

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 2/14

**T**he big news is . . . the weather is weird. There is snow in Atlanta and the Carolinas and it is unbearable. The politico's are under a lot of pressure as the South basically shuts down with snow. It is wet and windy here in Florida and the dampness has even clogged up my sand blast cabinet. Best to stay inside where it's warm and read those new Morgan books I got as holiday presents. Or, better yet to collect up some good stuff for another MOGSouth newsletter, so that you too could have a good Morgan read. And, I know I'm not alone in wanting to stay inside. I got a note from Peter Ballard claiming that his garage was too 'cold', so he took to writing down a bit of his experience on his 4/4 restoration project. Good stuff and included here. Sometimes there is an obvious theme to these newsletters, and sometimes, not.

This is one of those 'not' times. That being the case, this newsletter is a eclectic collection of this and that. Certainly all Morgan, but nothing more binding than that. There's a little something for everybody. Some technical, some historical and even some whimsical. And I think we have pretty much covered the model range, old to new, with three wheels or four.

*Enjoy !*



Photo Courtesy of Calum Fraser , 2013 MMC 2L Plus 4 Demonstrator

# TEMPORARILY LOST DOWN UNDER? THE AUSTRALIAN MORGAN 4/4

by **John Clarke** » Mon Jan 13, 2014. This Mog is now in the UK and owned by Mog racer. *[John came across this history on a website for an Oz vintage tyre company. [Vintagetyres.co.au](http://Vintagetyres.co.au). Ed]*

*[Sometimes I think we lose sight of the history that is Morgan, and simply focus on the latest shiny bit that amuses us at the moment. I believe the History of this marque is something that makes it different, certainly more appealing and helps us to understand why or where something that might infuriate, actually came from. Given that, I do try to find things about unique Morgans cars or Morgan events that can add color to this historical perspective. This article is one of those things. Good on a Sunday morning with a hot cup of coffee . . . Ed.]*

## 1936 MORGAN 4/4 - CHASSIS #079 / ENGINE #M97 / GEARBOX #10186

Dispatched by the Morgan works on 21/9/36 as only the second 4/4 Series I Morgan to reach Australia, Chassis #079 was consigned to Bry-Law Motors, 330 Elizabeth Street, Melbourne as a rolling chassis. (This is confirmed in handwritten notes supplied some years ago by Peter Morgan, Managing Director of the Morgan Motor Company) The chassis was then bodied by Cheetham & Borthwick and is listed as being the first 4/4 body with front hinged doors.

The first 4/4 sent to Australia was dispatched just three days earlier, on 18/9/36. Chassis #070, engine #085, gearbox #10174 was shipped as a complete car to be used by Bry-Law Motors as the "demonstrator". This particular car survives and is under restoration in Canberra. No further cars were dispatched until February 1937 (Chassis #169 shipped on 3/2/37).

**1937** - Twenty-seven-year-old Jim Boughton acquired the car from Bry-Laws where he worked in management during 1938-39. His relationship with Bry-Laws, the motor company set up by Jack Bryson and Wally Lawson, was no doubt influenced by his mother's investment in the firm. During 1937, to help promote the marque, Bry-Law Motors supported the preparation of Morgan cars for competition to help promote the marque. In



Period Photo of 079, Courtesy of Antique Tyres

In November 1937 the Victorian Sporting Car Club held its Cup Day races on the shortened Phillip Island circuit. Two Morgans took part, both stripped 4-4s, driven by Jim Boughton (#31) and A. ('Gus') Collins (#32) who was Bry-Law's main salesman. All the races were handicap events, Boughton managing fourth place in the third race over five laps at 56mph with 3:31 his fastest lap time. In the 15-lap (50 miles) final race, despite breaking a cam follower, Boughton, off an 8-minute handicap, put in a best lap of 3:22 to claim 6th place at a speed of 57.6 mph. On his racing exploits, Bry-law mechanics and his younger brother, Russell, accompanied Boughton.

**1938** - At the close of 1937 the Boughton team, including Bry-Law head mechanic, Emrhys Jones, set off on the 500-mile journey to Lobethal, a German settlement in the Adelaide Hills, where the Morgan was entered in the second South Australian Grand Prix on 3 January, 1938. Accompanied by two Bry-Law mechanics, the Morgan was transported on the back of a somewhat used Morris Commercial truck, and the journey took at least two days, including a hundred miles over dirt desert dirt tracks. Russell Boughton led the convoy in a Morris 8/40. In the South Australian Grand Prix, a handicap over 100 miles around the 8.65-mile Lobethal road circuit, Jim Boughton finished fifth, the winner being a Singer Bantam of Noel Campbell. Boughton's fastest lap was 7:37 compared to the MGK3 of Colin Dunne which set fastest time at 6:17.

In the second event, a 50-mile handicap, excellent handicapping saw Jim Boughton in the lead with two laps to go. However, he was passed at the approach to Mill Corner by the supercharged MGK3 of Colin Dunne and finished a fine second. On 19th March, the town of Albury on the Victoria-New South Wales border hosted what was grandly titled the Interstate Grand Prix as a finale to its Centenary celebrations. On the 4.25 mile Wirlinga circuit, Jack Phillips of Wangaratta won the 148.5-mile race in his famous Phillips-Ford V8 Special. Boughton failed to feature in the results in

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the Morgan, which carried number 16 for the event. To ensure recognition, the Boughton Morgan now sported the Morgan name in bold letters along its bonnet and a steel tonneau cover was fitted for the March 28th meeting on the triangular Phillip Island circuit. Wearing number 14, the Morgan placed second in the five-lap Cowes Handicap. A blown head gasket put paid to its chances in the 116-mile Phillip Island, a race won by co-marker Arthur Beasley (Singer). Les Murphy and Jack O'Dea also competed in the famed P-type MG, Murphy driving the five-lapper, O'Dea the longer race.

On Easter Monday, April 18th, Jim Boughton entered the Morgan in the 1938 Australian Grand Prix at the new 3.84-mile Bathurst circuit in country New South Wales. Jim's mother accompanied Russell in the trusty Morris 8/40 whilst the Morgan rode in the Morris truck yet again. On the graded gravel track, before 30,000 spectators, Jim's Morgan (#30) was given a 24 minute start over scratch man, and easy winner, Peter Whitehead's ERA. The Morgan, again carrying its identity along its bonnet flanks, is believed to have retired.

After Bathurst, Jim Boughton wanted to go faster and decided to convert the Morgan to a single - seater. As the racing Morgan was no longer his everyday car (he now used another Morgan for work), he approached Riley legend, 'Barney' Dentry, who had a workshop in St Kilda, about building an ultra-lightweight body for the Morgan. To convert the car to a single - seater required relocating the steering column to a central position. The seating position required the driver's seat to be set up over the propeller shaft with the gearbox now between the driver's legs. It is thought the single-seater was completed in time for the Rob Roy hill climb on November 1st 1938 on what was now a sealed bitumen surface. Jim achieved runs of 46.30 and 45.30 seconds. A Morgan had been entered in Russell Boughton's name but he later reported that this entry was in case his brother's car was not ready.

**1939** - The single - seater was entered for the Australian Grand Prix to be held on January 2nd at Lobethal. Russell took Mrs Boughton in his road going Morgan. Three full days of practice preceded the huge event, which attracted some 60,000 spectators. In the first event, the 75-mile South Australian Junior Grand Prix, Jim began with an eleven-minute credit over scratch, the Jack Saywell Alfa Romeo P3. The Morgan did not feature in the results. In the main event, the 150-mile Australian Grand Prix, Boughton, given a 21-minute start, again over the Alfa P3, lapped steadily in 7 min. 30 sec to 7 min 40 sec, running as high as fifth before engine troubles intervened. After two hour's hard racing, the Morgan was retired on the 10th lap and accredited with 13th place behind outright winner, Allan Tomlinson's MG TA.

Back in Melbourne, Jim's fortunes changed at Aspendale Speedway where, on January 21st, he collected four third places from three five-lap handicaps and a sports car scratch race. In a team's Relay Race event, involving teams of three cars, each completing two laps before passing the baton, Jim ran the Morgan in "A" Team with Oliver's Lagonda and Bry-Law mechanic, 'Teddy' Ralph's Morgan. They won.

A return to Bathurst on April 10th saw a 150-mile road race over the newly bitumen-sealed Mount Panorama circuit. Now painted white, and off a 30-minute handicap to scratch man, John Saywell's Alfa Romeo P3, the single - seater special Morgan managed only five laps at times between 4:09 and 3:59 before engine troubles again set in. Saywell's fastest lap had been 3:07 and the best of winner, John Sherwood (TT MG), was 3:41. On June 12th, the King's Birthday weekend, Boughton returned to the Wirlinga circuit at Albury for the Interstate Gold Cup Motor Race Meeting. In the 76.5 mile Albury and Interstate Gold Cup, the Morgan began with a nine-minute handicap. Closely matched with 'Teddy' Ralph, on a conventional 4/4Morgan, Boughton finished sixth with a best lap of 3:50 after Ralph, who finished 7th was forced to



Photo of 079 in Chris Van Wyk's Melbourne Morgan Dealership in 2011, Photo taken by Braunstein on a Business Trip.



Restored Coventry Climax of 079, Courtesy of Antique Tyres

stop on lap ten letting Jim through. The winner, once again, was Wangaratta's Jack Phillips. Ted Gray in a third Morgan had lead early but retired on lap nine. In the final six-lap Open Handicap, Jim retired after two laps. However, Ralph's Morgan survived to finish eighth behind winner, Les Burrows (Hudson). On October 28th, Boughton's odd-shaped Morgan recorded 44.79 at Rob Roy giving him second in class behind Skeene's MG TA.

**1940** - New Year's Day 1940 saw Boughton enter two races at Lobethal, the South Australian Hundred and the Lobethal Fifty. The Morgan was allotted #14 for the event and the programme entry described J.S. Boughton as a "well-known driver in the Eastern States who has been here before and should do well". This time the car was shipped over by coastal freighter. Russell drove over with a friend in his Morgan, Jim took his everyday Morgan and Mrs Boughton, accompanied by a girl friend of Jim's, made the journey in her BSA coupe. The racing Morgan's engine blew in practice forcing the installation of the motor from Jim's road car. Russell drove it round the course to put some miles on it after it seemed 'tight'. In the 100, Jim experienced further engine trouble and was limping home when hit from behind by Allan Tomlinson's flying MG TA. This resulted in a serious accident from which Tomlinson took months to recover. Tomlinson never raced again and Jim did not contest the latter 50-mile event.

Told of the Morgan's existence at the 2009 anniversary of his famous 1939 AGP win, Allan Tomlinson was asked if he would like to "kick the Morgan". After a pause, he replied, "It is not the Morgan I would like to kick!" During the 1940 Lobethal event, one of the team's mechanics had borrowed Russell's Morgan to drive down to Adelaide. On the return trip, he had run off the road and damaged the left front axle. Once the racing was over, the racer's axle was transferred to Russell's car for the journey back to Melbourne, but troubles continued with the nearside front wheel coming off near Murray Bridge, the result of loose wheel nuts. Apart from keeping lap charts, Russell was to give 'general support and help with the drinking'. This event must have been a king-sized adventure for the entire Boughton party.

After the War, in which Jim Boughton served as an RAF pilot in England and India, he returned to work for Bry-Law Motors before establishing his own service stations and specializing in Citroen cars. He did not return to racing and the monoposto-style Morgan was dismantled in the 1960s. Later owners included Mike Devine and Phil McWhirter before Craig Schubert of Lobethal gathered together the key components of the car during the 1980s. These include the engine, gearbox and a number of original ancillary parts including the radiator. Assisted by Adelaide Morgan enthusiast, John Harrigan, the racing Morgan has seen a full restoration by master re-builder, Tony Heard for owner Tony Parkinson of McLaren Vale in South Australia. After almost three years of painstaking restoration, the car was officially completed on May 1st, 2010 and shown to enthusiasts at a lunch at Goolwa. It was then driven by Australian racing champion, John Bowe, at the Lobethal circuit for a feature in "Unique Cars". This summary of this very important early racing Morgan has been greatly assisted greatly by Craig Atkins whose recent publication, "Morgans in Oz : a history of Morgan sports cars in competition in Australia from 1928-1974" covers in great detail the exploits of Chassis #079. The car is also mentioned in "Morgan Sports Cars - The Early Years" (Jake Alderson & Chris Chapman). And most especially, acknowledgement must be made for the wonderful generosity of Terry Wright who provided a great many original photographs of the car and of the Boughton family, which had been carefully amassed over many decades. *"Great car - looking forward to seeing it out on the UK tracks". John Clarke.*



Grill and Front of 079 in 2011, Photo Courtesy of Braunstein



Restored 2 Seater Dash, Photo Courtesy of Braunstein



# THE LIFE AND TIMES OF A FORD 116E

I do not remember my early life, I am told I was created in 1963, but the past is a mystery to me, although through my recent operation some glimpses of a rough past life came to light. I do know that I came to the USA very early in my life and then spent many years on the Jersey Shore, during this time it would appear that I had major surgery, but more of that later.

My earliest memories are therefore from 2011 when I was first operated on. I was in pretty good condition, still able to pump 150 psi but I slipped a little and the opportunity came to build some more power so I was opened up and given a general cleaning.

This first operation gave me new valves in my heart along with hardened seats to ensure the food of my life would not harm me. To enable these valves to operate efficiently a new profile cam was fitted. Along with this a brand new feeding and extraction system was fitted. I was now wearing a beautiful new Webber and custom made tubular pipes, how posh.

Not much happened to me for the next year and a bit as my surroundings changed and I moved to a warmer climate in the south of the US, also my outer skin was being renewed and as you know that takes time.

Finally an opportunity came along for me to show what I was made of, I visited this wonderful place where many of my kin had been before, and some were still here being repaired or generally restored to good health. When my turn came to show what I was made of I lit up right away with no trouble, however my misspent past came back to haunt me and I was only able to muster 52 HP with so much smoke coming from my vents that I was shut down before my real worth could be seen.

It was now decided that in spite of my ability to still create 150 psi I should be opened up and closely examined by trained professionals who would fix all that ailed me. The operation commenced almost immediately and the first discovery was that my compression rings had many breaks and had eroded the lands in my pistons. It was concluded that it was only my oil rings that were the only things holding compression. My bores were scored and my bearings were



The 116E in situ prior to revitalization.



The 116E all shined up.

close to worn out, in general I had seen a hard life. It was interesting to note that at some point in my life I must have undergone a similar operation as my piston skirts had been knurled, a cheap way to prevent piston slap rather than rebore and fit new pistons.

Now the work really began, measurements were taken and I was bored out to 82mm, new cast pistons and rings were fitted to me along with stronger connecting rods and new bearings. My main bearings were polished and reset correctly. A better camshaft was installed that would allow me to breath more easily.

Next my head was examined, now it was an improved head from my original with larger valves and hardened seats, I was skimmed and then the larger valves with hardened seats were reset to identical spring pressures. All my ports were cleaned up and then matched to my manifolds so both my inhaling and exhaling would be smoother and easier.

Once my head was reinstalled on my body it was time to revisit that magic room where I would prove the efforts of my doctors.

Magically I started right up, and once warm I went through my paces, and boy did I perform. Originally I managed around 50 HP, now I maxed out at a magnificent 97.2HP (don't forget the .2!) Along with all my internal work I was painted and pimped out to the nines.

Now I am back home, mated back to my gearbox awaiting my refinished frame and for the rest of the car that I will power to get put back together. Watch this space for what happens next. [\*\[A wonderful discourse on revitalization from the perspective of the engine. Why the engine you say? To many, these are living things you know . . . Ed.\]\*](#)

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## 4/4 ALTERNATOR CONVERSION, THE MECHANICS

*[Now a little of the detail, this time from the perspective of the keeper. Ed.]*

Early on in the renovation of my 1963 4/4 I made the decision that I would convert the car to negative ground and to an alternator so I could have power to spare allowing me to add additional electrical items if I wanted to.

Being inherently lazy I looked around to see who else had done this type of conversion before and what they had used. As always in the Morgan fraternity there were many opinions and most conflicted! What a surprise.

Based on advice from someone who has done a few of these conversions I elected to use a 1990 Ford Festiva alternator, easily obtainable from my local parts store. I purchased mine at NAPA for \$103 part number 213-8444



View from below showing the alternator bracket (in black) assembled to the engine.

First job was to build a mounting bracket for it as the old generator bracket was not going to work. I elected to use 1/4" thick steel for this job, I did not want any failures. First I cut a strip to mount against the block. I drilled then slotted two holes in this mount plate for the bolts that would hold this to the engine, allowing some adjustment for aligning the drive belt.

Next I cut and shaped two mounting ears that would be welded to the mount plate these would hold the alternator at its pivot point. I made these fairly long to push the lower mount point away from the engine block, so allowing the alternator to stand more vertically and tuck in closer to the engine. I believe that these could be even longer than I

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made them allowing an even more compact installation.

I attached the ears to the alternator then tack welded them to the mount plate. Once tacked, the alternator was removed, and the welds completed. The painted assembly was then loosely bolted to the engine, the pulleys aligned, and finally tightened in place.

Next job was to figure out a tensioner. I have never been a fan of the curved bracket and clamp bolt so I decided something better was in order. The first problem was that the bolt that held the old bracket to the engine block was sheared off. On the Ford engine this bolt also holds the water pump in place and it was clear that it had sheared right at the block face. I made up two hardened sleeves that would fit in the water pump bolt hole snugly, the first had a 3/16" hole drilled in it and the second a 6.75mm (5/16" BSF tapping size) hole.

The first bush was installed; this allowed a small center drill to center directly on the broken stud and drill a starter hole. Next a 3/16" drill went in through the same bush and was drilled all the way through the broken bolt. The bush was changed and the tapping drill followed.

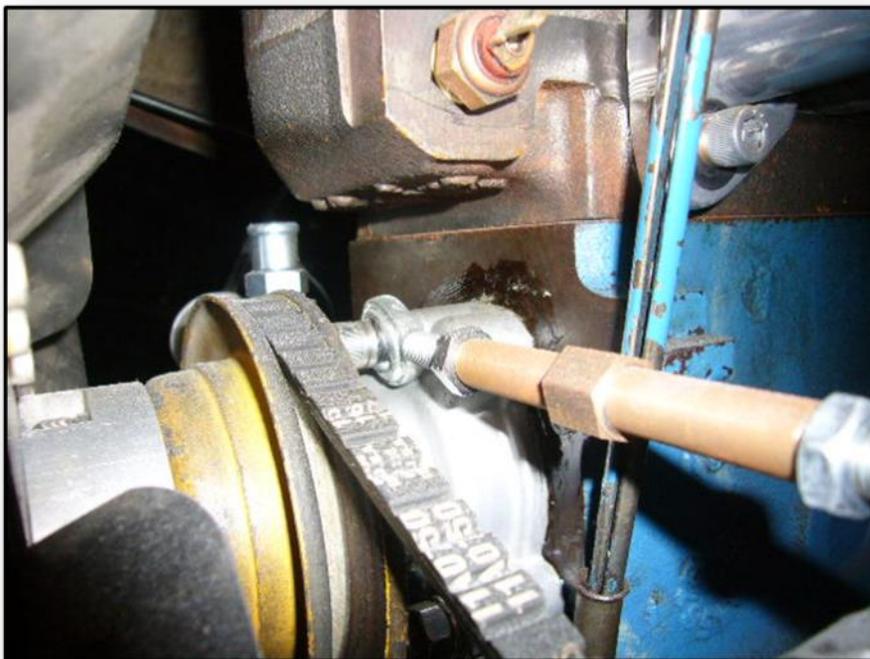
The water pump was now removed (it was replaced with a new one at this time) and a 5/16 BSF tap run down the hole to clean it out ready for a new bolt.

I purchased a pair of rose end bearings with male threads, one left hand the other right. Then on the lathe I took a length of hex bar, turned one end down, drilled and threaded to match the right hand thread on one rose bearing. Flipped the part in the lathe and repeated on the other end only this time threaded for a left hand thread.

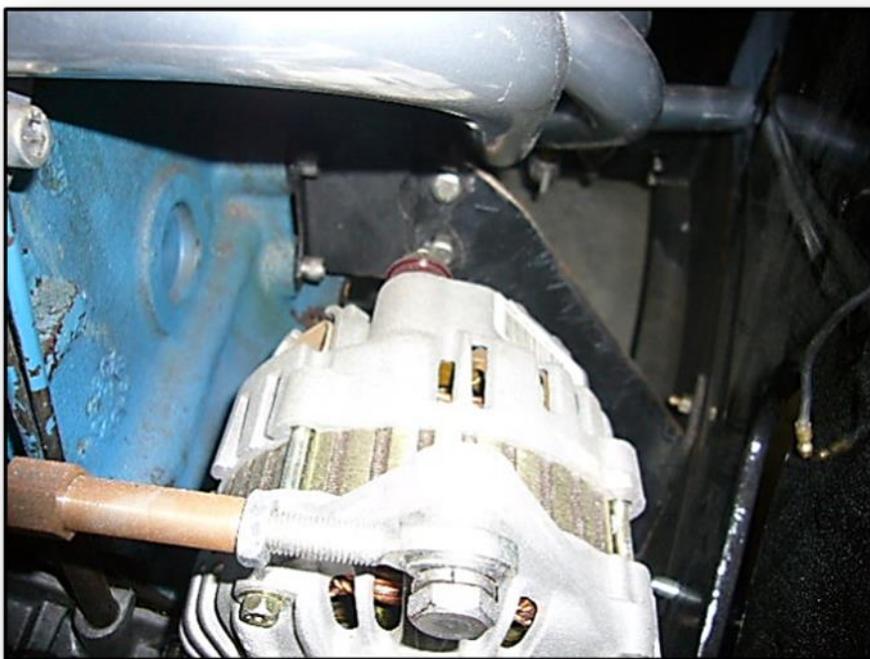
Now I had a tensioner, a bolt and nut held it to the alternator, but I would need a special bolt for the water pump/engine end. This was simply a 3/8" cap head screw with the threads turned off and rethreaded for 5/16 BSF. Once assembled a Vee belt was mounted and tension applied.

One day I will get round to painting it!

*Peter Ballard*



The tensioner in place with the new Vee belt fitted on the pulley.



Another view of the tensioner.



# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

It is believed that copies of the 1000th Morgan Three Wheeler, similar but not exact, can be had in the US, should you want one.

It would seem like the rest of us, the MMC is catching its collective breath after all the swirl and in anticipation of the revised M3W and the upcoming Geneva Show.

There have been a few words from Charles in the press, printed elsewhere in this newsletter. But other than that, not a whole lot appears to be new or interesting in Malvern.

I'm sure, now that I have said that, something will come up ...

## MORGAN MARKS PRODUCTION MILESTONE WITH ONE OFF 1000TH EDITION 3 WHEELER, [www.morgan-motor.co.uk/](http://www.morgan-motor.co.uk/)

In 2010, after a 60 year absence, the Morgan Motor Company took the decision to launch a vehicle that could have been seen as either madness or genius! The Morgan 3 Wheeler was launched to the world at The Geneva Motorshow in 2011 and immediately captured the hearts and imagination of an eagerly awaiting crowd of customers and journalists, it proved to be genius.

For an initial project that was intended to sell approximately 300 vehicles, Morgan are thrilled to announce that the 1000th 3 Wheeler has just rolled off a busy production line at the works in Malvern. The production of the 1000th 3 Wheeler represents the efforts of the craftsmen and women at the factory, the Dealers and the supply chain network to Morgan 3 Wheeler Ltd. However, 1000 cars would not have been possible without the loyal and enthusiastic group of customers that are so important to the long term success of Morgan.

The design for the 1000th 3 Wheeler was inspired by the original 1909 Runabout, using the same exterior and interior colour schemes as the original. In recognition of the 180 craftsmen and women at the Morgan factory, the 1000th vehicle features each of their names in two continuous pinstripes around the lower edging of the body. Whilst **the 1000th 3 Wheeler will be retained by Morgan and displayed at the factory**, production continues at full capacity to satisfy a full order book.



The completion of the 1000th 3 Wheeler coincides with the launch of an updated and revised 2014 model year Morgan 3 Wheeler. Differences for 2014 include changes in the chassis, centre drive unit and bevel box as well as an upgraded cooling pack and steering improvements. The 2014 vehicle has also seen the introduction of new graphics and paint options.

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# CHARLES MORGAN OF MORGAN MOTORS: MY SALARY IS NOW ZERO

<http://www.managementtoday.co.uk/> By Kate Bassett Saturday, 01 February 2014

**You Live And You Learn: Charles Morgan, co-owner of Morgan Motor Company, on being ousted from the board and the challenges of working in a family firm.**

**I was ousted from the board last October after disagreements over the family trust.** Until that point, I was earning £140,000 a year as strategy director. Now my salary is zero. With a family to support that's very tough.

**Everyone remembers my father and me on BBC2's Troubleshooter in 1989.** Sir John Harvey-Jones told us we'd go out of business if we didn't modernise production. That was a big shock but the show put us in the public eye - 11 million people saw it. We were turning over £3.5m then. Now sales are £40m.

**Harvey-Jones berated us for having long waiting lists, but he was wrong.** Everyone wants a waiting list now. My father used to say it's best to produce one less car than the market actually demands.

**As a cameraman at ITN for 10 years, I was in Cambodia in 1979 when Pol Pot fled;** I was in Ireland in 1981 when Bobby Sands died; I was in Beirut in 1982 when the Israelis invaded. It was a wonderful way to travel. The crew and I would always chat about cars - they regarded me as the unofficial expert.

**I won the BRDC Production Sports Car Championship in 1978 in a Morgan Plus 8.** I don't compete any more but I still have an international racing licence. I blame my lunatic driving style on my father, who gave me a souped-up garden tractor when I was 12.

**My wife, Kiera, is my rock.** We got married, on a whim, in City Hall at Brooklyn Bridge on Christmas Eve 2003, among all the drunks and revelers. It was the height of anti-romance.

**I'm immensely proud of my five children.** My oldest, Xan, 28, is a founding member of a waste water treatment company, Bluewater Bio. He's very creative and driven - I like to think he takes after me. My youngest, Eva Rose, is seven. She's a wonderful ballet dancer. So less like me.

**The challenge of working in a family firm is that you will never be appreciated.** You'll always just be the 'little brother'. Even if other family members don't work in the business, they will always have a sense of entitlement. When the company does well, greed rears its ugly head.

**I have more than 8,000 followers on Twitter.** In my darkest hours, the messages of support really lifted me.

**My goal is to take control of Morgan Motor Company again. That's where I belong.**

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## WHY ARE THERE CLASSIC CARS ON ROYAL CARIBBEAN'S ROYAL PROMENADE?

<http://www.royalcaribbeanblog.com/> 17 Jan 2014

If you've been on a Royal Caribbean Voyager, Freedom or Oasis class ship, you will have noticed a classic car on the Royal Promenade. If you've been on more than one of those ships, you may have noticed that the cars featured on each ship are different. So why does Royal Caribbean feature classic cars on its Royal Promenades?

The answer takes us back to 1997, when Royal Caribbean was building Voyager of the Seas. The lead architect for the Royal Promenade, Njal Eide, had built a model of the Royal Promenade, and in the middle of the model, he had placed a nice little model of a Morgan Sportster complete with leather belt across the hood.

Royal Caribbean chairman Richard Fain saw the car in the model and asked Njal about it because unknown to Njal, Fain was a big fan of the Morgans. Njal just thought it looked right and that's why he included it.

Fain was so impressed that he donated his own Morgan car that he had received for his 40th birthday some years back.

From that point on, having a vintage car was so popular that Royal Caribbean continued with the tradition with later ships in the Voyager, Freedom and Oasis classes. *[The ships include other vintage cars, such as a Citroen, Mercedes, and Bugatti. Ed]*



# A PORTRAIT OF A PETROLHEAD

[Kevin McSherry, the artist of this unique piece, best summarizes his creation as a wonderful retirement gift, on his website. Ed.]

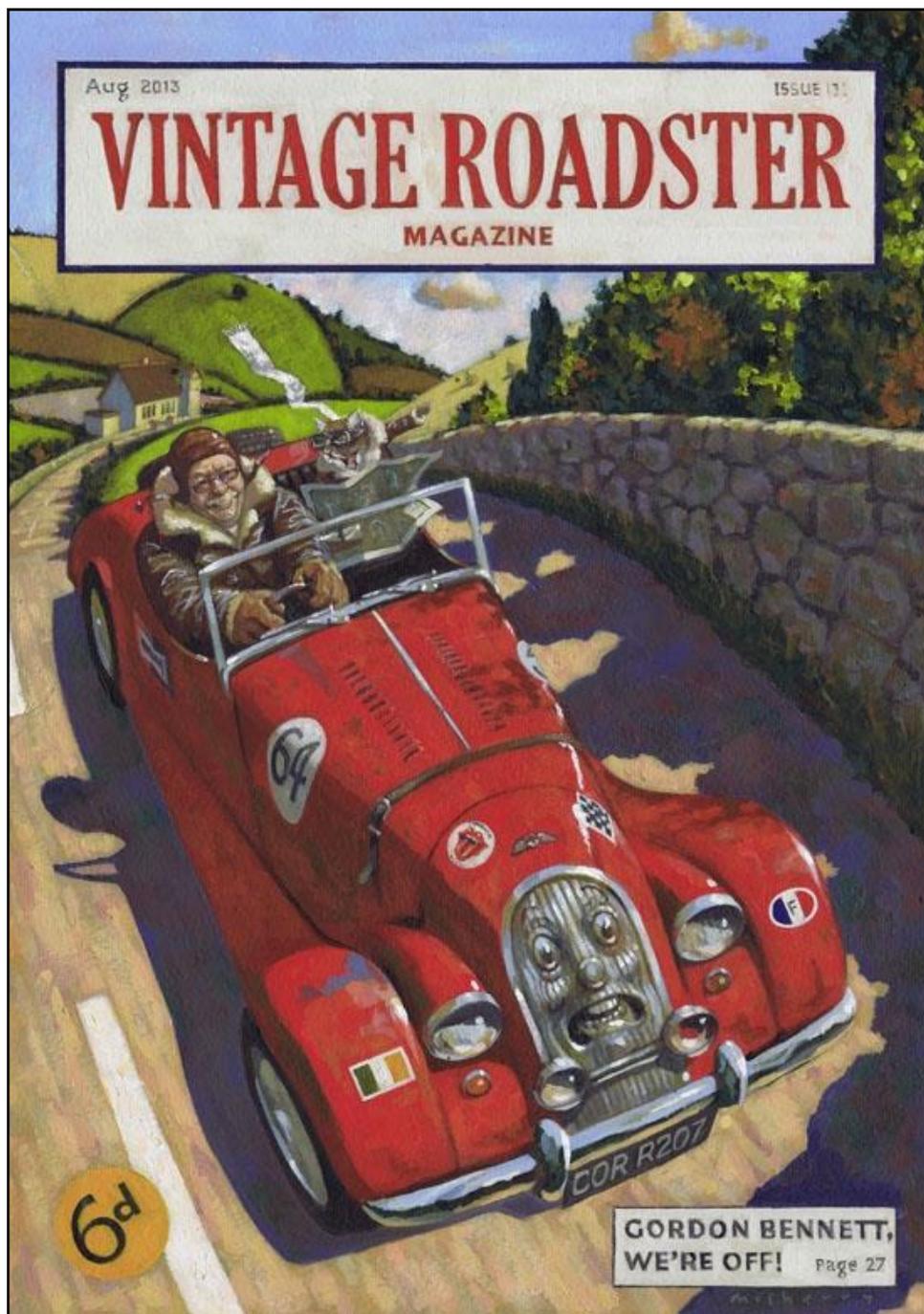
*“Whatever happened to a gold watch as a retirement gift? Probably not a good idea to give a reminder of a ticking clock to anyone, I suppose. Anyway, a friend of mine, Eamonn, who has been following my work for a long time and has always been encouraging to me, approached me to work on a commission for a retiring colleague of his. He told me he’d seen the work I did on a similar project for another departing exec, earlier this year and loved the quirky and imaginative idea and the individuality of it. In fact many of the colleagues of this man clubbed together to commission this portrait.”*

[...]“Although his career was spent as an architect, designing schools that have been built throughout the country, what came out more strongly was the subject’s interest in classic cars - and motorbikes, too. He has quite a collection lined up at home. However, in the course of the interview, I learned that not too long ago, he travelled to the UK to buy a Morgan sports car for his collection, only to find that they’re made with younger, more agile men in mind and he found it difficult to squeeze into the constricted cockpit! He came home with another Jaguar...and a sore back.

*That made me chuckle. So that settled it; why not give him the car? [...]*

*Once the amendments to the sketches were made and agreed on, I stretched a sheet of Canson water colour paper and set about the final artwork in acrylics. The framer did a marvelous job; it’s always thrilling to see your artwork properly mounted and displayed. Then unfortunately, I had to miss the presentation as I was teaching that day, blast it!”*

*[Kevin also created a video that gives a little more background on the creation of this piece of art, and it can be found on his web site (as well as some more of his great art.) [www.mcsherry.ie](http://www.mcsherry.ie) It is also listed in the ‘Great Morgan Videos’ section of this Newsletter. Kevin, thanks for letting us reprint this great piece of Morgan Art. Tremendous Job! Ed.]*



## Letters to the Editor . . .

### Latest Mystery Vehicle

So far, we haven't had any guesses on the latest of John Tuleibitz' interesting and obscure automobile sightings. This one shouldn't be that difficult.

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



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### THE LUCAS CODE

*[Many of you may have seen these , they are all over the internet, but those new to Morgan or other little British cars may not have. And, its never appropriate to take yourself too seriously, especially around Morgans. Ed.]*

- *The Lucas Electric motto: "Get home before dark."*
- *Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness."*
- *Lucas -- inventor of the first intermittent wiper, Lucas -- inventor of the self-dimming headlamp*
- *The three-position Lucas switch -- DIM, FLICKER and OFF.*
- *The other three switch settings -- SMOKE, SMOLDER and IGNITE.*
- *The original anti-theft devices -- Lucas Electric products*
- *"I've had a Lucas pacemaker for years and have never experienced any prob...."*
- *If Lucas made guns, wars would be obsolete*
- *Did you hear about the Lucas-powered torpedo? It sank.*
- *It's true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.*
- *Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" He replied, it doesn't matter which one you use; nothing happens anyway!"*
- *Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they made that didn't suck.*
- *Quality Assurance phoned and advised the engineering guy at Lucas that they had trouble with his design shorting out. So he made the wires longer.*
- *Why do the English drink warm beer? They have Lucas refrigerators.*
- *Alexander Graham Bell invented the telephone, Thomas Edison invented the light bulb but Joseph Lucas invented the short circuit.*
- *Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars; kill a chicken and walk three times sunwise around your car chanting: "Oh mighty Prince of Darkness, protect your unworthy servant."*
- *Lucas systems actually use AC current; it just has a random frequency.*



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### 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

**Vintage Roadster: A Retirement Gift Painting** (This video gives you background on the creation and reasoning behind the Vintage Roadster Magazine art work.)

**Morgan's Three Wheeler is pure old school fun - CNET** (New M3W - It's better than a horse?)

**Morgan 3 Wheeler Trailer | Morgan Trike | Air Lowering Trailer** (New M3W Trailer offering, no ramp. Might be usable for any trike with some modifications. Appears to be available through the Colorado Morgan Dealer.)

**History of Morgan Motor Company - picture special** (Short video with no sound but some good historic pictures and more modern ones of the full Morgan range.)

**Morgan does the Historic GrandPrix Dijon** (Something for the racers. Nico Zonneveld (Dutch) is the driver.)



## MORE *Letters to the Editor . . .*

**GatorMOG - Happy 25th!** [In an email inquiring about the formation of GatorMOG, Rick Frazee got this note back for **Perry Nuhn**. And forwarded it to me. In all our zest to get ready for the MOGSouth 40th anniversary next year, we ought not lose sight of the fact the GatorMOG chapter, a prior Morgan Owners Club in its own right, recently achieved a milestone of its own, 25 Years. Congrats to all the GatorMOG members, both past and present. There are photos of the early GatorMOG events in the MOGSouth Web Site, History Section. Ed.]

In Fall of 1988, Alan Aker sponsored a gathering of Morgan Owners in South Florida at a park in Boca Raton. His question was, "Could we have a Morgan Club in Florida?" About ten couples showed up and seemed to favor the idea. At the time my Morgan was still being restored. At the Boca meeting, it looked favorable to organize, but in the months afterward neither Alan nor I heard more from anyone, though we discussed the subject frequently.

Previously, a year or two earlier, Ron Ray had attempted to generate interest in a Florida Morgan Club, but there was no response at that time. And, after the Boca picnic, no more action occurred and it looked as if history regarding interest in a Florida Morgan Club was to be repeated.

With the passage of time we decided that if something was to happen we needed to take a more active approach. In order to collect names of Morgan enthusiasts in Florida, Alan and I began with the names he had, then I contacted the Wynell's who provided us with the MOG South roster. Alan and I and Phil Houha then prepared a questionnaire that would allow us to collect more detailed information regarding interest and what Morgans were in Florida.

Based upon preliminary information, in the summer of 1990, Rita and I held a small gathering of Morgan enthusiasts at our home in Hobe Sound. It was a very rainy day, but we all had fun and enjoyed each other and the food. And, discussion continued as to the potential of a Florida Morgan Club becoming reality.

In mid-1990, I sent out 138 letters to potential Florida enthusiasts. I received 31 favorable responses. So on October 30th, I sent out a letter to those that had responded to my request and the results of the questionnaire that they had completed. I suggested we meet on December 1st, 1990, at the Moroso Race Track in West Palm Beach. The thrust of this letter was that we had enough of a nucleus to form a Florida Club and that the meeting at Moroso would be a nice outing and that it was time to establish a Florida Morgan Club. By this time my Morgan was in Florida.

Eighteen folks and 8 Morgans showed up. We watched the races and discussed the feasibility of establishing the Florida Club. All were in favor, but none volunteered, including me, to be leader or serve as an officer of the newly organized club. Then they volunteered and elected me by an over-willing vote. I reluctantly accepted and thus began a 16 year task, which lasted until moving to South Carolina in 2007. So, during those years, I organized, communicated, wrote and sent newsletters, collected dues and managed the operation of the Gator MOGs. Frank Arthur came up with original GATOR MOG badge. Stuart Abrahamson underwrote the financial buy of the badges: he was paid in full with returns as the badges were purchased. Frank also bought and sold tee shirts & hats to members.

In this manner, the GATOR MOGs became a recognized Morgan Club and eventually a regional division of MOGSOUTH. Regards, *Perry*

## Did You Know?

### THE 'WORKS' ON PICKERSLEIGH ROAD WAS NOT THE FIRST OR ONLY 'FACTORY'

In May 1905, with the financial support from his father George, H.F.S. purchased a house called **Chestnut Villa in Worcester Road, Malvern Link**, a short distance from the railway station and built a small garage alongside. Here he set up business to attend to the needs of the early motorists and became a dealer for Darracq, Wolseley, Siddeley and Rover. Alfie Hales, a skilled motor engineer called was appointed foreman.



H.F.S. also ran Malvern's first regular bus service between the various districts around the Malvern Hills. In 1906 a second garage was established in the nearby city of **Worcester**, but this branch of the business closed little more than a year later. However, despite the success of the Malvern Link garage, Morgan's passion for engineering meant that he was soon experimenting with ideas for a motor car of his own design.

H.F.S., assisted by Mr Stephenson-Peach, the engineering master at Malvern College in Derbyshire, carried out much of the development work in the Malvern College workshops. The favorable reaction to Morgan's first three wheeled machine encouraged him to put the car into production. Cars were then being built in ever-increasing numbers in **Worcester Road, Malvern Link**.

December 1913, H.F.S. purchased land on **Pickersleigh Road, Malvern Link**, a ¼ mile from the Worcester Road factory and in the following summer, two large workshops were built. This is now known as the MMC Works.



## VACATION IN STYLE !!

There have been times in the past that we all have considered the charm of vacationing in Europe with a Morgan. I, for one, on my many trips abroad, have had my share of odd little cars offered by the rental agencies. The thought of shipping my own car over the Atlantic, although appealing, has been something that just didn't make sense from a time or a budget standpoint. Now there is a viable alternative and one that supports MOGSouth! **Cross Channel Sports Cars.**

Cross Channel Sports Cars offer modern (e.g. reliable) Morgans for rent and takes care of all necessary administration. The cars comes with comprehensive insurance and breakdown coverage, in-car info pack, maps and the required safety equipment (this is a big deal as the safety rules and required equipment in the EU are vastly different than in the US).

As a MOGSouth supporter, you will see Cross Channel Sports Cars information in each issue of the 2014 MOGSouth Newsletter. And, it only makes sense to support those that support us, so give them an opportunity to make that trip really special. Contact Andy Sayle directly at +33 (0) 5 63 94 58 31 or on his cell +33 (0)7 88 55 81 03 (or via email at [andy@ccsports cars.com](mailto:andy@ccsports cars.com)). For more information visit their web site at [www.ccsports cars.com](http://www.ccsports cars.com). Thanks !



**HEY! →**  
**This is NEW**



### PRESS INFORMATION

#### Hire a Morgan in South West France

Imagine driving a Morgan around the stunning South West of France - well thanks to Cross Channel Sports Cars, based in the French Midi-Pyrenees and run by former competitive racing driver and sports car fanatic Andy Sayle, you can now hire a Morgan Plus 4 to drive around the beautiful French countryside.

If you've ever considered driving your own Morgan in France, you've most likely soon realized that the costs and logistics make it just far too expensive. CCSC can offer the perfect solution, with weekend or weekly hire and can also help with Hotel, Château and Gîte bookings, organizing bespoke tours and providing airport pick-ups if required, to help take the hassle out of planning your dream classic car holiday in France.

The Morgan Plus 4's come equipped with leather sports seats, wood-rimmed steering wheel, leather bonnet straps, wire wheels and a rear luggage rack. They offer the ultimate in classic car touring and you can even hire picnic baskets and leather Morgan suitcases, to further add to your unique experience.

#### South West France

The South West of France offers mile upon mile of beautiful empty winding roads, meandering through vineyards, fields of sunflowers, spectacular gorges and river valleys, dotted with stunning medieval hilltop villages and Bastides. If you want to venture further afield, just a few hours drive to the north you can tour the Dordogne and the famous Bordeaux vineyards. Three hours west takes you to the Atlantic coast and the stunning resort of Biarritz, or why not drive down to the Mediterranean and cruise along the Riviera in style!

All rentals include fully comprehensive insurance and breakdown cover, in-car info pack, maps and safety equipment. Drivers must be over the age of 25 and have held a valid licence for 3 years or more.

For more information please contact:

Andy Sayle on +33 (0)5 63 94 58 31 or check out [www.ccsports cars.com](http://www.ccsports cars.com)



CROSS CHANNEL SPORTS CARS

La Forge, Place de la Mairie, 82150 Roquecor, Tam et Garonne, France

T: +33 (0)5 63 94 58 31 M: +33 (0)7 88 55 81 03 E: [andy@ccsports cars.com](mailto:andy@ccsports cars.com) [www.ccsports cars.com](http://www.ccsports cars.com)



# 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)

## '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

## 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". 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)

## 1952 PLUS 4 RACE CAR FOR SALE

Triumph engine, 125 -130 hp, 4-wheel drum brakes, A.R.E. period wheels. Competition stub axles. Porterfield RD-4 brakes, Panhard rod, adjustable lever shocks in rear. New driver harness. Moss gearbox rebuilt within the last year. Reliable and is ready to race. Comes with spare stock TR engine. Car is near **Austin, Texas**. 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>



## 1965 PLUS 4 FOR SALE

This car has been lovingly maintained and garaged over its lifetime (memo from prior owner available). It has only 20,600 original miles and has never been damaged to my knowledge. I have owned the car for 13 years and have never driven it in the rain. New weather gear (top, windows), only used once. Many of the original parts, the original 60-spoke wire wheels, and a large collection of manuals and literature included. Car is in **Houston, Texas**. Call or email for more info. J. Philip Ferguson, [jphilip@mail.com](mailto:jphilip@mail.com) 713-505-2147



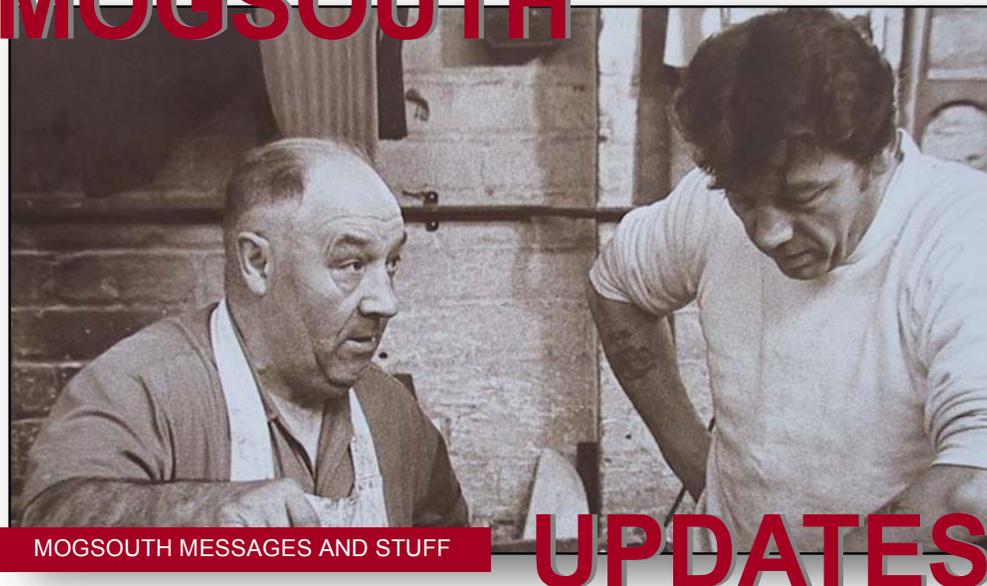
*Continued Next Page*

# MOGSOUTH

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

Note the Spring Meet's deadline to get the discounted rate at the meet's hotel. If you haven't made your reservations yet, you best get on with it, or you will miss the great price Charlie negotiated.

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.



MOGSOUTH MESSAGES AND STUFF

## UPDATES

### 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 continue, 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, we are still looking for 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)
- The Anniversary Meet will be held in the **Spring of 2015**. Sites and specific dates are being considered and investigated by the team. If you have ideas, please send them to [lance.lipscomb@gmail.com](mailto:lance.lipscomb@gmail.com)
- 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. If you have suggestions or things that should be considered, let us know.

*Continued Next Page*

AND OTHER THINGS YOU SHOULD KNOW !!

# MORE MOGSOUTH UPDATES

**NEW**

**GATORMOG MORGAN'S ON THE GREEN IN SOUTH FLORIDA - 1 - 3 MARCH 2014**



HELLO GATORMOG MEMBERS;

**Save the Date, March 1st, 2nd & 3rd** for our Spring South Florida get together in **Wellington, Florida**. After many requests from our Morgan Club members who are only here in the winter, our member Gil Stegen has stepped forward to help organize this event. Details are still being sorted out but the current plan is for everyone to **arrive in Wellington (near Palm Beach) on Saturday, 3/1** at a hotel to be confirmed. A **6 PM Noggin** will provide a pizza dinner and beer & wine for everyone courtesy of MogSouth & GatorMog. **Sunday will start with a drive to the beach for breakfast, lunch about 11:30 and the really great part, a 1 to 5 PM, International Polo Match!** Dinner after the match is planned and probably breakfast on Monday morning before heading home.

Most everything except the Noggin will be Dutch treat. I will be the point of contact to confirm that you will be able to attend. Hotel information will follow shortly so you will be able to make & guarantee your own reservations. My cell number is 407-620-0507. I'll be sending out more information soon so please watch your Emails.

Cheers all ya'll, *Rick Frazee, Head Gator*

## MOGSOUTH SPRING MEET - 28 AND 29 MARCH 2014

**UPDATED**

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

**DATES:** Thursday, 27th (early arrivals) Friday, 28th - Saturday, 29th March 2014

**CONTACT:** (843) 763-8885 Deidra Sigmon, Mgr. [deidra@creeksidelandsinn.com](mailto:deidra@creeksidelandsinn.com) (use **MORGAN CAR GROUP** when booking - special rate) Cut off date is **March 6th** for "special rate". [Note Deidra honored the rate for Thursday. Ed]

**SCHEDULE OF EVENTS: Still being worked, but so far this is it!**

**THURSDAY, 27 MARCH.** Early arrivals

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

**SATURDAY, 29 MARCH.** We will meet at Gordon King's Sat. morning from 9 -10:30 for Bloody Marys and a look at Gordon's collection of sports cars. Breakfast first at the Motel. (included) Instructions to Gordon's will be handed out at Motel.

Gordan has planned a rally/tour which will leave promptly at 10:30. Lunch will be at a restaurant along the way depending on numbers of people in group. Participants should be gassed up before the start of rally and will be answering questions along the way. 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 to 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)

**GATORMOG PARTICIPANTS** - Note from Rick Frazee, the head Gator, for the GatorMog contingent going to the March 28 - 29 MOGSouth Spring Meet in Charleston, SC.

*"Mark and Andrea Braunstein & Sam and I will be heading north to Charleston on Thursday March 27<sup>th</sup> very early in the morning, to have an extra day to visit Charleston. Everyone is invited to convoy with us and to help do that I'm offering to put anyone wanting to tag-a-long a **very special rate** for a **Wednesday night***

*Rick Frazee, Head Gator*

**NEW**



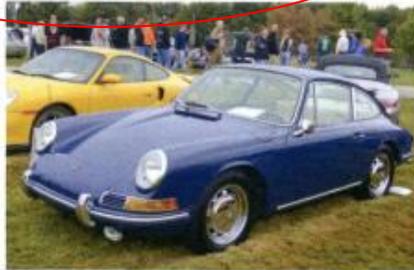


Despite its modern Ford running gear, Rachel and Ellis King's 2005 Roadster is unmistakably Morgan, particularly with its unmistakable British Racing Green finish. And thanks to that Ford V-6, plenty quick, too.



Finding itself in the Special class, the Austria Haflinger, owned by Fred and built for the Austria Haflinger has all-wheel drive, four-stroke, 643-cc air-cooled engine.

Showing the beautifully simple lines of the early Porsche 911 was Mike Duck's 1965 model. Mike, from Charleston, South Carolina, took home a second-place trophy in a highly competitive class.



It's great someone from the more formal automotive press, in this case, **Hemmings Sports and Exotic Car (Mar 2014)**, finally caught up with something we had previously reported on last fall - the Morgans at Euro Auto Festival in Greer, South Carolina. MOGSouth members flew the club flag proudly and got a tremendous reception at the show.

As you can see, photos and captions were included in the magazine for **Rachel and Ellis King's wonderful 2005 Roadster** and **Lee Gaskins and the 1935 MX4 Super Sport Trike**. Lee's MX4 was chosen by Corky Coker, of Coker Tires of Chattanooga, to receive one of the coveted Corporate Awards. As mentioned earlier, Lee's MX4 was a triple winner at the show, adding to the Coker Award with a 2nd in the Morgan Class, and Peoples Choice awards.



Jeff and Judi Buckley, of Christiansted, Virgin Islands, brought their Fly Yellow 1991 Ferrari Testarossa, picking up second in class for their efforts. The '91 was the last to wear that name before 512 TR took over.



**MOGSOUTH MORGANS IN THE PRESS !!**



No question, a 1935 Morgan MX4 Super Sports has an appeal that crosses generational lines. This example, shown by Lee Gaskins, was the winner of the Keynote Speaker Award, chosen by Corky Coker of Coker Tire.

**A big thanks to the Kings and the Gaskins for flying the MOGSouth Flag so well!**

For the eagle eyed reader, the nose of the last issue's mystery vehicle is also captured on this page. The 'Haflinger' military vehicle. A mystery vehicle guessed correctly by Tom Coryn. Congrats Tom!

If you think you have the a broad sense of the stuff that is out there, check out this issue's mystery vehicle and send us an email to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).



## Atlanta Morgan Owners - An alternative to the Cars and Caffeine cruise-in in Alpharetta.

**NEW**

"There are many who have elected to forgo the Sunday morning **Caffeine and Octane** gathering on the first of each month citing a problem in the early hour, the desire to have a focus on earlier model vehicles, the disinterest in the abundance and proliferation of newer US and foreign vehicles.

Taking from that, we have been able to gain access to a site upon which we will have a gathering of **cars limited to 25 years and older** much closer to home for many."

"The monthly event will take place from 8 am till 10 am on the first Sunday of each month on property owned by **L.A. Fitness, and located at 4905 Alabama Road (Hwy 92)**. The workout facility is just west of the Sandy Plains intersection.

An adjacent Waffle House will be available for food, coffee and rest room facilities. **It will be known as the Road Runners Cruise-in** and the event will be advertised in Ragtops and Running Boards, [Southeast Wheels Events](#) and the GSRA publication "Street Scenes".

**NEW**

## Morgan Owners Gathering at Amelia Island

Got a note that Joe Topinka is organizing a Morgan Owners Gathering for those going to the Amelia Island Concours d' Elegance this year (7 - 9 March). The plan is to meet at **Sliders** in Fernandina Beach on Friday Evening, 7 March, at 6PM.

Sliders is Fernandina Beach's only oceanfront tiki bar and restaurant. It's located at 1998 South Fletcher Avenue, just at the east end of Sadler and the Atlantic Ocean. Joe will reserve tables so give him a call and let him know you are coming. Joe is hoping for at least 8 folks. Joe Topinka at [jtop@aol.com](mailto:jtop@aol.com) or call him direct at (540) 255 6174 to confirm the latest.

### SuperDave's Garage

(770) 330 - 6210

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

### 1935 "Beetle Back" Super Sport

Concours Winner,  
3 speed with reverse  
Rebuilt Matchless  
MX4 Overhead Valve  
engine  
Body stripped and  
repainted, Wood  
frame refinished and  
re-glued  
Electric start

## OLD AND NEW MORGANS AVAILABLE !



### 2005 Morgan Aero 8

Aston Martin metallic black and silver grey, Grey leather interior  
Sport exhaust, New Michelin tires, 5000 miles, **Like new!**

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





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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## HIRE A **MORGAN** IN SOUTH WEST FRANCE

If you have ever considered driving your own Morgan in France, then most likely you soon realised that the costs and logistics make it far too expensive.

CCSC can offer the perfect solution, with weekend or weekly hire and can also help with Hotel, Château and Gîte bookings, organising bespoke tours and providing airport pick-ups if required, to help take the hassle out of planning your dream classic car holiday in France.



Rental includes fully  
comprehensive insurance.



E: [andy@ccsportscars.com](mailto:andy@ccsportscars.com) T: +33 (0)5 63 94 58 31  
[www.ccsportscars.com](http://www.ccsportscars.com)



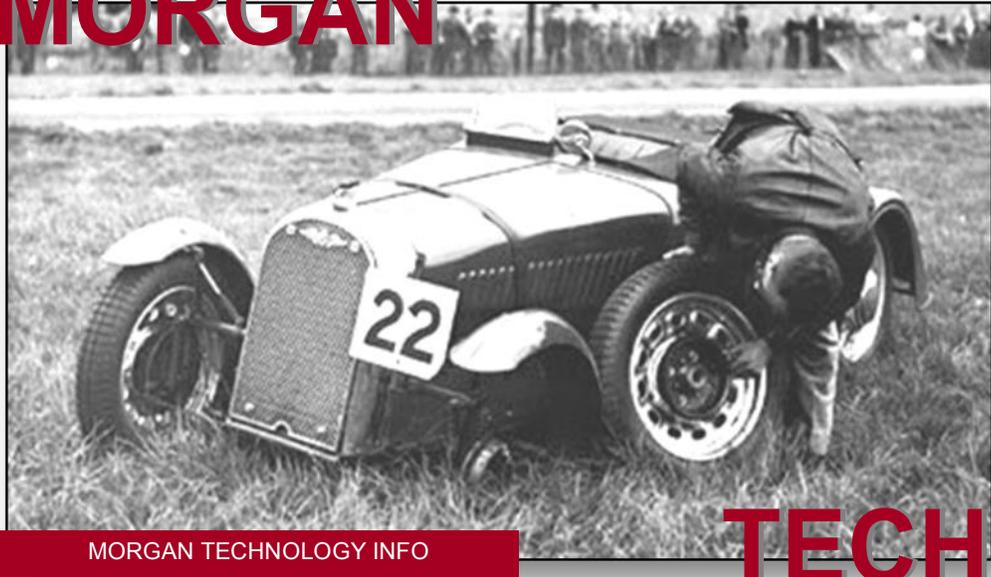
The Internet is a wonderful thing, but at the same time, a confusing and frustrating adversary.

Sometimes it does really help, though. Like finding these Morgan Car Parts Manuals.

Having had the Morgan Spares Catalog to figure out what and where things go, on the classic Morgans, has been a god send.

We have all bitched about the lack of maintenance guides and parts manuals for our cars.

Although only parts manuals and not full maintenance guides, these are certainly a great find.



MORGAN TECHNOLOGY INFO

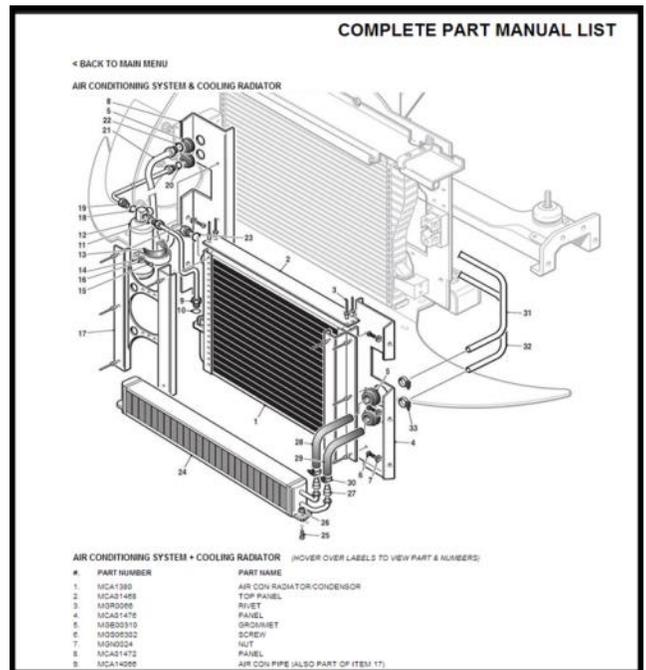
# TECH

## LATE MODEL MORGAN CAR OWNERS

**Aero 8 Owners** - I found an Morgan Motor Company Web Site with an Aero 8 Online Parts Manual at [http://www.aero-racing.co.uk/partsbooks/supersports/main\\_menu.htm](http://www.aero-racing.co.uk/partsbooks/supersports/main_menu.htm) It is not something easily downloaded, so you will have to access it on line. It appears to be relatively complete. It is broken down by the various automotive systems, including high quality graphics with a part-identifying index. I believe it is for the current cars. So use it with care, if your car is one of the earlier Series.

I have also located a Parts Manual for **Traditional Model Cars 2006 onward**. This should be close for the Roadster owners out there. It is a large PDF file (9MB) so before you ask me to email it to you, be sure your email system will accept large files. Finally, I also have a new **Morgan Three Wheeler (M3W) Parts Manual**, also a large PDF file, that can be emailed. (8.7MB). Please send requests to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

I don't know what the official MMC position is relative to these documents, e.g. I don't know if they are current, etc., so please use them in an appropriate manner realizing that there may be inconsistencies or other issues with the information.



## BLEEDING CAR BRAKES *[Many folks may already know this but for those mechanical novices you may just want to file this away. It's a big safety issue. Bad brakes can lead to disaster and that's not something we want to in any car, much less a Morgan. Ed]*

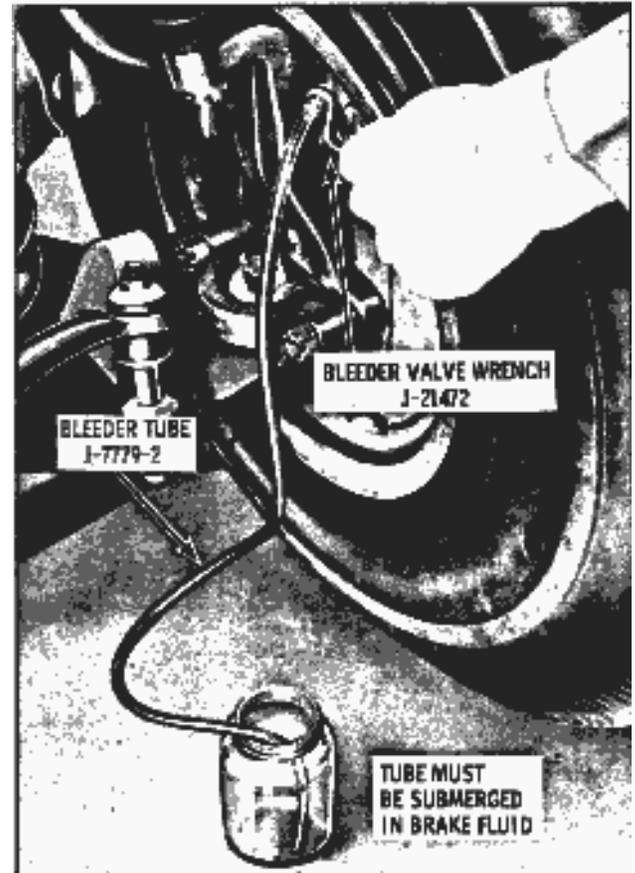
Whenever a brake line is disconnected from any wheel, it is necessary that the wheel cylinder be bled. If the hydraulic line is disconnected from the master cylinder or the brake pedal has a spongy feeling, each wheel cylinder must be bled to expel air from the system.

- Begin at the furthest from the driver and proceed towards the driver. (Right rear, left rear, right front, left front.)
- Locate the bleeder screw at the rear of the caliper body (or drum brake wheel cylinder.) Remove the rubber cap from the bleeder screw – and don't lose it!
- Place the box-end wrench over the bleeder screw. An offset wrench works best – since it allows the most room for

Continued Next Page

movement. (If you do not have an offset wrench, avoid pushing the wrench head to the bottom of the bleeder screw – since the wrench may interfere with other parts during movement. Allow a standard wrench to sit near the top of the bleeder screw contact point.)

- Place one end an appropriate sized plastic hose over the nipple of the bleeder screw. *[I have not had much luck with the hand pumped vacuum bottles that allow a single person to do this. Dwight Kinzer, mentioned success using one in Vol 8, 2013, and offers some other tips, but I always use an assistant. Ed.]*
- Place the other end of the hose into a disposable bottle. Hose should be submerged in the brake fluid to better allow visibility of the air bubbles released in the bleeding process.
- Place the bottle for waste fluid on top of the caliper body or drum unit. Hold the bottle with one hand and grasp the wrench with the other hand.
- Instruct the assistant to "pump." The assistant should pump the brake pedal three times, hold the pedal down firmly, and respond with "down." Instruct the assistant to "hold" the brakes until told to release or pump again.
- Loosen the bleeder screw with a brief ¼ turn to release fluid into the waste line. The screw only needs to be open for one second or less. (The brake pedal will "fall" to the floor as the bleeder screw is opened. Instruct the assistant in advance not to release the brakes until instructed to do so.)
- Close the bleeder screw by tightening it.
- Instruct the assistant to "release" the brakes. **Note: Do NOT release the brake pedal while the bleeder screw is open, as this will suck air back into the system!**
- The assistant should respond with "released."
- Inspect the fluid within the waste line for air bubbles.
- Continue the bleeding process (steps 11 through 16) until air bubbles are no longer present. Be sure to check the brake fluid level in the reservoir after bleeding each wheel! Add fluid as necessary to keep the level above the 'Add' line. **Note: DO NOT run the master cylinder reservoir dry.** (Typically we repeat this process 5-10 times per wheel when doing a 'standard' bleed.)
- Move systematically toward the driver – right rear, left rear, right front, left front - repeating the bleeding process at each corner. Be sure to keep a watchful eye on the brake fluid reservoir! Keep it full!
- When all four corners have been bled, spray the bleeder screw (and any other parts that were moistened with spilled or dripped brake fluid) with brake cleaner and wipe dry with a clean rag. (Leaving the area clean and dry will make it easier to spot leaks through visual inspection later!) Try to avoid spraying the brake cleaner DIRECTLY on any parts made of rubber or plastic, as the cleaner can make these parts brittle after repeated exposure.
- Test the brake pedal for a firm feel. (Bleeding the brakes will not necessarily cure a "soft" or "mushy" pedal – since pad taper and compliance elsewhere within the system can contribute to a soft pedal. But the pedal should not be any worse than it was prior to the bleeding procedure!)
- Be sure to inspect the bleeder screws and other fittings for signs of leakage. Correct as necessary.
- Properly dispose of the used waste fluid as you would dispose of used motor oil. Important: used brake fluid should NEVER be poured back into the master cylinder reservoir! Dispose of the fluid as you would motor oil. *[Most 'oil change' shops will allow you to dispose of your old oil or fluids in their 'old oil' drum, or land fills have disposal sites. FYI, the source of this document is unknown, as it has been in my files for years, but it works. I always use it. Ed.]*



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# 1909



2014 US (and a few International) EVENTS

# 2014

Make sure you have made your reservations for the Spring Meet. Don't forget to pay \$20/ person to Charlie Miller for the Low Country Boil at Gordon King's House. It was due after 1 Jan. **Charles Miller, PO Box 6105, Hilton Head Island, SC 29938.**

**The Spring GatorMOG Noggin dates and locations have been locked in. Morgans and Polo in South Florida.**

Details for the Spring Meet and the Spring GatorMOG Noggin are in the MOGSouth Updates section.



## The 2014 MOGSouth Events Calendar is Here!

These dates should help in your 2014 planning. We already have dates for the Spring GatorMOG Noggin, the MOGSouth Spring Meet and a few other events. We still need to add the local regional events. **[The Fall Meet has not as yet be locked down although we have had suggestions. Send your thoughts to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com). Ed]**

- **All British Classic Car Show**, Feb 9, Royal Palm Place, Boca Raton FL
- **Boca Raton Concours d'Elegance**, Feb 21 – 23, Boca Raton, FL
- **NASCAR Daytona 500**, Feb 23, Daytona, FL
- **SVRA Spring Vintage Classic**, Feb 27 - Mar 2, Sebring International Raceway, Sebring, FL
- **Spring GatorMOG Noggin, Mar 1 - 3, Wellington, FL** Note: this is a travel on Sat, return home on Mon weekend.
- **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**



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

bring on the curves

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**MOGSOUTH REGALIA** - Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. **At this price, you can buy two! But don't wait they are going fast!** Please contact SuperDave Bondon at 770 330-6210 or [Dbondon@bellsouth.net](mailto:Dbondon@bellsouth.net) to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096.

**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.

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](mailto:mogsouth@yahoo.com).

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

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 2/14

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

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

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

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