

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/12

A very historic Morgan named *Vino*

by **Cliff Baker** (with special thanks to Vic and Kate Champness for their help)

[Originally Written for the Morgan World Magazine by Cliff Baker and then reprinted by MSCC (Canada), and MOCA (Australia, Thanks to Geoff Hollings, the MOCA newsletter editor, for the files!). Again, thanks to Cliff Baker and all the others that assisted. Ed.]

During 1940 the Italian government absorbed Alfa Romeo as part of the war effort, the racing department was not affected, this was run by Enzo Ferrari.

After a move to Maranello the factory was rebuilt after being bombed, so in 1946 for the first time was able to produce road cars. "Scuderia Ferrari" literally means "Ferrari Stable" which is figuratively "Team Ferrari".

The Ferrari 166 Inter was the first Ferrari road car first being shown at the 1948 Turin Motor Show. It featured a V12 engine of 1995 cc, named after the victories at the Coppa Intereuropa at Monza. The engine was designed by Gioacchino Colombo and it produced around 115 b.h.p. with a top speed of 105 m.p.h., coupled with a five speed gearbox with drum brakes all round. Several different coachbuilders made bodies but the main one was Carrozzeria Touring. Only 38 examples were built, as the car was replaced with the Ferrari 195 Inter. The number 195 is actually the cubic capacity of each cylinder, so the 12 cylinders increased the engine size to 2341 cc with 195 cc from each cylinder. Around 24 cars were produced before the car was developed into the Inter 212 with even larger Engine.

Now you may have read all this and wondered what on earth this has to do with a Morgan. Well, Roy Clarkson who had helped launch



After removing lots of filler and welding the split aluminium body the swage lines and original shape of the Touring styled copy can be seen.



The Classic Inter style has been scaled down very well, note after problems in early Rally life with hinging the bonnet from the rear, front hinge holes can now clearly be seen.

Autosport magazine, owned a Ferrari Inter which he rallied.

Roy had been impressed with the overall performance of the Morgan Plus 4 and had got to know Peter Morgan.

With regulations favouring a class for rallying 4 seater saloon cars, Roy decided to start rallying a Morgan with a special body. In 1952 Sydney Allard had won the Monte Carlo Rally outright in one of his own saloons, so Roy decided to have his car completed for the 1953 event.

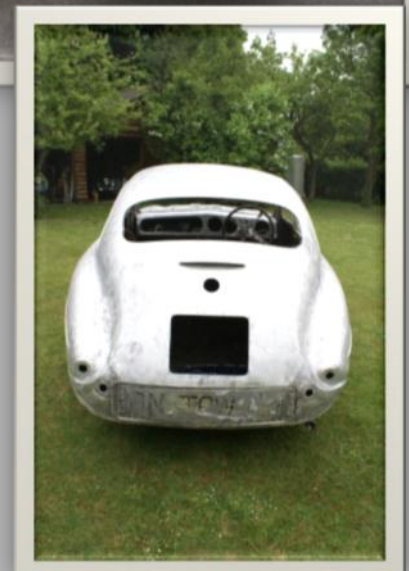
By having a special aluminium body made for the Plus 4 rolling chassis allowed him to have a car which was competitive.

Charlie Robinson (Adams and Robinson) who was based in Chertsey, Surrey, started to replicate the body style of the Ferrari which had been bodied by "Carrozzeria Touring" using their "Superleggera" (ultra light) construction method. This consisted of a light tubular superstructure welded to the chassis. Although Robinson was very skilful, his firm got into financial difficulties. Maurice Gomm who shared the premises took on the task of finishing the body, with rear and side windows being made of Perspex, the overall weight was just 14? cwt. If you look at photographs of the Ferrari Inter you will see the front windows were sliding like the early minis so weight saving was considered of the highest importance by all coachbuilders. A second car which had been started by Charlie Robinson took a further three to four years to finish, but this was based on a Jowett rolling chassis, and that car is now in the hands of Ed Nankivell a well known Jowett enthusiast.

From reading Morgan books, the Ferrari Roy owned was a 195 with a 2.3 litre engine. The bodywork of the Morgan was built in only a few months as the car was entered in the 1953 Monte Carlo Rally.

During the next three years the car was used in many rallies and competed in the 1953 Tulip Rally (Tulpen Rallye). The last stage of which was a special stage driving around the Zandvoort Race Track, but to ensure those who raced at the track didn't have an unfair

After the circuit demonstration the two Tulip cars take a rest.



advantage, the direction of travel was the reverse to normal races, being anti-clockwise. This was not easy as the cambers were never designed for this direction of travel. According to Morgan factory records on the 4th September 1953 the axle was changed for one with a higher ratio.

On the 16th March 1954 a TR2 engine no. T5911ME was purchased from the Morgan factory. We don't

Early in its life VNO had "on tow" applied to the spare wheel access pane



know when it was fitted but Roy Clarkson sold the car in 1958. Vic and Kate Champness found out about a Morgan for sale with an unusual body 27 years ago, and they bought the car with the idea of putting a more conventional body on it at some time. As they were not aware of the cars history at the time, as Vic looked into the cars history it became apparent this was a Morgan with an interesting history. So the car remained with the special body with its then white paintwork. For ten years the car was regularly used taking their children to school and being taken to noggins etcetera. Kate has always remembered the car as a slogger, it never really let them down and kept going despite the occasional minor ailment. The car has been in a garage for many years.

When Vic had enough time to start refurbishing the car, with considerable encouragement from Machiel Kalf, a deadline provided added incentive. Unfortunately also many headaches as so many problems materialised. The deadline was the H.A.R.C. race meeting at Zandvoort on the weekend of the 7th-9th September 2007.

Vic stripped the paintwork back to bare metal where he discovered a great deal of fibreglass had been used which had not only changed the shape of the car but also covered up many splits and rivets in the panel work. With any competition car which has been used extensively, one will find this type of wear and tear, but there was never an intention of fully restoring the car to a Concours one.

This would have been prohibitively expensive with such a complicated body. Vic has managed to bring the car back to the looks and feel of the car had when it was rallied in the early 1950s. He has successfully reproduced the grille that was no longer on the car as purchased all those years ago. Also finding some of the original paint was dark blue, and the interior looked a light colour like the instruments (cream) he re-sprayed the car in a dark blue. Roy Clarkson had told him the car was originally blue but what shade of blue was not known. After major problems with paint reacting, brakes not working properly and several water pumps, etc. Vic and Kate drove the car to Zandvoort via Harwich where Tulip Rally plaques were added – the car looked absolutely superb.

On the Sunday lunch break between races, a special display of the Tulip car driving the wrong way around the circuit provided a wonderful re-creation of the car's 1953 Tulip Rally drive. The Morgan was not alone though, there was a 1971 Morgan 4/4 Competition model following. This Dutch registered car owned by Jochem Kentgens who together with Kasper Pruysen had entered the 54th Tulpen Rallye in May 2007 winning the "Touring Class" in the standard car.

Vic has done a superb job with VNO and despite hitting really heavy traffic on arrival in Holland, he managed to keep the engine from overheating. To get the car finished in the short time available is reminiscent of how the car was originally conceived and built.

Because of the shortage of steel in the early 50s there were quite a few special bodied cars in this period, including a saloon and estate cars being built by different coachbuilders. Vic and Kate's car is not only unique, it is part of Morgan history and they are to be congratulated for all the hard work they have put into getting the car finished.

Vic and Kate chat about their adventure to Zandvoort with Machiel Kalf and Andy Downes.



An unusual pair but showing how similar the body sizes are 10 years difference in age aluminium and glass fibre bodies both rare when introduced.



NATCHEZ, MISSISSIPPI, 19 - 22 APRIL

2012 MOGSOUTH SPRING MEET UPDATE !!!

The 2012 MOGSouth Spring Meet will be in and around Natchez, Mississippi the weekend of 19 - 21 April 2012.

Joe and Cynthia Speetjens are our hosts for the MOGSouth Spring Meet and have provided the following details.

The event HQ is **The Natchez Grand Hotel at 111 Broadway Street, Natchez, Mississippi 39120. (601) 446-9994.** The hotel is holding a number of rooms for MOGSouth. 15 Rooms for Thursday, April 19th, 30 Rooms for Friday, April 20th, and 30 Rooms for Saturday, April 21st.

Reservations must be made by each individual guest by calling 1-866-488-0898 or 601-446-9994.

To receive the group rate, callers MUST identify their affiliation with this event (MOGSouth Spring Meet and/or Morgan / Rolls Royce Meet). Rates cannot be changed at check-in or check-out for guests who fail to identify their affiliation at the time the reservation is made or make their reservation after the block rate has been released. A valid credit card is required to make reservations.

<u>Room Rates</u>				
Guest Rooms:	Single	Double	Triple	Quad
Standard Rooms:	\$ 99.00	\$ 99.00	\$ 109.00	\$ 119.00
Standard Rooms (RV):	\$ 109.00	\$ 109.00	\$ 119.00	\$ 129.00
Suites:	\$ 129.00	\$ 129.00	\$ 139.00	\$ 149.00

An added value package, included on each billing folio at \$7.95 per night, includes: Hot Breakfast Buffet, Nightly Wine Reception 5 - 7 pm, Unlimited wired and wireless Internet, Unlimited local and long distance phone calls, guest laundry, fitness center, business center, on- site parking. The hot buffet breakfast is available to guests from 6:30 a.m. until 9:00 a.m., Monday through Friday, and from 7:00 a.m. until 10:00 a.m., on weekends.

Children under 18 may stay free in their parents' room using existing bedding. All rates are subject to state and local taxes (3% City, 7% State, \$2 Occupancy Assessment). Check-in/Check-out. Check-in time is 4:00 p.m. and check-out time is 11:00 a.m.

The hotel will make every effort to accommodate early arrivals and late departures. Requests will be handled on an individual basis and will depend upon the hotel's availability.

Cancellations. The individual agrees to forfeit one (1) night's revenue of room, tax, and associated fees should their reservation not be cancelled 72 hours prior to the scheduled date of arrival.

We will publish additional details as they become available. The Speetjens are planning a great event so get your calendar updated to block the dates and make your hotel reservations early. The tentative weekend plan is as follows.

Friday, April 20th: Arrive and tour antebellum homes (we hope to get some private showings lined up)

Friday, April 20th, evening: Noggin at hotel, dinner on your own.

Saturday, April 21st: Motor tour through Natchez and surrounding areas. This will be a relatively short tour with lunch at the famous Lorman general store and ending at the famous Longwood plantation.

Saturday, April 21st evening: Bar-B-Que in the courtyard of one of the local attendees.

Sunday, April 22rd: open

For questions, please contact Joe directly:

Speetjens@mac.com
[601-954-1368](tel:601-954-1368)



BOCA RATON CONCOURS

***A Long Weekend Away from Work,
On The Beach in South Florida,
Classic Cars & Motorcycles,
& Dinner with Friends.***

They didn't have to ask twice . . .

Showing cars at the fancier events is not easy. Well, at least for me it seems to be a lot of hard work. There is a good deal of preparation that goes into getting the car cosmetically detailed and mechanically operational, getting all the requisite accoutrements gathered up and in a state that makes sense, and then getting yourself packed and prepped for the big show. Now, having done it a few times, you'd think it would get easier . . . you know, learning curve and all that. Well, at least that's what I've been telling myself, but somehow the reality is that it doesn't seem to get any easier . . . actually it seems to be getting harder. Perhaps I'm learning from each event and now, I know too much. Blissfully ignorant may have been a good thing in retrospect.

Sometimes there is sufficient time to break up the tasks up over the weeks and weekends before the show. Sometimes there is no time for anything quite so convenient. For this show, no time at all, so I had to take an extra day off from work, to get ready. Oh, well . . . as I read on some bumper sticker somewhere, a day in the garage is always better than a day at work.



BOCA RATON CONCOURS

Getting out and flying the Morgan flag at these Concours events, with all their glitz and pretense, is something I feel I need to do, when the opportunity arises. These Concours events pride themselves on the only the finest of classic (or neo classic) cars but it would seem that Morgan is never really on their mind. (I pretty much understand why.) But, when I can, I play the game and fly the Morgan flag. And, I find that even with all the work . . . I really do enjoy these events, the social side as well as showing the car and talking to folks about the Morgan marque, but also, as Andrea can attest, I do stress quite a lot.

I stress the preparation. I have started to create *checklists*. Checklists for the detailing of the car; Checklists for the supplies and materials I *might* need to address major catastrophes like . . . *lint*. Checklists for all the personal stuff, like cameras and sun screen.

I stress the actual events. Getting on the road. Getting situated at the event site. Getting everywhere too early and stressing all the coordinating details. Andrea is an angel for putting up with me during these things. I know I'm not easy to be around. But, She tries to help, and that's good.

I guess the only thing I don't really stress about is winning. At these events, with the pre war Alfas, the low production Ferraris, the multi-million dollar Bugattis and Aston Martins, my little Morgan is not going to win and I know that. I just want to represent the marque proudly and not be embarrassed.

For this event, I spent all day Thursday cleaning, buffing, and vacuuming, and using enough of Barry Meguiar's car care products to send his kids to college. I was physically drained by the time I was done. It was really time for a beer, or two . . . Friday morning came soon enough and Andrea had to run out and take care of a few errands. I only need to load the 1938 Drop Head Coupe into the trailer and load the rest of the stuff into the SUV. Lots of stuff . . . ah, but I had a ***checklist!***

Andrea finally got home, the dogs got comfortable in their crates with the treats we left, and we were off. Headed to south Florida, at highway speed, with the car trailer in tow.

The drive was uneventful. We shot down I-95 to Boca Raton in some 4 hours (we stopped a few times). Our first target was designated trailer parking lot - Parking Lot 5 on the Florida Atlantic University (FAU) campus. This is where the fun began. We found FAU, but hadn't a clue, nor had we been given a map or directions, to Parking Lot 5. Finally, after towing the trailer around and around, we finally asked a young man (I believe a student?) on a skate board. Surely, he would know and yes he did. "*Parking Lot 5 is the big lot next to the Stadium*" he said, as he pointed energetically off in the distance. He then indicated a possible route to get there. I maneuvered the trailer through the Parking Lot we were currently wedged into and headed that way. We soon found Lot 5 and a Campus Security Guard. The lot was empty, but certainly large enough for a few show car trailers, but it was a very long and narrow. I wanted to be sure to drop the trailer at the right end of the lot, as we were promised security. I approached the Security Guard and asked all my questions. She was extremely friendly, but also extremely clueless of the Lot being used for the show or for trailer parking and offered no help. So I parked the trailer somewhat in the center and headed to the Hotel.

We weren't staying at the show's main headquarters, we were in the overflow hotel, a Hilton in Deerfield Beach, some 5 miles away. This hotel was just fine and quite a bit cheaper than the Resort so at least that part worked. After we checked in, we ran back to FAU to see if more trailers had arrived and the



Jim and Joan Prior with their 1960 Plus 4 4 Seater. A beautiful car and great Morgan marque emissaries coming all the way down to Florida from New England for the show. Jim and I first met at Hilton Head Island in 2009.

Security was any smarter. No luck. Back to the Hotel. A lousy Hotel dinner. Nothing was right, but we were tired so we ate what we could and went to the room, and then to bed. Saturday was going to be a big day.

Our instructions stated that on Saturday (unless we wanted to deal with the car and trailer on Sunday morning prior to the show) we were to take the car to the rear parking garage at the Resort. The trailers however couldn't negotiate the roads inside the resort, so the car would have to drive into the Resort and motor on to the garage by itself.

We opened up the trailer and disconnected the tie downs straps and just as we were going to pull the car out of the trailer, the sky opened up and we had a deluge of rain. We sat, and we sat and waited. The rain continued and the south Florida humidity got higher and higher. But, finally a break in the rain. Let's go fast. Oops, the trailer wasn't connected to the truck so we weren't too stable pulling out. Luckily no problems though. A quick drive in the DHC to the garage, with the SUV following with car cover and stuff. We cleaned off the little rain we got and put the car to bed.

We attached the now empty trailer to the SUV and headed back to the Hotel. We decided that there were enough spots to drop the trailer at our hotel and so do away with the confusion of FAU. It was getting warmer and the sun came out, so after we dropped the trailer, we headed to the beach and 'A1A' to find a water view restaurant for lunch. Most spots were quite crowded as it was Saturday but we finally found one that had room for us. We sat outside on a patio that overlooked the ocean and the beach with all the requisite activities - sun bathers, volleyball, water skiing, wind surfing, etc. It's this ocean view that really makes this part of Florida quite appealing. We only ate a light lunch as we had big plans for dinner. Back to the hotel for a short nap and a clean up before dinner.

Dinner was a few miles north in Delray Beach. Again, we were along the beach at a Italian Restaurant chosen by our Morgan friends Gil and Barbara Stegen. They live a little farther north up the Florida coast, in Fort Worth. Gil and Barb are transplants from MOG North West, and have a gorgeous 1967 DHC. Unfortunately, Gil's work schedule limits our opportunities to visit with them and the DHC. We took advantage of this opportunity to catch up on all their doings. A great evening. The dinner was superb. A wonderful restaurant. Certainly a highlight of the trip.

Sunday morning arrived too quickly after a night of tossing and turning. I should learn not to stress out about these things. It's not like I can really change much. We were early to the car, and had to wait a short while until the appointed time when the field was open. Again, nobody had a clue as to where we were supposed to go, other than an opening outside of the resort. The car behaved well so I motored out of the garage, then out of the resort and into line headed onto the show field. The process was excruciatingly slow. The registration folks wanted to chat with each car's driver, and I just sat watching the water temperature gage go up. Finally, after some 30 degrees, we were in. We were placed in our spot right next to a friend from Orlando, Dr. Martin Stickley with his 1951 Ford Cobra powered Allard J2. We were in the "Foreign Sports up to 1959". After about 30 minutes, the class started to fill up - a few Porsche 356s, a 1953 Ferrari, a MG TF, a Jag XK140 DHC, and a few other gems. Another in our class was the beautiful 1950 Alvis belonging to Barry and Judy Alexander, from Sarasota FL, other friends we know from the Orlando British Car Club. The 1938 DHC was joined by two other pre-war cars, a 1938 BMW 357 and a 1926 Bugatti T35T. Wow!

The Judging occurred with a quick exchange of what-nots about the car and responding to a few questions. The judges I had were surprisingly knowledgeable about Morgans which was atypical but great for me. After the Judging AndreA and I found the 10\$ hotdog and wandered the rows. The Concours was celebrating the 100th Anniversary of Aston Martin and the 50th of the Shelby Cobra (and the Shelby Mustangs.)

The awards were interesting. Concours officials were dispatched in golf carts with a batch of colored ribbons, and a list of awardees. The officials didn't have a clue what award the various ribbons signified.' First the gray ribbons went out. The Allard J2 received a gray ribbon. As did the Ferrari. Super! A good while later (30- 45 minutes) a batch of blue ribbons were awarded. The lovely Porsche 356 next to me received one of these. Only two weeks out of restoration, it



A Few of The Anniversary Aston Martins



A Few of The Shelbys (Cobras and Mustangs)

was flawless. Then another blue ribbon in our class. Some time later however (another 30 minutes or so), the white ribbons showed up, and one was left on the Morgan. I wasn't even there . . . I was off ogling at other shiny things. Shortly after the white ribbons, the red ribbons were distributed. I was really confused at this point.

Finally, we figured it out as the cars were lined up to parade to the awards tent. The Porsche next to me won the class. The Allard received the 'Spirit of the Road' Judges Special, the Ferrari 'Excellence in Design' Judges Special and we received an 'Excellence in Class' Judges Special. All very cool.



1953 Ferrari
Excellence in Design

Just as we were returning from our circumnavigation of the awards 'round-about' it started to rain. A quick covering of the car (I have no side curtains for the DHC) to keep out the big stuff but then, the rain abruptly ended after only some 5 minutes, and then it was time to pack up and go.

We took the DHC back to the garage and left it covered for the night. We then found Barry and Judy Alexander and had a very nice dinner at the resort. Barry stresses these things just as I do and it was great to relax, have a beer and know it was all over.



1938 Morgan DHC Prototype Excellence in Class



1951 Allard J2
Spirit of the Road



'Best of Show'
1936 Bugatti T57C 'Waterfall' Body by Voll & Ruhrbeck

The Boca Raton Concours d'Elegance has a lot of positives, the cars were quite good, not Amelia Island but very nice, the location and the resort was elegant and the show was well laid out. The biggest problem was the organization and communication to the participants. Perhaps these were just growing pains. If you get the chance to go, you won't be disappointed.

Mark and Andrea

[This is a Geneva Show Pre-Release email I received from the MMC outlining the planned release for the Geneva Motor Show. Ed.]



MORGAN MOTOR COMPANY

GENEVA 2012

The Geneva Motorshow 2012 launches 3 exciting new Morgan vehicles: the Aero Coupe, Plus 8 and the new Roadster.

THE NEW AERO COUPE

The Aero Coupe is an advanced supercar designed for practical long distance touring. The strong and rigid vehicle is inspired by the GT3 Aero that has enjoyed a number of racing victories. The enclosed cockpit of the Coupe body style takes the Aero experience onto the next level in terms of comfort with a large and secure boot in the rear for luggage.

Constructed entirely from aluminium which is a third of the weight of steel, the Morgan Aero Coupe combines performance with environmental responsibility and a high level of safety. The fixed roof and enclosed cabin give a sense of security and silence which is only interrupted by the intoxicating purr of the BMW V8. A stiff aluminium chassis cradles the 4.8 litre BMW V8 engine and the 6 speed manual or automatic transmission. The individual alloy parts are formed from tooling and hand assembled by skilled craftsmen at the foot of the Malvern hills. The pioneering Aero platform continues to demonstrate British engineering at its very best and over 1000 examples of this technology are in regular use by drivers around the world.

A Morgan Aero Coupe is a car that is designed to be durable with proven chemical coating and treatments of the rigid bonded chassis and body. Following research by the company on the road, the race track and in automotive laboratories the design of this versatile platform has been consistently improved and re-engineered. Now the Morgan Motor Company is a class leader in this chassis and car body technology.

The cockpit of the Aero Coupe is a delightful place to be. The sensation of speed is exaggerated by the enticing view down the elegant bonnet. The view to the rear makes the car easy to manoeuvre and to park. Every detail is special to Morgan and is a pleasure to behold. Ash hardwood surrounding the cockpit and doors can be hand polished in a colour of your choosing. The controls are luxurious to touch. The leather work is stitched with twin needles and combined with suede effect panels for contrast and a dynamic sporty feel. Pressure point reclining seats support the occupants strongly



and great care has been taken to ensure that the driver has a masterful position from which to control the car. Reliability is ensured with the BMW V8 and a six speed automatic transmission. This can be operated in two modes, 'Sport' and 'Auto'. In 'Sport' mode the engine holds its gear to 6500rpm and 'blips' the throttle before making a down shift.

However the Morgan Aero Coupe can also be customized to a person's individual taste and the choices are virtually inexhaustible. To see a detailed options list and to explore the possibilities please visit our website @ www.morgan-motor.co.uk or visit your nearest dealer or the factory in Malvern.

Specification

Manual Transmission

Engine 4799 cc v8
Max power 270kw (367 bhp) or 291kw (390bhp) with sports exhaust
Max torque 490nm (370 lb/ft)
Power to Weight 311 bhp/tonne or 330bhp/tonne with sports exhaust
Performance 0-62 mph/100 kph in 4.5 seconds
Top speed 170 mph/273 kph
Fuel tank size 55 litres
Fuel consumption
-Urban: 16 mpg (18.2l / 100km)
-Extra urban: 32 mpg (8.7l / 100km)
-Combined: 23 mpg (12.11l / 100km)
CO2 level 282 g/km
Homologation to European Whole Vehicle Approval
ell*ks07/46*0245
Chassis Aluminium bonded and riveted

Dimensions
Length: 4147mm
Width: 1751mm
Height: 1248mm
Dry weight-1175kg

Automatic Transmission

Engine 4799 cc v8
Max power 270kw (368 bhp) 291kw (390bhp) with sports exhaust
Power to weight 312 bhp / tonne
Max torque 490nm (370 lb/ft)
Performance 0-62 mph/100 kph in 4.2 seconds
Top speed 170mph/273 kph
Fuel tank size 55 litres
Fuel consumption
-Urban: 17 mpg (16.4l / 100km)
-Extra urban: 36 mpg (7.9l / 100km)
-Combined: 26 mpg (11.0l / 100km)
CO2 level 256 g/km
Homologation to European Whole Vehicle Approval
ell*ks07/46*0245
Chassis Aluminium bonded and riveted

Dimensions
Length: 4147mm
Width: 1751mm
Height: 1248mm
Dry weight 1180kg

THE NEW MORGAN PLUS 8

The new Morgan Plus 8 makes use of technology from the aircraft industry to achieve an unladen weight of only 1100kgs. This makes the Plus 8 the lightest V8 passenger car in the world approved to European safety standards. The car also has one of the stiffest chassis of all the convertible roadsters available today.

The car is the ideal companion on country and urban roads. It responds immediately to a driver's input yet you can also have fun with a clear conscience knowing that the car's impact on nature is kept at a minimum. Wheel speed sensors inform the Electronic Control Unit to get the best possible performance from the engine and to provide a crisp throttle response. The Morgan Plus 8 has been described as 'a true drivers car' yet it is also



surprisingly economical to run.

The car is the most comfortable classic Morgan that the company has ever built. The convertible mohair roof is easy to erect with a double thickness liner for insulation. There is plenty of space for the tallest of drivers. Air conditioning is standard equipment in the luxurious leather lined cockpit which includes a lockable stowage compartment. A radio/CD player is standard equipment with a high quality speaker system.

The Plus 8 is also the only Classic Morgan available with a six speed automatic transmission. This can be operated in two modes, 'Sport' and 'Auto'. In 'Sport' mode the engine holds its gear to maximum revs of 6500rpm and 'blips' the throttle before making a down shift. The steering and the ABS brakes are power assisted.



A customer can also personalise his Plus 8 to his individual taste and the choices are virtually inexhaustible. To see a

Specification

Manual Transmission 6 Speed

Engine 4799 cc v8
Max power 270kw (367 bhp) or 291kw (390bhp) with sports exhaust
Max torque 490nm (370 lb/ft)
Power to Weight 333 bhp per tonne or 354 bhp per tonne with sports exhaust
Performance 0-62 mph/100 kph in 4.5 seconds
Top speed 155mph/250kph
Fuel tank size 55 litres
Fuel consumption
-Urban: 16 mpg (18.2l / 100km)
-Extra urban: 32 mpg (8.7l / 100km)
-Combined: 23 mpg (12.1l / 100km)
CO2 level 282 g/km
Homologation to European Whole Vehicle Approval ell*ks07/46*0245
Chassis Aluminium bonded and riveted
Dimensions
Length – 4010mm
Width – 1751mm
Height – 1220mm
Weight – 1100kg

Automatic Transmission 6 Speed

Engine 4799 cc v8
Max power 270kw (368 bhp) 291kw (390bhp) with sports exhaust
Max torque 490nm (370 lb/ft)
Power to Weight 333 bhp per tonne or 354 bhp per tonne with sports exhaust
Performance 0-62 mph/100 kph in 4.2 seconds
Top speed 155mph/250kph
Fuel tank size 55 litres
Fuel consumption
-Urban: 17 mpg (16.4l / 100km)
-Extra urban: 36 mpg (7.9l / 100km)
-Combined: 26 mpg (11.0l / 100km)
CO2 level 256 g/km
Homologation to European Whole Vehicle Approval ell*ks07/46*0245
Chassis Aluminium bonded and riveted
Dimensions
Length – 4010mm
Width – 1751mm
Height – 1220mm
Weight – 1100kg

detailed options list and to explore the possibilities please visit our website @ www.morgan-motor.co.uk or visit your nearest dealer or the factory in Malvern.

THE NEW ROADSTER 3.7 LITRE

The new Roadster 3.7 is deceptively fast with a Ford Cyclone six cylinder engine. Power delivery is smooth and consistent all the way up to the maximum engine revolutions of 6850 per minute. The overall weight of this aluminium car is only 950kg which spells a power to weight ratio of around 300bhp per tonne. Power delivery is transmitted to the road through a limited slip differential with cone drive for good traction off the line. The 6 cylinder engine and 6 speed

transmission provide an excellent combination of performance and economy. Carbon emissions are extremely low for a fast sports car.

The cockpit offers the perfect enthusiastic driver's environment with plenty of room combined with the luxury and special feel of real leather. The large well designed speedometer and rev counter are fitted into a completely new dashboard featuring electronic warning systems and digital and analogue displays for all engineering functions. There is even a stop watch to measure your lap time. The instruments and dials are framed in wood and the highest quality materials are used throughout this coachbuilt car.



The convertible roof is easy to fasten and provides a warm secure environment.

A customer can also personalise his Morgan Roadster to his individual taste and the choices are virtually inexhaustible. To see a detailed options list and to explore the possibilities please visit our virtual online configurator @ www.morgan-motor.co.uk or visit your nearest dealer or the factory in Malvern. The Roadster is available with air conditioning.

Roadster Four Seater

The four seater body makes the thrill of the Roadster available to the whole family. With the seats folded flat the extra luggage space may come in handy.

Specification

Engine Ford 3.7 Cyclone V6
Gearbox Ford manual 6 speed
Max power 194 kw (280 bhp) @ 6000 rpm
Max torque 352Nm (300lb/ft)
Power to weight 295 bhp / tonne
Performance 0-62mph/100kph in 4.9 seconds
Top speed 140mph/225kph
Fuel consumption -Urban mpg 19.2 mpg (14.7 l / 100)
- Extra urban 40.4 mpg (7.0 l / 100)
- Combined 28.8 mpg (9.8 l / 100)
Co2 level 230 g/km (TBC)
Homologation European Whole Vehicle Approval

Fuel tank 55litres
Chassis Galvanized Steel
Dimensions
Length - 4010mm
Width -1720mm
Height -1220mm
Weight- 950kg

NEW MORGAN WEBSITE

Coinciding with the launch of this exciting new range the Morgan website has had a complete overhaul. For up to date information, videos, images, news, events, car creators and much more visit www.morgan-motor.co.uk and add us on facebook.



Great Morgan Videos on 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> and put the following text strings (in red) into the Search Box.

Montlhéry 2011 Vintage Revival from the cockpit (Great Classic Three Wheeler Racing Video)

Basher.mov (A view of John Bishop aka 'Basher' making bonnets at MMC in 1988, 2002, and 2009) *[John is current recovering from medical issues. We all wish him the best and hope he's back soon. Ed.]*

Voltage Regulator - How to Test (A collection of good tech videos from Moss Motors related to testing the various parts of the electrical system. Something I am doing right at this moment. Lucas gremlins . . .)

Ignition System - How to Test Part 1 and **Ignition System - How to Test Part 2** (More good stuff from Moss Motors)

Morgan returns to Le Mans 2012. LMP2's first outing on the track! *(A trip to Sebring is in the works. Ed.)*



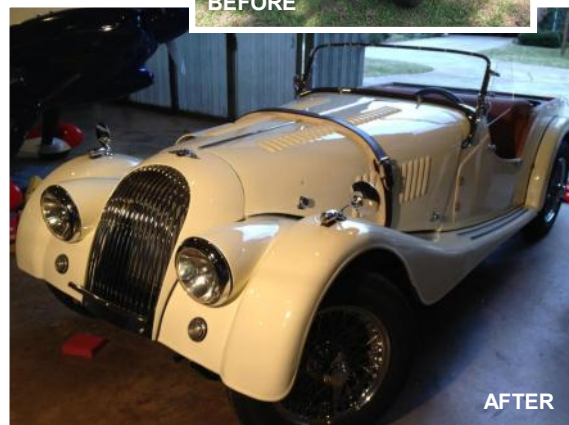
Chassis Number 3872 Rides Again! The Morgan project is finally done. More or less. I don't guess it will ever be completely finished.

Chassis Number 3872 was a true basket case when I purchased it in 2004. You could poke your finger through the chassis in a couple of places, the brakes were shot, the engine would just turn over (good sign) but that was all, electrical system was shot, rust everywhere, wood rotted except for a few areas up high on the frame, and there was scarcely a square inch on the body that didn't have a dent in it. It had had a very rough life which included hill climb competitions in the 60s. Just what I was looking for. It was a complete re-build of everything on the car. New chassis, new wood frame (made from ash, of course), two new side panels, new electrical system, new brakes, overhauled engine (last time), new instrument panel with re-worked instruments, and of course, a new interior and paint. It really was a fun project...I did it all but the chassis and upholstery (I can't sew). What a feeling to return such an iconic automobile to the field! I hope she remains for many years.

This particular little Mog has an interesting provenance, as well. It was at Sebring in 1958 just after arriving from the factory with it's sister, 3871. They were both driven to Florida from Windsor, Ontario, but it was decided that 3871 would be raced due to a more favorable rear axle ratio. However, 71 was wrecked and parts from 72 were used to cobble it together enough to finish. The return trip through Georgia was not uneventful, however, as most highways were closed due to a late-season blizzard. The story is related in the book "Morgan Sports Cars, The Heritage Years 1954-1960." Great book if your into history. So, I can say that parts of this car raced at Sebring.

Unfortunately the car is not completely original. When purchased, it had a TR-4 engine, front disc brakes, and 48-spoke wheels which were traded for 60-spoke. These things make it a great driver, though. And it is! Jan and I are loving it. I'm looking forward to the Spring Meet in Natchez. My wife and I are both from Mississippi and we may just make a trek up the Natchez Trace afterwards.

Dave and Jan Moffett



[Beautiful Job Dave. We look forward to seeing it. Ed]

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FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

As to be expected, the Morgan news is still all about the three wheeler.

The dealers are all a buzz on timing and availability, and the press are touting a number of over 500 orders received by the MMC Factory.

I have spoken to a few in our midst and there are those that have a



3 WHEELER UPDATE Malvern, January 28, 2012 www.mogwire.com

The first M3W was successfully UK road registered TODAY!

UK Dealers were informed on January 13, 2012 that version #45 passed the UK governmental requirements, the Company completing the list of changes requested of them some weeks ago.

This will also allow the registration of all past examples and demos and the required paperwork (CoCs and CoNs) will be sent out to dealers during the course of the next week, along with present and future production.

Deliveries of the remaining dealer demos have restarted. The rest of those slated for the UK and Europe are pending in the next few weeks. Overseas dealers have been told that their demos will be delayed until the late Spring.

The cost of the first year's road tax, which must be paid by all UK buyers, is £215, plus the £55 first time registration fee. The M3W is now 38 weeks behind the original schedule of customer delivery dates. The Works has alerted dealers that a new customer build date schedule will be given out shortly.

The weight, as reported earlier, is (higher than expected at 550kg which forced the classification as a Class 4 vehicle (a car). The fuel mileage is now reported as 36 mpg rather than the 50 mpg indicated earlier and emissions (at CO 3,84 g/km) are above those given for 4-wheelers.

Regular customer deliveries will begin shortly and in volume. Mr. Morgan has stated that there are now 850 deposits (ranging from 100 to 3000£), (50 more than November). He assured the media that these will all be made in 2012, which predicts an output of 20 per working week.

YEAR OF THE M3W! Malvern, February 29, 2012 www.mogwire.com (38th update)

The first M3W (#57) was successfully UK road registered on January 27th, two weeks after the dealers were informed that the M3W passed the UK standards after the Company completed the list of changes requested of them.

Deliveries and production were delayed in January/February but the Factory states it will finish the units on hand and hopes to ship 20 M3Ws this week!

Average production is expected to increase to 15 weekly. Overseas dealers have been told that their demos will be delayed until June along with their customer deliveries, A new customer build date schedule has been sent reflecting the 2011 delays. The MMC has told their community contacts that there are now over 1000 M3W orders in hand.

NEW FACTORY WEBSITE!

The Morgan Motor Company internet presence has been updated. www.morgan-motor.co.uk The new website is more graphic, features all the newly announced models, and removes the incessant music of the previous web incarnation.



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MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or

Plus 8 Parts For Sale !!!

Pair of early Plus 8 wheels \$750.00. Factory luggage rack \$150.00 (also fits Plus 4 series 4). Plus 8 bumper (fits front or rear). Pair of side curtains \$75.00 and some misc parts. If you know of anyone who might be interested, I have two boxes of assorted car magazines dating back to the mid 1960s thru 1990. Car, Car & Driver, Sports Car Graphic, Road & Track. Jerry Munn 904-387-0172

Have a Need for Power ? Plus 8 Engine For Sale !!!

Buick / Rover 293 CID (CID x 16.39 = cc = **4.8** liter), Cross bolted block with top hat liners, professionally flowed / ported 300 Buick head, 300 crank, etc. Less than 400 miles. Complete from water pump to clutch. Start it, hear it run, and drive it! Make offer. Richard 703-536-6460 (Arlington VA)



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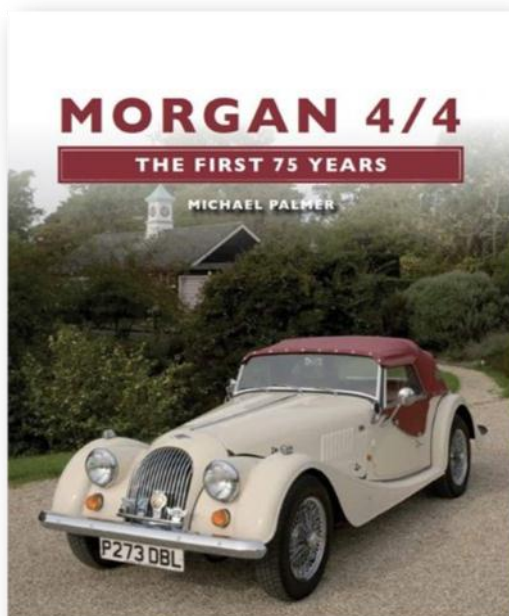
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Morgan Library Additions

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. He may still honor it. Contact David Crandall at mogdriver@gmail.com for details and see if you can still get the discount. Tell him just having a Morgan makes it a Holiday all year!



Morgan 4/4: The First 75 Years

By Michael Palmer

"At the core of Morgan motoring lies the Morgan 4/4. It is the great grandparent of the rest of the 'traditional' Morgan range.

Representing the best of the traditional British sports car, it combines modern performance and reliability with iconic styling that recalls a golden age of motoring. In this fascinating and in-depth account, Michael Palmer examines the car's history, design, development and manufacture."

Hardcover: 192 pages

Publisher: Crowood Press

Language: English

ISBN-10: 1847972888

ISBN-13: 978-1847972880

Available from the Publisher at <http://www.crowood.com/> or Amazon at <http://www.amazon.com/> [FYI. Amazon has had problems, so my suggestion is to go directly to Crowood. Ed.]





MORGAN MOTOR COMPANY NEWS

The Latest 'Big News' is the announcement of the new Morgan Roadster, 'Plus 8' and Aero Coupe, at the annual Geneva Auto Show.

Geneva is the perennial favorite for MCC to announce their plans.

The Roadster, 'Plus 8' and Aero Coupe are far enough along to see production but the Morgan Plus E Roadster is still a concept and as such is still in the planning stages. It, like the LifeCar, will go into production if there is enough public demand . . .



Morgan Plus E Electric Roadster: Modern Battery In Classic Car By John Voelcker - www.greencarreports.com

Morgan Motor Company is now the largest UK-owned car company in Britain. Its Plus 4 "classic" model, the latest evolution of a 1930s roadster design, is still built with ash body framing and the century-old "sliding pillar" front suspension. Nonetheless, the quirky family-owned British maker of sought-after sports cars is moving into the electric era. As previewed last August on our sister site MotorAuthority, Morgan is working on its first electric car.

The company plans to unveil the new model, to be called the Morgan Plus E, at the Geneva Motor Show next month. Morgan will build the Plus E for production, it said, if there's sufficient interest.

The Plus E will be atypical in many ways. It's a Morgan, for one thing, which automatically makes it remarkable and highly desirable.

Morgan traditionally maintains a waiting list of months to years for its various models, all of them hand-built in low volumes.

Chassis fabrication will be done by Radshape. But more than that, it will be fitted with a manual transmission--something not found today in any mass-production electric car.

Because electric motors have a wide speed range--the one in the Tesla Roadster produces torque from 0 to 14,000 rpm--they customarily have nothing more than a reduction gear-set between the output shaft and the differential.

"This is an exciting investigation into the potential for a zero-emissions Morgan with near supercar performance." said Morgan's operations director, Steve Morgan.

The Plus E will use an electric drivetrain developed by British firm ZyteK, which provides electric running gear for various cars, buses, and commercial vehicles. Those include the electric vans from now-defunct British electric-truck startup Modex, and the Mercedes-Benz Vito E electric van conversion.

ZyteK's 70kW electric motor. Image: Morgan Motor Company

ZyteK also built the electric motors for the very first generation of electric Smart ForTwo models, in 2007, and its hardware is also built into Gordon Murray's T.27 electric urban minicar design.

[More on the Plus E in the next issue of the MOGSouth Newsletter. Ed.]



Image Courtesy of the Morgan Motor Company



Image Courtesy of the Morgan Motor Company



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2011 MORGAN Aero SuperSports Our very last one! Bentley Silver Lake Pearl Metallic/ Muirhead Portland Grey. Silver wheels.

2010 MORGAN Aero SuperSports Graphite Grey Metallic Exterior/Scarlett Red quilted leather interior/Gloss Black top/Gloss Black wheels.

2010 MORGAN Aero SuperSports Kilimanjaro Sant Metallic/Distressed Tan leather interior in quilted pattern

2005 MORGAN Roadster Amazon Green Metallic/two tone tan interior/ Green fabric top, 5,800 miles, as new

2005 MORGAN Roadster Pollen Yellow exterior/Black leather w/yellow piping, Mulberry Engineering suspension and brakes, Roush modified ECU, smog legal

2005 MORGAN Roadster Connaught British Racing Green 2.5k miles

2003 MORGAN Plus 8 35th Anniversary Edition; Connaught British Racing Green/ Tobacco leather, Chocolate Mohair fabric top and weather equipment, 12k miles, As new condition.

1965 MORGAN Plus 4 Four seater Exterior: bare metal repainted in BMW Laguna Blue, fully disassembled and metal finished before applying new paint, all new chrome, all new stainless steel fasteners, High gloss lacquer, dash and wood rimmed steering wheel. Black leather, Black top and weather equipment

1964 MORGAN Plus 4+ 2009 Pebble Beach Concours d'Elegance. SS spec

1959 MORGAN Drophead Coupe

other marques

2011 ZOLFE GTC/4

2011 AC 378 GT

2003 JAGUAR S Type R

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Mar 13, 2012



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2012 US (and a few International) EVENTS

2012

Well we finished 2011 with a Bang! Now it's time to ring in the New Year and plan our next great Morgan Adventure.

I have compiled a list to help you sort through it all. Good Luck!

If you see an event we need to add to the 2012 Calendar send us an email.



- **12 Hours of Sebring**, Mar 14 – 17, Sebring Int'l Raceway, Sebring, FL
- **HSR Racing**, Mar 22 - 25 Roebling Road, Bloomingdale, GA
- **Orlando All British Car Show***, Mar 31, Meade Garden, Winter Park, FL
- **VDCA The Wild Hare Run**, Apr 13 - 15, Virginia International Raceway, Alton, VA
- **MOGSouth Spring Meet**, Apr 20 - 22, Natchez, MS, Joe & Cynthia Speetjens Hosts
- **Walter Mitty***, Apr 27 - 29, Road Atlanta, Braselton, GA
- **Atlanta British Motorcar Day***, May TBD, Berry College, Rome, GA
- **VDCA Jefferson 500**, May 17 - 20, Summit Point Raceway, Summit Point, WV
- **16th Annual Triangle British Classic**, May 19, 2012, Raleigh, NC
- **96th Running of the Indianapolis 500**, May 27, Indianapolis, IN
- **MCCDC MOG 42***, Jun 1 - 3, The Mimslyn Inn, Luray, VA
- **Ault Park Concours d'Elegance**, Jun 10, Cincinnati, OH
- **Mid-Ohio Vintage Grand Prix**, Jun 21 – 24, Mid Ohio Sports Car Course, Lexington, OH
- **Keeneland Concours d'Elegance**, Jul 19 - 22, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix***, Jul 21 – 22, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 29, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 19, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, Sep 6 – 9, Watkins Glen Int'l, Watkins Glen, NY
- **HSR Atlanta Historic Races**, Sep 13 - 16, Road Atlanta, Braselton, GA
- **Atlanta British Car Fayre***, Sep TBD, Norcross GA
- **MOGSouth Fall Meet, Date/Location TBD**
- **VDCA Atlanta Motorsports Park**, Oct, TBD - *New Track!
- **EURO Auto Festival***, Oct 20, BMW Plant, Greer, SC
- **HSR Savannah Speed Classic**, Oct 25 - 28 Hutchinson Island, GA
- **Hilton Head Island Concours d'Elegance***, Nov 2 - 4, Hilton Head, SC
- **Winter Park Concours d'Elegance***, Nov 8 - 9, Winter Park, FL
- **HSR Daytona Historic Races**, Nov 8 - 11, Daytona, FL
- **Formula 1 United States Grand Prix***, Nov 18, Austin, TX TBD
- **MOGSouth Christmas Party, Dec 3, Location TBD**
- **VDCA Annual Season Finale**, Dec 7 – 9, Roebling Road Raceway, Bloomingdale, GA



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MOGSOUTH REGALIA - Dave Bondon has graciously offered to take over the MOGSouth regalia from Lance. Look for an email regarding what we regalia items we have and what items we are working on. There are still a few MOGSouth regalia items available but the stock of some regalia items have been depleted. Most notably, we are out of ~ **CAR BADGES** ~ Dave Bondon is checking on new sources for the badges. New members without car badges - call Dave at (770) 330 - 6210 or send him an email at dbondon@bellsouth.net. Also, if you have ideas about regalia items that we should consider, give Dave a call or send Randy an email at mogsouth@yahoo.com.

Have You Sent in Your 2012 Dues?? If Not, Send your Check to RANDY!

We use the Email contact list for communication, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. Download Adobe Acrobat Reader free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060, or update your email by sending it to mogsouth@yahoo.com.

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/12

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