needs to be added. Getting events on the calendar ensures we all know about it.

- **52nd Running of the Rolex 24**, Jan 25 - 26, Daytona International Speedway, Daytona, FL
- **All British Classic Car Show**, Feb 9, Royal Palm Place, Boca Raton FL
- **Boca Raton Concours d'Elegance**, Feb 21 - 23, Boca Raton, FL
- **GatorMOG Noggin**, Date/Location **TBD**
- **NASCAR Daytona 500**, Feb 23, Daytona, FL
- **SVRA Spring Vintage Classic**, Feb 27 - Mar 2, Sebring International Raceway, Sebring, FL
- **82st Geneva Motor Show**, Mar 6 - 16, Geneva Switzerland
- **Amelia Island Concours d'Elegance**, Mar 7 - 9, Amelia Island, FL
- **12 Hours of Sebring**, Mar 15, Sebring International Raceway, Sebring, FL
- **MOGSouth Spring Meet**, Mar 28 - 29, Charleston, SC - Charlie Miller Hosting w/ help from Gordon King
- **Orlando All British Car Show\***, Apr 5, Mead Gardens, Winter Park, FL
- **Barrett-Jackson Collector Car Auction, South Fla. Fairgrounds**, Apr 11 -13, Palm Beach, FL
- **The Mitty at Road Atlanta\***, Apr 25 - 27, Road Atlanta, Braselton GA
- **Pinehurst Concours d'Elegance**, May 1 - 4, Pinehurst NC
- **Atlanta British Motorcar Day\***, May 10, Roswell, GA - Tentative
- **97th Running of the Indianapolis 500**, May 25, Indianapolis, IN
- **17th Annual Triangle British Classic**, May **TBD**, Raleigh, NC
- **24 Heures du Mans**, Jun 14 - 15, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 44\***, Jun 27 - 29, The Mimslyn Inn, Luray, VA
- **Pittsburgh Vintage Grand Prix\***, Jul 19 - 20, Schenley Park, Pittsburgh PA
- **Pebble Beach Concours d'Elegance**, Aug 17, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races\***, Aug 26 - 28 **TBD**
- **Atlanta British Car Fayre\***, Sep **TBD**, Norcross GA
- **Goodwood Revival**, Sep 12 - 14, Goodwood Circuit, Chichester, W. Sussex, England
- **MOGSouth Fall Meet**, Date/Location **TBD**
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct. 4, Road Atlanta, Braselton GA
- **Euro Auto Festival\***, Oct 17 - 18 **TBD**, BMW Plant, Greer, SC
- **Hilton Head Island Motoring Festival & Concours d'Elegance\***, Oct 24 - Nov 2, Hilton Head Island, SC
- **Winter Park Concours d'Elegance\***, Nov 9 **TBD**, Winter Park, FL
- **MOGSouth Christmas Party**, Dec 6 - **Location TBD**



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**Name Badges** - **Have you found your badge yet?** If not, order one from the club. Also, let us know what else we need, in addition to the car badges, in the MOGSouth regalia bin. We haven't spent a lot of time and money buying things that no body wants, so we don't have a stockpile of regalia items. This doesn't mean we can't get something. Shirts, hats, jackets, patches . . . Just about anything. Let us know in person or send an email ([mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)) if you have an idea or a need. We'll do what ever makes the most sense.

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