

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/13

MOGSouth Spring Meet

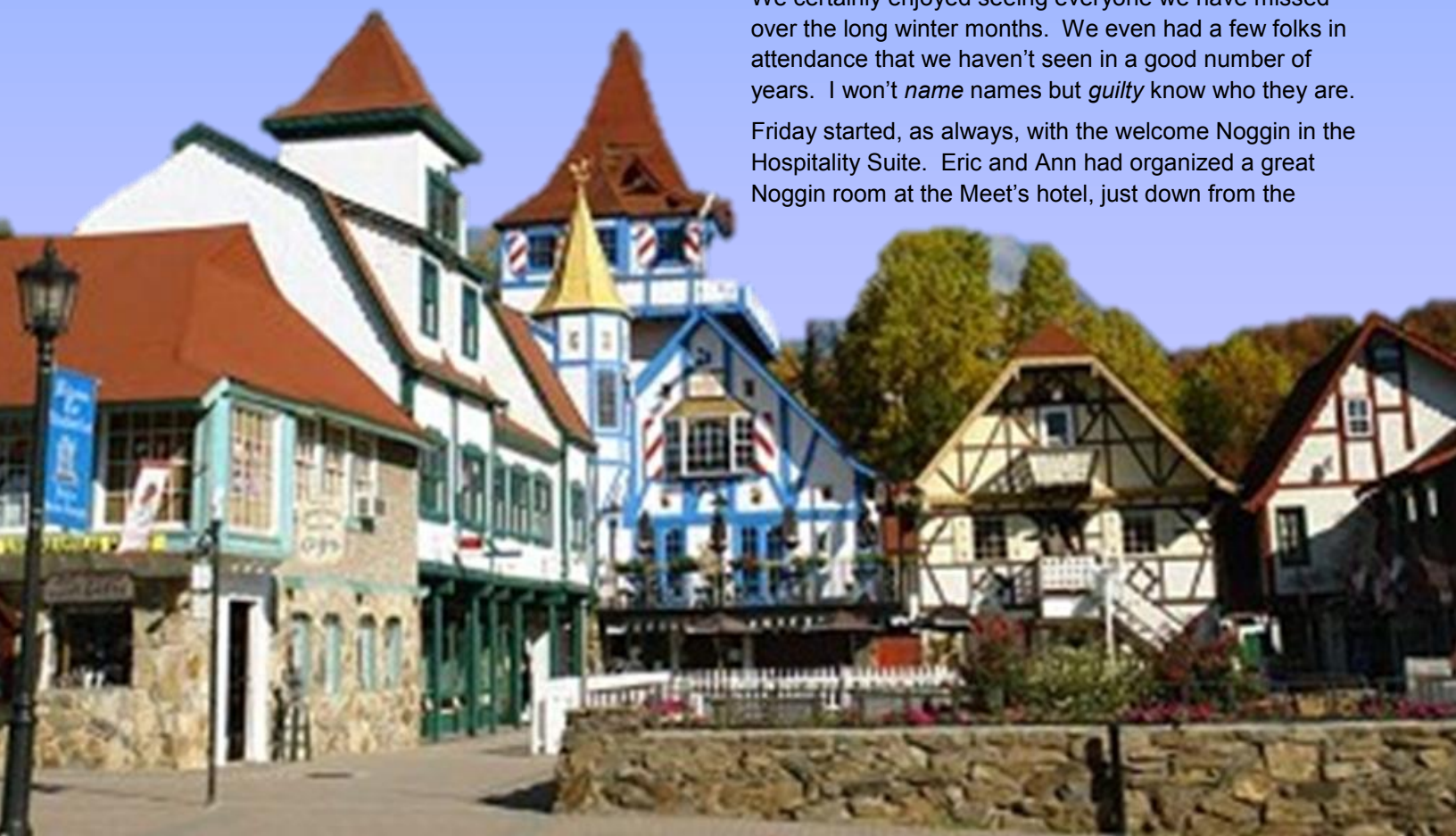
Helen, Georgia

19 - 21 April 2013

A gathering in the North Georgia mountains was a perfect way to kick off this new year of MOGSouth events. The 2013 MOGSouth Spring Meet was hosted by Eric and Ann Cummings in the storybook village of Helen, Georgia. The weather was great other than the rain that delayed a few of us from getting to Helen a bit earlier on Friday and then there was the 'balmy' mid 30s at the top of Brasstown Bald. Other than that, blue skies and comfortable temperatures for all those in attendance, as well as their trusty steeds.

We certainly enjoyed seeing everyone we have missed over the long winter months. We even had a few folks in attendance that we haven't seen in a good number of years. I won't *name* names but *guilty* know who they are.

Friday started, as always, with the welcome Noggin in the Hospitality Suite. Eric and Ann had organized a great Noggin room at the Meet's hotel, just down from the



hotel's registration desk. After few nibbles, drinks and '*mostly true*' stories, we all scampered off to find dinner at one of the many restaurants in Helen. We opted for German cuisine (ok so we aren't too imaginative ...) and headed to the Bodensee Restaurant on the recommendation of others.

My sister Barbara, and her youngest daughter Paige, joined us in Helen for the Meet. This is not all that odd, as my sister and her daughters have participated at a number of Morgan events over the past 30 years. Paige was just a baby when she first rode in my Morgan 4/4, the same car I had in Helen for this meet. We also had another of my nieces join us for dinner, Colleen, my sister's oldest daughter with her boyfriend Aaron. They drove up to Helen from Atlanta, just to see us and say hello.

After a *good traditional* German dinner of schnitzel, spaetzle and red cabbage, we back to the hotel and the Noggin room, for some *good traditional* beer and Morgan chit chat.

Bob and Wynell Bruce jacked up the festivities producing a time machine of sorts. They reached into their personal archives at home and pulled out a huge stack of MOGSouth historical photographs. Amazing stuff but also bittersweet. Some MOGSouth folks are sadly no longer with us except in fond memories. There was definitely some 'hair' I really don't remember and some Morgan antics we really wanted to forget.

Seeing those photographs of familiar folks, some 25 (or more) years ago, resurrected many memories, generated boisterous laughter and caused quite a bit of serious discussion and questions on just how we intend to preserve our MOGSouth history. It's a bit hard to believe but the club has been around since 1975 so we do have almost 40 years of history to preserve.

The apparent void, it seems, is that we don't have a *Historian* in the club, nor do we have a designated place for the collection of MOGSouth historical items, such as these photographs. Rather than have some random shoe box of stuff gathering dust and mold in someone's basement, it was decided that I should create a 'History' page on the MOGSouth web site. With an internet based repository we can post these photographs and other documents where everyone can see them. Having a designated place for MOGSouth historical materials should result in more donations to our newly created historical repository. Look for it on the web soon and if you have things to add, let us know via email - mogsouth@yahoo.com)

The Friday evening Noggin seemed to come to a rather abrupt end, as all of our internal alarm clocks seemingly went off simultaneously, remind us all to get some sleep, as the early morning activities spin up quickly. So we all trundled off to bed, leaving the remnants to Saturday night's Noggin.

Saturday came early like they always seem to do. A driver's meeting I missed provided route instructions and directions to Brasstown Bald. So I was at a loss as to where to go and had to find someone to follow. My niece Paige rode with me in the Morgan and Andrea traveled with my sister in her mini van. The first stop on our Saturday drive was the Bald and to get there you simply went up. We climbed and climbed, quite often grabbing a lower gear just to handle the grade.

We followed Bill Scott in Graeme Addie's 1947 Series 1 and it pulled strongly with nary a balk all the way up to the Bald - a true test of the utility of the Morgan product, even the earlier ones. The mountains were glorious with the all the trees and other vegetation sprouting new life and color in the sparkling morning light. And, the roads were just perfect for a *brisk* Morgan run. 'Brisk' it turns out was the operative word. As we climbed in altitude towards the top, the temperature dropped and dropped significantly. Paige and I were bundled in my car's quilted blanket, cruising with the top down and heater on.



Historical Photo - MOGSouth members Carlton & Bev Shriver's Farm in Maryland. Circa ???



Historical Photo - L to R. MOGSouth members Pete and Cheri Olson, with Roni Sisson. Circa ???



The thermometer at the Lookout Station on top of Brasstown Bald. It was extremely cold, so everyone went into the small museum at the Lookout Station to thaw out and avoid the wind. Yikes!

Not too bad until we reached the top and left the cozy warmth of the quilt. We, like most everyone else were not dressed appropriately for the temperature. Even bundled as we were, it was down right cold!

According to Wikipedia, Brasstown Bald is the highest natural point in the state of Georgia, USA, with a summit elevation of 4,784 feet (1,458 m) above mean sea level. It is named for the former Cherokee village of Brasstown, Georgia, located along the upper Brasstown Creek. Across the North Carolina state line, immediately to its north, is Brasstown, North Carolina. The mountain is part of the Blue Ridge Mountains (part of the Appalachian Mountains), and within the borders of the Blue Ridge Ranger District of the Chattahoochee National Forest. On a clear day, it is possible to see the tall buildings of Atlanta from the summit. It was a little hazy and I didn't see Atlanta but you could really see a very long way from the top. Perhaps I was just shivering too much to focus??

Coming down was just as much fun as going up. The road was just twisty enough to provide a spirited jaunt. We again followed Bill Scott and the Series 1 down the hill. The brakes on the Series 1 worked much better than the ones on my Series 1. They held the car without fading all the way down the hill. I was quite impressed.

Lunch was at the bottom of the hill and around the bend, at the Hawg Wild BBQ. Lots of tasty offerings, coupled with a cameo appearance by Randy Johnson who drove his Plus 4 up to join us for lunch. Everyone enjoyed seeing him and appreciated his effort to join us for part of the meet.

After lunch it was back to the hotel to clean up and get ready for the evenings activities. The Noggin was moved to Eric and Ann's neighborhood club house, in the residential community of Skylake. What a beautiful location, overlooking the restful waters of Skylake. Splendid trees covering the banks with gaggles of water fowl squawking away and a very picturesque bridge spanning the water. I can see why they moved away from the city when they did.

The catered meal was wonderful with Roast Beef, Pecan encrusted Chicken breasts, new potatoes, green beans and all sorts of other fixings. Even desert was quite nice with coffee, cake and brownies. (And everything was 'Fat Free . . .')

Soon after getting our fill we all fell into the club house's comfy sofas and continued the pre-meal Noggin.

The 2013 MOGSouth Spring Meet was tremendous success and greatly enjoyed by everyone in attendance. Eric and Ann's efforts in planning and organizing a great Morgan weekend are to be commended. We all look forward to each of the MOGSouth Meets and are sincerely disappointed when we can't attend. The MOGSouth Meets are always superb events and this one was no exception. We just can't thank the hosts enough.

The strength of MOGSouth is in its members and without the club's volunteers there would be no MOGSouth.

The attendance was very good, with some 40 Morgan enthusiasts and a representative range of Morgan automobiles - Aero 8s, Plus 8s, Roadsters, Plus 4s (2 & 4 Place), 4/4s (Early and Late) and even a new 2012 Morgan Three Wheeler. (Note: The list of meet participants in on the Calendar Page of this issue.) Simply another great MOGSouth event!!

Mark

Be sure to check out all the Spring Meet photos posted to the MOGSouth web site - www.mogsouth.com.



Graeme Addie in his new toy, Wheeler heading out to conquer the Brasstown Bald. He got quite a bit of attention in that 2012 Morgan Three Wheeler.



The view from the top of Brasstown Bald. You could see for miles in every direction.



Jack Claxton at the Hawg Wild BBQ Lunch Spot. Choices, choices . . .



View of the Skylake Bridge from the neighborhood club house where the Meet dinner was catered. What a wonderful spot to relax and enjoy the peace and quiet of the north Georgia Mountains.



29TH ANNUAL ALL BRITISH CAR SHOW ORLANDO WINTER PARK FL MEAD GARDEN, 6 APRIL 2013

And, here we go again. When the spring comes to Orlando, the temperatures warm up and the convertible tops come down. Winter Park is the a social hub of Orlando, and home to Rollins College and Park Avenue. Park Avenue is lined with upscale stores, restaurants, bars, and outdoor cafes and is listed on the national register of historic places. Winter Park is home again for the 29th Annual All British Car Show. The show takes over Mead Garden with 200 or so British Cars under the trees and amongst the azaleas.

This show has become something of a 'proof statement' to the reemergence of spring here in Orlando and folks, cooped up over the cold (?) winter months, come out in droves. I suspect the attraction is mostly the cars, however many are drawn by the sights and smells of the nature and botanicals of the Garden.

This year, the show tried something a bit different. We included a program of activities directed specifically at young people, envisioned to engage and educate them on the fun of British Car ownership. We all understand that participants in the car hobby in general, and for us specifically the British car hobby, are aging and the activities are not attracting a younger base of participants.

Regardless the cause, we, in our own small way, are trying to do what we can to reverse the possibility that our treasures will rot in some garage or be scrapped. We see a general attitude at most car shows that the show cars are too fancy to allow kids to touch or sit in the cars. This makes the car shows an adults only activity. Folks with kids won't come to the shows as they know their kids aren't welcome. This is counter to our desire to attract kids to the hobby.

So, in place of the typical 'DO NOT TOUCH' placards, we provided 'KID FRIENDLY CAR' placards to all cars that registered for the show and left it up to the owners to decide if they would allow the kids to 'explore' their cars. Not everyone at the show chose to participate, for whatever reason, but a fair number of folks did. It was amazing to see the eyes of the kids light up as they sat in the cars and looked at the wheel, pretending, like we all did once, to be Speed Racer, or whoever. We had a Scavenger Hunt and Coloring Books on British Cars, as well as Youth Judging. We had the Hagerty 'Project Ignite' Youth Judging kit which included T Shirts and Ball Caps for the kids, but we provided our own instruction and Car Inspection Checklist. (Hagerty's kit lacked sufficient instructions on how or what to look for when judging cars and their checklist was a bit too simplistic for our purposes.)

The Scavenger Hunt and Coloring Book were well received by the kids, and the parents absolutely loved our 'Kid Friendly Car' signs. Not only did the kids get a kick out of sitting in the cars, but many of their parents also tried the cars on for size. Lots of smiles . . . Perhaps we'll get some new owners?

A good number of folks remarked that our attitude of including the kids was very refreshing and certainly a welcome change. We were commended for our attempt. However, not everything we had planned worked out. We have to adjust for next year but the Youth Program and events focused on attracting the next generation to our hobby is a worthwhile endeavor. Perhaps this is something we in MOGSouth might need to consider for some of our doings . . .

The 29th Annual Orlando All British Car Show attracted 191 cars this year. Pre-war Rolls Royce to modern Rolls Royce, classic Bentley, Marcos GTs (two of them!), Morgans (2 - 4/4s, 2- Plus 4s, a Roadster and an Aero 8, and oddly we didn't have a single Plus 8?), Minis



(Old and New), Mini Mokes, Range Rovers (Both old and new and even a military cab over Series 1), Triumph Spitfires, 1800, GT6s, TR3s, TR4s, TR250s, TR6s, TR7s and TR8s. MGs as far as the I could see T series, As, Bs and more), Austin Healeys, Jaguars (MKs, XK, XJ, XJS, and a good number of new ones), Morris Minors, Austin 7s and Chummys, as well as Race Cars (Tom Coryn showed his MG B racer at the Youth Program Tent for the Kids) and modified British iron, Lotus Elise, and we even had a three wheeled Reliant Robin (no three wheeled Morgans though). Pristine cars galore but just as welcome, a cherished bit of patina.

As for the Morgan Class, the Rick and Sam Frazee's Roadster won, followed by the Plus 4s of Jim Danhoff and Bill Chapin. There were also several Morgan owners who didn't show their cars. We chastised them appropriately.

We even had the lovely prewar Rolls Royce that was the subject of the Show's artwork, painted by Gary Thomas. This car was featured in the Great Gatsby movie. It came in second in the Best of Show voting to a beautiful 1962 TR3B.

Beautiful cars, great people, perfect Florida spring weather and the British Car spark ignited in good number of kids. What more can we ask for?

Mark



Morgan Owners Out to Play

Bill Chapin (1967 Plus 4)	Truman McGhee (1967 4/4)	Bob & Lynn Wilson (w/o Morgan)
Jim Danhoff (1964 Plus 4)	Mark & Andrea Braunstein (1981 4/4)	Joe Topinka (w/o Morgan)
Rick and Sam Frazee (2005 Roadster)	Tom & Dan (Son) Coryn (2005 Aero 8)	Bob & Carole Szymanski (w/o Morgan)



1913 Morgan '4' Wheeler

'During 1913 there was mention in the press that H.F.S Morgan was intending to develop a 'Quad' in addition to the 3 wheeler range. There is only one known photo of the 'Quad' taken outside the Morgan Family home, The Rectory, at Stoke Lacey. A patent was taken out in 1914, but possibly due to hostilities, the idea was never progressed beyond the prototype.

In the early 1930s Derek Evens was working at the Factory, and had noticed that part of the chassis of the 'Quad' had been relegated to the scrap metal pile. It seems that there was a rule, that no one could acquire anything from this pile, but one day all of the scrap metal was carted away, and on his way home from work Derek called at the scrap metal yard and was able to purchase the remains.

This just consisted of the special Bevel Box, a cross-member that went through the box with the quarter elliptic spring mounts, part of the torque tube, and the bottom chassis tubes as far as the sloping tube lugs.

In 1983 Derek gave the remains to me, thinking that as he had done nothing with them in 50 years, that I might actually do something with them. I was lucky enough to come across some more remains of an early 3 wheeler chassis, which provided some of the lugs needed for the front end. Charlie Jenner then proceeded to build the frame, to dimensions that I had worked out.

In more recent years, when Martyn Webb was sorting through archives at Malvern, a drawing of the 4 wheel chassis came to light, this was dated 1914, but the bevel box was of a different form, also the lower chassis tubes were stated to be 1 1/4" (a feature for the 1914 models) whereas the lower tubes on my remains were only of 1". Sorry to say that for possibly 20 years I was not able to progress the build, although numerous items were acquired in readiness, an original 5 spoke steering wheel and column came from the Beaulieu Autojumble, along with a very nice set of Acetylene lamps still in their box. Oil pump. tank caps control levers, front hubs, steering arms, carburetor, magneto, brake drums, drive sprockets and dogs, selector forks, crown wheel and pinion and the important part, an engine, all were found over the years. So quite a lot of original Morgan parts will go into the restoration.

Now in 2012 I have designed the back axle, helped by the sketch in the patent drawing. During 2013 I hope to have the chassis as a complete rolling unit.' *Chris Booth* December 2012

January 2013 update from Chris - [bottom picture] 'shows a more final layout, with parts dry fitted to see how it all works! The radius rods at the top will be threaded, and they slide in the one inch tube, to allow for chain adjustment, and the band brake levers will eventually mount on these, rather like they do on a normal early 2 speed Morgan. The 'broom handle' will be replaced with a 1 1/4" solid axle, which will have the 2 drive sprockets (for each gear) clamped and keyed to it, also 2 brake drums.'



Article and photos courtesy of Chris Booth



Latest on the Morgan Statue Campaign

Morgan statue gets permission . . . again

Malvern Gazette, 3/18/2013 by
Robert Hale

ORGANISERS of an ambitious project to create a sculpture commemorating the Morgan car have **been granted planning permission for the second time.**

The Morgan Statue Foundation launched the appeal in 2004 with the intention of placing a life-size bronze of company founder HFS Morgan and one of the famous sports cars outside the Priory Gatehouse in Abbey Road. Organisers got planning permission to install the sculpture in March 2007, but fund-raising stalled and the application lapsed.

However, **the fund-raising effort revived in 2011 with backing from the company itself, the planning application was resubmitted at the start of this year** – and Malvern Hills District Council has now approved it.

Morgan enthusiast Roger Moran, the appeal's founder, said: **"The Morgan factory is part of the town's heritage and is also one of the town's major attractions with some 20,000 visitors a year.**

"Installing the statue can only increase the attractiveness of Malvern town centre to all these visitors."

The target is £377,000 and the appeal has so far raised £132,000. However, the foundation is hoping to get an Arts Council grant that will cover about a third of the total cost, or some £125,000.

He said he was confident the money could be raised. Charles Morgan, managing director of the car company, said: "We are absolutely delighted to have been granted planning permission for the Morgan statue.

We are more than half-way towards the final effort and the directors, the family and everyone at Morgan would like to thank the trustees for all of their continued hard work in making this possible." The website address is morgan-org.co.uk.

[MOGSouth has made a contribution to the Morgan Statue Foundation on behalf of the membership. One would hope that this new effort will result in the completion of the statue as planned. Ed.]



Roger Moran, left, and Charles Morgan with a model of the proposed sculpture.

Did You Know?

CHRIS LAWRENCE, THE MORGAN RACING LEGEND, ALSO CREATED THE 'MONICA'

Chris Lawrence is well known in Morgan circles from his class at the 1962 Le Mans 24 Hours in a Morgan +4 against a grid full of more exotic cars. Chris had a lengthy career that spanned six decades, culminating in the Aero 8 chassis design.

What is not typically known is that Chris was the mastermind behind the design and engineering of the Monica. The Monica was a large, four-door supercar powered by a Chrysler V8. It was intended to challenge the exotic market somewhat like the Facel Vega. The project was backed by French industrialist Jean Tastevin who named the Monica after his wife. But as with most advanced development projects there were teething problems and the Monica launch came at a poor time for thirsty cars - the 1973 oil crisis.

The Monica 560 was presented to the public at the Salon de Paris 1972 and production began soon after. However there were only 8 cars produced by the factory prior to closing in 1974. Later in 1975 it was announced that 'Panther' would resume production in England but this never occurred.



Monica 560 Photos Courtesy of Wikipedia



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

1971 Moss Box Plus 8 For Sale

1971 Plus 8. 52K Miles. Earls Court Show Car. Came to US on the QE2. Toly Arutunoff was the first owner. Restoration about 15 years ago by Richard Lipski. Always garaged. I have owned it for 10 years and have driven it everywhere.
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Side Exhaust Pipes (Somewhat loud but fun).
High Torque Starter replaced lethargic Lucas starter.
Stock Electric Fan Replaced by Better Flow Pusher Fan and Scoop.
New Red Cloth Top, Tonneau, and Side Curtains. Paint Mostly Good, but Not Perfect.
Painted Chrome Light Plinths in rear could stand to be replaced by Stainless, but ...
Always turns heads, and always gets the inquisitive "What do you have in that??"
There is nothing embarrassing about this car. Not perfect, a little patina but very pretty.



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'Fergus' Number Plaques Now Available !!!

Morgan owners of cars sold through Fergus who are looking for the Fergus stock number plaque now have a solution. An American Morgan-owner, whose plaque was missing too, has taken the initiative to produce reproduction plaques. Numbers will not be engraved in the plaque until there is at least 99.99% certainty about the correctness of 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 (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email jclax5817@aol.com



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 for full list. I also get extra copies of the mother club's magazine, *Miscellany*. If you've never seen an issue, you should. Single copies of recent issues free upon request. Send your mailing address, lower 48 only, to David Crandall at mogdriver@gmail.com.

Morgan Library Additions

Need a Morgan gift? Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". David had a Holiday Season discount. He may still honor it. Contact David Crandall at mogdriver@gmail.com



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2012 MORGAN THREETHWHEELER The Blue Meanie, 2000cc/115hp V-Twin engine.

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2010 MORGAN AERO SUPERSPORT Cote D'Azur blue metallic/Wings and roof panels in Midnight Blue Metallic.

2005 MORGAN ROADSTER Pozzi Navy Blue/ Red leather piped in blue, Blue mohair top

1967 MORGAN PLUS 4 FOUR SEATER Supersport

1965 MORGAN PLUS 4 FOUR SEATER Bare metal repainted in BMW Laguna Blue, new chrome, all new stainless steel fasteners.

1964 MORGAN PLUS 4 ROADSTER BRG/Tan, Full body off restoration

1963 MORGAN PLUS 4 FOUR SEATER Ivory/Dark Red

1962 MORGAN 4/4 "SKIMPY SAN" cycle fendered Flatrad

1962 MORGAN PLUS 4 SuperSport Roadster Soft Yellow body/Black

1959 MORGAN LIGHTWEIGHT 1 of 14 Baby Doll spec cars, one owner from new!

1959 MORGAN PLUS 4 DROPHEAD COUPE Kingfisher Blue, stunning restoration.

1928 MORGAN TRIKE JAP Aero

other marques

NEW 2011 ZOLFE ROAD ROCKET

NEW 2012 AC 378 GT 730HP/6Speed manual or 430HP/AT

2003 JAGUAR

S TYPE

1978

TVR TAIMAR

1972 HARLEY DAVIDSON XLH SPORTSTER

TVR 3000 s CONVERTIBLE PROTOTYPE 1978 model, purple/tan leather, black top, 58 miles.

1960 AUSTIN HEALEY 3000 BN7 triple Webers, 2 tone BRG paint w/khaki green leather



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New Morgan Three Wheeler Opportunity - Available at the 30 week mark. This is the point at which the customer specifies colors and options and the factory puts it into their production schedule. That means you get to spec out a car and take delivery in 2-3 months! No price premium.

SuperDave knows where there is a nice Early 3W for sale !!

Call SuperDave for more info.

Robbreport Car of the Year 2013: Morgan 3 Wheeler: Miles of Smiles

<http://robbreport.com/>, MARCH 01, 2013

The 3 Wheeler elicited more emotion from our judges than did all the other Car of the Year automobiles combined, though most of that emotion was expressed as unprintable invective. Evidently the vehicle put the judges in touch with primordial feelings suppressed by more civilized—more anesthetizing—conveyances.

Press the 3 Wheeler's starter button, and the engine's two huge, 1-liter pistons clatter to life, making a fine, torque-rich racket. The car accelerates briskly, the 5-speed Mazda gearbox shifts easily, and to say that the 1,080-pound vehicle's steering is light would be the understatement of the Car of the Year competition. Handling the Morgan is an acquired skill; drivers soon realize that avoiding potholes is a near impossibility.

One of the judges asked how on Earth we could have included such a contraption among the Car of the Year candidates. The answer is simple. Like the Bugatti, the Morgan offers an extreme motoring experience. It allows driver and passenger to enjoy the sights, sounds, and smells of the motorway, unencumbered by so much as a proper windshield. Snugly ensconced in the aluminum tub—like human sardines in a giant tin—two friends can create memories faster than the Morgan can fly.

The 3 Wheeler is neither a daily driver nor the perfect sports car honed to within an inch of its carbon-fiber life. Instead, it is an invitation to laughter and fun, and an opportunity to be seen in an awe-inspiring automobile. But unlike other vehicles that draw attention to their drivers, the 3 Wheeler is not likely to excite the central digit of fellow motorists. A Morgan, it seems, makes everybody smile.

SPECIFICATIONS: *[Omitted, I think we all know by now. Ed.]*





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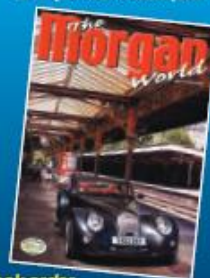
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The Most Amazing Vehicle I've Ever Driven Doesn't Have Four Wheels

Jeff Glucker April 4, 2013 All Things Hoon, <http://hooniverse.com/>



Certain vehicles reach deep into your chest and affix themselves permanently to your heart. To your brain. To your very soul. One of the greatest vehicles I've ever had the pleasure of putting in my driveway is, without a doubt, the Hotchkis E-Max Challenger. For new machines, I still have strong memories of my time spent with the Aston Martin V12 Vantage. Just recently, however, I had one of the most memorable motoring experiences of my entire life. While in New York for the 2013 NYIAS I was attending an event at the Classic Car Club of Manhattan. Also in attendance was equal parts famous and infamous Alex Roy, he of cross-country glory and owner of assorted automotive awesome. Roy had parked his Morgan Three-Wheeler just outside, and I found myself staring at it with a near child-like wonder.

I introduced myself to Roy, we chatted briefly about the Morgan, and I asked him if it would be alright if I sat in it. He paused for a beat, looked back at me and said "Why don't you drive it?"

There was no hesitation with my reply. "Yes, of course!" were the words that came forth from my face, not as a shout but definitely not at standard street-side discussion level either. Alex procured his extra helmet from somewhere within the cramped passenger-side foot well and handed the lid to me. This was really happening.

I didn't so much as slide as I did shimmy my way into the driver's side of the Morgan. The steering wheel is removable, and it's very necessary that it behave in such a manner. These are cozy confines, and my size 12 Clark's boots weren't in love with the amount of space available for shifting gears. It didn't matter though, because I'd make this work even if I

had to drive the car barefoot. I didn't have to resort to that and I actually found that it felt like I had more room than first impressions led me to believe once we were underway.

To get moving, I press the starter button that gives life to the nearly 2,000-CC S&S motorcycle engine mounted very visibly up front. Power is supposed to be somewhere between 80 and 100 horsepower, and it all gets routed a five-speed manual gearbox plucked from the Mazda MX-5. The curb weight of the Three Wheeler is around 1,200 pounds and, even with the combined girth of Roy and myself, we're still riding far lighter than every other vehicle around us. Save for motorcycles of course.

Alex warns me before we pull away from the curb that the trike does have a few issues. Within the first week of ownership the throttle actually fell off. he mended it, and it feels fine now. Not too long ago one of the side exhaust pipes waved good-bye to the Morgan but Roy reunited the two. I can see that the left front headlight is partly supported by duct tape, and I am finally being told that first gear may be missing a few teeth. This is confirmed as the rear end makes a rather large and startling banging noise when clutch and throttle are pushed into opposing directions.

The build quality is utter crap. The driving experience though... is simply stunning.

Following some navigation tips from Roy, I wind up blasting through New York's SoHo neighborhood as stunned fancy folks have no idea what they're looking at. It's midnight, and there's a chance they don't quite believe what they're seeing. I don't blame them as I don't quite believe where I'm sitting. Still, it's eyes up, two hands on the wheel, and careful shifts to avoid recreating that awful noise from the rear end.

The Morgan is eager to play in traffic, and there's plenty of playing to do. My eyes sit at the same height as the door handles found affixed to the sea of taxi cabs we're passing through. Both taxi drivers and their passengers all turn to stare out the windows, and then angle their eyes downward to locate the sound of the S&S motor. Still more onlookers appear on street corners, at intersections, and in crosswalks, and all of them stand with a slight slack-jawed wonderment. I'm officially the most interesting man in New York City at this very moment, and I'm savoring every second of it.

Of course, the entire time this is happening both Alex and I are laughing our heads off. I'm serious when I say we were both laughing nearly the entire time. In fact, I started to cry because I was laughing so hard. The entire process and experience of driving the Morgan is utterly ridiculous. The front darts from side to side like Stevie Wonder as he enters the chorus of Higher Ground. Potholes become potchasms. Still, the handling is sharp and very direct, the brakes respond instantly to haul in the lightweight machine, and the available power can be summoned easily thanks to the responsive (and re-affixed) throttle and the always-excellent Miata gearbox.

Driving the Morgan Three Wheeler is the most fun and memorable experience I've had behind the wheel of any machine I've ever driven. I know that's a bit of a bold statement, but it is the truth. One of my greatest passions is simply hopping into a fun car and going for a drive. I love cars, and I love the act of driving. With the Morgan, the experience has been distilled into a far more potent product. You're having fun as you're also hanging on and alert to make sure the fun continues. I only got up to speed once or twice, hitting maybe 50 miles per hour on an open stretch of road, and things get exponentially hairier with the three-wheel setup.

Roy said it best once we got back to our original starting point. "There's no way a guy can pull up next to me in Aventador and claim to be having as much fun, especially for the price."

A Morgan Floats - I Have Pictures !

One of my friends was cruising around the Caribbean and found a Morgan parked on deck. I knew this existed and figured with all the cruising I do (Andrea loves to cruise) I would eventually come across the car, but here it is on the Royal Caribbean Freedom of the Seas. I understand the car has no engine, so as not to produce any leaks. A leak free Morgan! What a concept.

With all the recent reports of maladies at sea having a Morgan on board should give certain solace to the passengers. Should the boat go down, it's gotta float, it's made of wood!

Mark



Morgan to Revive the One-Wheeler

Could the success of the revived Three-Wheeler prompt Morgan to take things even further with a motorized monowheel?

We take it as a given that a car has four wheels. But some automakers are out to challenge that assumption. Morgan is one of them, having recently revived its classic Three-Wheeler to the critical acclaim of Anglophiles and enthusiasts the world over. But while the Three-Wheeler joins Morgan's range of conventional four-wheeled coupes and convertibles, rumors circulating the British motoring press indicate that Morgan could be looking at dropping another wheel or two to recreate the classic One-Wheeler.

The concept of a motorized unicycle gained popularity after the turn of the previous century when Morgan was in its heyday. The company's founder Henry Frederick Stanley Morgan was an early proponent of the idea, but while numerous prototypes were built and even a few sold to select customers, Morgan ultimately went with three- and four-wheel designs for its mainstream production models. But with gyroscopic technology now improved, current director Charles Morgan is apparently keen to revisit his grandfather's original design with the aim of improving it and bringing it to market.

Noah Joseph at www.carbuzz.com

[Ok, now I am not totally opposed to a good rumor every now and again, and the announcement of the Morgan Two adds some level of credibility to this, but really . . . ?

And, now that I think about it . . . I did find on April 1st . . . Ed.]



MMC Support to Marfan Syndrome

The MMC supports numerous charitable events in Malvern and around the UK, however this one is a bit closer to home. Steve Morris' 12 year old daughter, Lucy, suffers from Marfan syndrome. *"The condition attracts very little awareness, yet in the UK alone over 18,000 people are currently diagnosed with the condition, unfortunately over 1/3 of whom will not live beyond early adulthood, as there is currently no cure for the condition."*

From the MMC Web site - Both Steve Morris and Tim Whitworth, Directors at the Morgan Motor Company, were quick to volunteer both the company's support but also themselves for the trip. It wasn't long after that [...] Morgan owners volunteered to join Andy, Simon, Tim and Steve to share the responsibilities of driving a Morgan 3-Wheeler, Plus 4, Roadster, Plus 8 and Aero SuperSport to Nordkapp Norway. The team are keen to stress that they are each funding the trip from their own personal finances. This fleet [...] will leave the factory, in May, headed to the northern tip of Norway. Go to <http://www.drivenatheart.co.uk/> or the MMC web site <http://www.morgan-motor.co.uk> for more information. *[Thanks, Cyril, for bringing this to our attention. Ed]*



MCCDC MOG 43

MCCDC MOG 43 will be back in at the Mimslyn Inn in Luray VA, June 7 - 9. Web Site: <http://www.morgandc.com/>

June 7 (Fri) Registration, Meet & Greet, Noggin' June 8 (Sat) Concours, Rallye, Noggin' June 9 (Sun) Gymkhana, Autocross, Banquet, Noggin'. Registration form on MCCDC's web site. Registration forms on their web site.





MORGAN TECHNOLOGY INFO

There are many great things we love about our Morgans. And, then there are a few things we would rather not experience. Some are easily rectified while others tend to be a bit more onerous.

Ridding the car of the 'shakes' or steering wandering is sometimes like hunting 'purple squirrels'.

Just when you think you're there, you find you still haven't solved the problem.

Geoff Williams, MOCA, has designed an elegant solution for older cars without Rack and Pinion - a proper steering damper.

Fitting a Steering Damper to your Morgan

A not uncommon trait in Morgans is their tendency to shake, rattle and roll – to borrow an expression from a '50s rock and roll song – at certain speeds. Additionally, Morgans can sometimes steer in an unintended direction on bumpy or uneven roads – a most disconcerting and dangerous habit.

A popular modification is to add a hydraulic steering damper to the steering mechanism to help reduce these nasty habits. There are quite a few variations on how this is done so here is another...

Firstly, you want the damper to act at the point where it will work most effectively. I chose to attach it to the tie rod as this acts directly on the axle through a pair of ball joints. I have seen versions which attach to the drag link but this adds another ball joint between the damper and the axles and thus introduces some undesirable slack between the damper and the axles as the ball joint twists under load.

Secondly, choose your damper carefully. There is approx 150mm of movement in the tie rod from lock to lock, therefore your damper must have at least this amount of stroke. I first bought a VW Beetle damper which turned out to have only 135mm stroke. If I had used it the car would have had a smaller turning circle and the damper would come under inappropriate loads at full lock. Fortunately, I was able to exchange this for a Mercedes Benz damper made by Bilstein which has a generous 200mm of stroke and is perfect for the job. All that was left to do now was to fabricate some brackets to hold the damper in place. These are shown in the photograph.

The final result is most pleasing – the cars thus fitted (Plus 8s and a 4/4) have all been much nicer to drive with virtual elimination of the nasty habits mentioned in the opening paragraph. I made some extra brackets while doing this job and these are listed in the Morgan Market. I am happy to make another batch.

There is a barely noticeable increase in steering effort.

My thanks to my partner in crime, Peter Canavan, who volunteered his Plus 8 for our initial experiments in the shed. We subsequently fitted dampers to Peter's 4/4 and my '75 Plus 8.

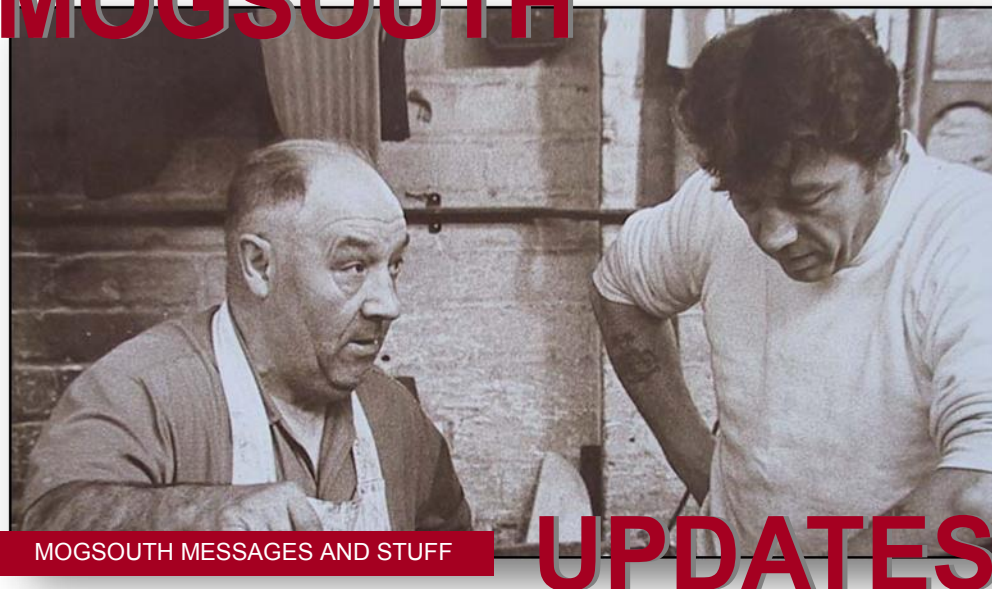
Geoff Williams, MOCA



[Contact Geoff directly at webmaster@morganownersclub.com.au if interested in more information or to obtain a set of Geoff's well designed brackets. Ed]



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Look here for announcements and other bits of information you need to know about what is going on in MOGSouth. What a great time we had at the Spring Meet. A big thanks to Eric and Anne Cummins for hosting the club.

There are great plans being put in place for the 5th Peter Morgan Memorial Race in Put-In-Bay, Ohio in August. Details below.

The MOGSouth Fall Meet is right around the corner in September.

Look for more details on the Fall Meet in the next issue of the Newsletter.

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 !!

Put-in-Bay Road Races, Aug 26 - 29 2013

Organizers are working the details for a gathering of Morgans (especially three wheelers) at the Fifth Peter Morgan Memorial Race at Pup In Bay, South Bass Island, Ohio. While lodging at the Put-in-Bay Resort and Conference Center is optional, registration for the "parent" event (Put-in-Bay Road Races) is required if you wish to participate in the events. Please be sure to see the race website at www.pibroadrace.com.

Morgan owners note: We have reserved a block of rooms at Put-in-Bay Resort and Conference Center including Monday night (the night before the event) in case you would like to arrive early. They will hold this block for just a short time and then release the remaining rooms to the general public. We highly recommend that you call / email the hotel to make reservations **NOW**.

Be sure to mention the reservation block name 'Morgan Trikes 821' - website www.putinbayresort.com, email pibohmark@putinbayresort.com phone 888-742-7829. Late August is the busiest time of summer at Put-in-Bay, and the hotel staff was quick to remind us that if we do not claim these rooms early someone else gladly will ...before summer even starts. From past experience we know that this is true!

It is important for us to know who is coming and how big a crowd we will be -- please notify Duncan Charlton or Kermit Wilson to confirm your intention to attend. Duncan Charlton: duncan.charlton54@gmail.com or Kermit Wilson: kerm1@AOL.com or by mail to **PMMR 5 at Put-in-Bay, 5826 Queens Cove, Lisle IL 60532**

To get to Put-in-Bay you must ride the ferry from the mainland. Miller Ferry operates from 6 AM to 8 PM every day, and as a general rule reservations are not necessary, however, a call ahead to the terminal on the day of your expected arrival is always a good idea, particularly if you are bringing a larger rig and or trailer onto the island. Contact info: www.millerferry.com, 800-500-2421, GPS 5174 E. Water St. Port Clinton, OH 43452

There is plenty of protected parking for cars/trucks and trailers on the mainland quite near the ferry loading area if you wish to unload and drive your car onto the boat. Unregistered cars are given a special waiver to drive on the island, but if you do not want to drive your car to get around the island, golf cart rentals are available at the hotel. And, golf carts seem to be the preferred transportation. Questions? Send Duncan or Kermit an email.



AND OTHER THINGS YOU SHOULD KNOW !!



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

As we mentioned earlier, and it's officially in the press, Charles Morgan is no longer the MMC Managing Director.

I am not sure what immediate impact this change will make, however it might make decisions a little less personal and more focused on the efficiency or vitality of the business itself. This can be either good or bad, depending on where you sit. I guess we'll see soon enough.

Also, as our visit to MOCA revealed, the Australians still can't get the new Three Wheeler. Well, there's been progress . . .

Charles Morgan Replaced as Managing Director www.inautonews.com

Morgan Motor board members have replaced Charles Morgan as the managing director of the company. Charles Morgan will be replaced by Steve Morris, who was previously the MMC operations director.

"Charles Morgan will concentrate on his vital role as the face of Morgan internationally," said a Morgan spokesperson. The company's board management emphasized the fact that the change did not come due to a lack of satisfaction with Charles Morgan, instead it was totally amicable.



Photo courtesy www.inautonews.com

Morgan Three-Wheeler Added to the Rental Car List at MMC 3/21/13

The Morgan Motor Company's rental car policy now includes the new Morgan Three Wheeler. Interesting enough, the rental costs more than one for a Plus 4. Certainly an option for MOGSouth folks traveling to the UK??

Great Start of the WEC Morgan LMP2 for 2013 www.morgan-motor.co.uk

Podium provides promising start for OAK Racing and Morgan-Nissan LMP2 at Silverstone WEC season opener. OAK Racing made an excellent start to their 2013 FIA World Endurance Championship campaign at the 6 Hours of Silverstone today by finishing second and fifth in the LM P2 class, while the team's non-WEC entry was eighth.

Olivier Pla, Alex Brundle and David Heinemeier Hansson overcame changeable weather conditions throughout the race to bring the #24 Morgan-Nissan LM P2 home second behind Delta-ADR. The French squad's #35 sister car driven by Bertrand Baguette, Martin Plowman and Ricardo Gonzalez had also looked like a podium candidate for much of the race but was ultimately denied by a starter motor issue during one of its pit-stops. The five minutes lost would prove costly late in the race when fading tyres rendered Plowman helpless to hold on to third. Meanwhile two punctures and a gearbox problem hindered the efforts of team owner/driver Jacques Nicolet and Jean-Marc Merlin as the pair battled to finish eighth in class.

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 directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box

Car and Driver: Abroad : Showdown: Aston Martin V8 Vantage S vs. Morgan Aero Coupe - CAR and DRIVER

(18 minutes long but pretty interesting overview of the Coupe and comparison. Very appealing cinematography as well.)

Morgan 3 Wheeler video review - autocar.co.uk (. . . the theatre and the drama you get driving this car . . .)

Morgan Plus 8 Hill Run at Goodwood Festival of Speed 2012 (Driving the new Plus 8 up the hill at the FOS)

Man of Morgan (Nicely done interview of Derek Willburn (Son of Gerry Willburn))

Fifth Gear, Morgan 3 Wheeler (A romp through the factory, followed by a spirited run in rain. Fun!)



United SportsCar Racing To Debut In 2014 March 14, 2013 www.roadatlanta.com

- Organization Brings Together GRAND-AM, ALMS
- IMSA Retained As Sanctioning Body
- 2014 Class Names Announced

With uniqueness and modernity at the forefront, the new United SportsCar Racing platform was revealed (#TheReveal) today at Sebring International Raceway, resulting from the merger of GRAND-AM Road Racing and the American Le Mans Series presented by Tequila Patrón.

United SportsCar Racing will debut in 2014 with the season-opening Rolex 24 At Daytona.

"The new name says it all," said GRAND-AM President and CEO Ed Bennett. "In only six months since we announced the merger, GRAND-AM and the ALMS have taken huge strides to become one organization that will redefine sports car racing in North America. United SportsCar Racing reflects the fundamental spirit of how we are working together toward a common goal."

Today's announcement culminates a four-month project that involved New York-based SME Branding, one of the nation's leading agencies with a client list that includes the NFL, NHL, UFC, the New York Yankees, Kentucky Derby, Madison Square Garden and NASCAR. SME conducted stakeholder research as well as fan input to develop the series' name, logo and brand identity. The selection of United SportsCar Racing was derived from a submission by Cocoa, Fla.'s Louis Satterlee in GRAND-AM's "Name The Future" fan contest. The logo, with its race helmet-like imagery, was developed to be an icon with a modern feel, representing a part of motorsports that is immediately recognizable.

Bennett, ALMS President and CEO Scott Atherton and SME Senior Partner Ed O'Hara collectively introduced United SportsCar Racing today in the Chateau Elan Hotel and Conference Center's Le Mans Ballroom, adjacent to the famed Sebring's Hairpin turn. Saturday will mark the 61st running of the Mobil 1 Twelve Hours of Sebring Fueled by Fresh From Florida - the opening race of the 2013 ALMS season.

A historic backdrop, indeed, for discussion of the future of North American sports car racing.

"When it came to the branding of our newly merged entities, we felt we had one chance to get it right - and now we believe we have done just that," Atherton said.

"We began the branding process by listening to everyone - manufacturers, corporate partners, drivers, teams, tracks - and of course, the fans. The input was invaluable and helped lead us to today's milestone announcement."

O'Hara said the goal of the new name and logo is "to be modern, aspirational, authentic, unique and obviously, exciting. We want fans and the sports car industry to feel like they 'own' this new brand.

"We also want them to feel like that ownership is a long-term proposition. This new brand is made to order for the future, without a doubt."

Also announced was the retaining of the storied International Motor Sports Association (IMSA) as the sanctioning body for United SportsCar Racing, with an updated version of the iconic IMSA logo unveiled. IMSA, co-founded in 1969 by John Bishop and the late Bill France Sr., also will sanction the new organization's various ancillary series, including the Continental Tire Sports Car Challenge, Ferrari Challenge, the IMSA GT3 Cup Challenge by Yokohama Series, the Cooper Tires Prototype Lites Powered by Mazda Series, the Porsche GT3 Cup Challenge Canada by Michelin and the newly announced Lamborghini Blancpain Super Trofeo.

In addition, the new competition class names for 2014 were announced:

- The lead **Prototype (P)** class, combining GRAND-AM's Daytona Prototypes plus the ALMS' P2 and DeltaWing cars;
- **Prototype Challenge (PC)**, retained from the current ALMS class structure;
- **GT Le Mans (GTLM)**, consisting of the ALMS' current GT class;
- **GT Daytona (GTD)**, consisting of GRAND-AM's current GT class and the ALMS' current GTC class;
- **GX**, coming over from the current GRAND-AM structure.

As part of today's developments, regarding the GRAND-AM/ALMS merger, the holding company for GRAND-AM, IMSA/ALMS, Road Atlanta, Sebring International Raceway and Chateau Elan Hotel and Conference Center was changed from International Sports Car Auto Racing, LLC (ISCAR) to Grand American Holdings, LLC.

United SportsCar Racing also launched today a microsite, www.unitedsportscar.com, where fans can enter to win two tickets to the 2014 Rolex 24 At Daytona as well as official merchandise.



UNITED SPORTSCAR
RACING™



1909



2013 US (and a few International) EVENTS

2013

Note that there are some changes in location for the Atlanta All British Motor Car Day and the Hilton Head Island Concours.

We now have dates for the Fall Meet. More details to come.

If you have an event that we need include for 2013, please send details to Randy or Mark at mogsouth@yahoo.com



- Pinehurst Concours d'Elegance, May 2 - 5, Pinehurst, NC
- Atlanta British Motorcar Day*, May 11, Roswell City Hall, Roswell, GA - **New Location**
- 17th Annual British Car Week, May 25 - Jun 2, 2013 - *Get Out and Drive*
- MCCDC's MOG 43, Jun 7 - 9, Mimslyn Hotel, Luray, VA
- Le Mans 24 Hours, Jun 22 - 23, Circuit de la Sarthe, Le Mans, France
- Goodwood Festival of Speed, Jul 5 - 7, Goodwood UK
- Keeneland Concours d'Elegance, Jul 18 - 21, Lexington, KY
- Pittsburgh Vintage Grand Prix, Jul 20 - 21, Schenley Park, Pittsburgh, PA
- Concours d'Elegance of America (Formally Meadow Brook), Jul 28, Plymouth, MI
- Pebble Beach Concours d'Elegance, Aug 18, Pebble Beach, CA
- Put-in-Bay Reunion & Races (Peter Morgan Memorial Race) Aug 26 - 29, Put-In-Bay, South Bass Island, OH
- Norcross British Car Fayre*, Sep 7, Norcross, GA
- Goodwood Revival, Sep 13 - 15, Goodwood UK
- HSR Atlanta Historic Races, Sep 19 - 22, Road Atlanta Braselton, GA
- **MOGSouth Fall Meet, Sep 27 - 29**, Huntsville, AL - John and Carolyn Wade Hosting - **Finalized Dates**
- Euro Auto Festival*, Oct 18 - 20, Greenville-Spartanburg, SC
- Petite Le Mans at Road Atlanta, Oct 19, Road Atlanta Braselton, GA
- HSR Savannah Speed Classic, Oct 24 - 27, Hutchinson Island, Savannah, GA
- Hilton Head Island Concours d'Elegance*, Nov 1 - 3, Port Royal Golf Club, Hilton Head Island, SC - **New Location**
- Winter Park Concours d'Elegance*, Nov 8 - 10, Winter Park, FL
- Formula 1 US Grand Prix, Circuit of Americas, Nov 17, Austin, TX
- **MOGSouth Christmas Party**, Dec 7, **Location TBD**

Graeme Addie w/ Emma & Kids	Ron & Betty Barton (Cummings' Friends)	Mark and Andrea Braunstein
Bob and Wynell Bruce	Pat and Judy Buckley	Jack Claxton
Tom and Kathy Coryn	Lynn and Julie Craig	Barbara & Paige Curasi (Mark's Sister & Niece)
Eric and Ann Cummings	Egil Dunens and Rosalie Barnes	Charles Harris
William Hoy	Randy Johnson	Charlie and Caroline King
Andy and Anne Leo	Brian and Rosemary Miller	Robert and Rosalind Minkhorst
Glenn and Dorothy Moore	Stu Mosby	Bob and Lani Steele
Bill Scott	2013 MOGSouth Spring Meet Participants	



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Morgan Motors
OF NEW ENGLAND



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MOGSOUTH REGALIA - We are slowly progressing in our efforts to get new badges. We have allocated the necessary funds from the club's budget (these things are not cheap!) and we have paid the supplier for the tooling required to create the badge. We've been promised a prototype badge to review shortly. Once we are happy with the result, we will give the badge maker permission to create the quantity of badges we desire. Other than the badge, there are a number of MOGSouth items available to order. We have decided not to maintain a large stock of regalia items to avoid investing club money. So if you want something, e.g. hats, bags, shirts, etc. Contact Dave Bondon at **(770) 330 - 6210**.

We are now producing an updated club roster of paid members. Please pay your 2013 dues now, so you won't be left off the roster. Send a \$25 check to Randy Johnson. See details below.

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. 3/13

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:

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

