

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 3/14

MOGSouth Spring Meet March 27 - 29, 2014 Charleston, South Carolina

Rain?? What rain?? Friday and Saturday were supposed to be a wash out, at least that's what the box said. Only Thursday and Sunday were to be dry. And, those were our two travel days. Ok, so traveling would be good, but the rest of the weekend would be cold and wet. Great! Another Morgan meet in the rain.

It's a good thing Morgans don't leak . . .

Well, we arrived in Charleston Thursday afternoon after a dry jaunt up the highway. So far, so good. We traveled North on I-95 by ourselves, or so we thought, as others' schedules and routes didn't sync with ours. But then, the unexpected happened. Flying J, our favorite truck stop in Saint Augustine, had broken gas pumps. Having no ability to pump gas is a big deal at a truck stop. There were pump techs(?) and truck stop reps in golf carts running all over the place trying to pacify irate travelers and make things work. We only got 5 cents of gas at one pump and 11 cents of gas at the next and after 30 minutes of trying we finally left and motored up the road. We skirted the congestion of Jacksonville, FL and got 'ethanol free' gas just north of the city at a gas station Chuck and Karen Bernath had shown us just a few weeks earlier.

The good news was this delay allowed Tom and Kathy Coryn, in their blue Aero 8, to catch us on the road, so we traveled together the rest of the way to Charleston. I prefer traveling in groups as it usually helps if something goes 'gersprung' on the Morgan (not that it ever does, but . . .). It also makes the trip a bit more interesting and less routine.

There is always safety in numbers . . .

After checking into meet's 'special' hotel, we cleaned up and then gathered with the others from Florida, Chuck and Karen Bernath and Tom and Kathy Coryn. We all piled into Chuck's Cadillac SUV, knowing parking would be a bear and headed downtown.

The Florida contingent started the MOGSouth Spring Meet by visiting Charlie and Caroline King in downtown Charleston. The King's had invited us over to their home for pre-dinner libations and hors d'oeuvres. The King's home is amazing, very typical of old Charleston, and nearly 100 years old according to Caroline. It was her grandparents' home and is now decorated with family treasures and mementos of both Charlie and Caroline's past and current interests. Needless to say, lots of Morgan things. A special space to be sure. And the King's were wonderful and gracious hosts. I fear we overstayed our welcome, talking about everything. We finally left and soon found dinner in the very heart of the city.

We ate at a lovely restaurant and had a great meal. Certainly this meet was off to a good start! We traveled back to the hotel and tucked ourselves in for the night. We weren't alone in coming to Charleston early. I counted 7 Morgans in the

Continued Next Page

parking lot . . .

Well, the rain arrived over night as the ground was wet when we got up, however, at the moment it wasn't raining. A bit of a reprieve, I thought. Andrea and I chose to come up a day early to see Charleston. We hadn't been in Charleston since the last MOGSouth Charleston meet in 2000, the club's 25th anniversary.

So on Friday, we headed back downtown with Tom and Kathy Coryn and Cyril Brown. This time we were in three Morgans so we knew parking was going to be an issue. Luckily, we found a parking garage and then headed out on foot. We hoped to take a carriage ride through the city to see the sights and learn something of the city's heritage. We found the horses but there was line in front of us, so we walked the Charleston Market, a fancy flea market of sorts, and found a pub for lunch to pass the time. Soon we were back at the stables and loaded onto a carriage pulled by a big Belgian draft horse. A slow ride through the historic district and sights of the old city. Quite interesting (a bit of culture is always good) and luckily, the rain held off.

Next we wanted to take the ferry over to Fort Sumter so we headed towards the water. Unfortunately we arrived too late, and missed the final ferry. So back to the parking garage to collect the Morgans, and then to the hotel. Still no rain, so being bold, I put the top down. Bad idea. Just a mile down the road the rain started to fall. I quickly pulled into a gas station and put the roof back up. Oh well, I tried. The traffic was stop and go leaving downtown and the rain didn't help. We eventually arrived back at the hotel and the Friday evening Noggin was in full swing, in the hotel lobby.

Loads of folks had arrived, the small lobby was full of MOGSouth members and friends, and the parking lot was full of all sorts of Morgans. Charlie Miller had a cooler of beer and wine, and the air was thick with conversations and Morgan chatter.

All good stuff and certainly one of the draws of these MOGSouth meets. Soon we were hungry again. We headed out to join Gene Spainhour and Pat Harris at a recommended seafood restaurant. We circled the restaurant a good number of times, in the rain, looking for a parking spot. We finally found something in a vacant Bank lot and paid an attendant for the privilege.

Gene and Pat never made it to the restaurant but we found Egils Dunens and Rosalie Barnes already in line waiting for a table. They were seated and we were soon able to join them. Wonderful company and another great meal. More rain getting back to the hotel. A bit more Noggin and then to bed.

Saturday morning came quickly enough. Again, it was pouring down rain. It lasted during breakfast at the hotel, but started to ebb as we gathered to leave for Gordon and Sue King's. The weather report showed a giant rain blotch over



Middle - Peter Morgan w Charlie King. Right - Peter with Caroline



Friday Afternoon at the Hotel Parking Lot



Just one of Gordon's Toy Boxes . . .

South Carolina labeled with the words '*Slight Risk*' whatever that meant. Regardless, the Morgan convoy headed out.

Just a few miles down the road we arrived at the King's property. We turned in and were immediately greeted by a weather pickup truck with flower pots and a motorcycle maintenance sign. Neat! And, one again surprisingly, it wasn't raining. Their home was palatial and wonderful. Hard to fully describe . . .

But then, there were the garage(s). An amazing array of all sorts of shiny toys. I was in awe the moment I entered, as I suspect we all were. The sheer breadth of Gordon's interests meant that there was something special to attract everyone that entered. In my case (and I am sure I wasn't alone) I loved it all! Ferraris and Jaguars, to Mini Mokes and Morgans. And a few Porches, a GT 40, a few Lotus', Hondas, Ducatis, Triumphs, a Harley Davidson, not to mention the outboard engines, and so on. All good and all wonderful! I had my favorites, and I know, everyone else, had theirs. I was especially amused by many of the signs on the wall of the garage. It would appear that Gordon has a sense of humor that closely matches mine.

The Morgans in the drive were quite a sight. We had 5 three wheelers, 4 new M3Ws and one vintage F4. Chris, John Harloe, Graeme Addie and Mark Engels were there with new M3Ws and Graeme Addie's F4 joined in. The 4 wheelers include three Aero 8s, Tom Coryn's, Brian Miller's and Mike Grasso's early prototype. Joining them was an array of Plus 8s, Roadsters and 4/4s. Surprisingly, no Plus 4s. Odd. But, certainly more cars than I could count. We only had two car mishaps all weekend that I knew about.

After a few morning libations, we headed out to see the low country. Gordon had planned out a very scenic and enjoyable route for us and one that kept us busy for a good while. We drove through some wonderful low country scenery, saw some interesting spots, and even good shopping and pubs along the route. Some oddities though, I was ok with the Pluff Mud but I didn't quite get the abandoned 'airstrip' . . .

Finally, we headed back to the King's property for a traditional South Carolinian 'low country boil.' Gordon and Sue went overboard in catering to the MOGSouth crowd and the oysters and 'boil' were superb. They even had commemorative aprons for us all so that we didn't soil our 'party' clothes while 'shucking'. Everything was tremendous and we have nothing but a 'big thanks' to offer in return.

As the day progressed, even more of the MOGSouth family arrived. There were Morgan owners and enthusiasts from everywhere. We had folks from Texas, Georgia, North and South Carolina, as far north as Virginia and Maryland and as far south as Florida. And, the Morgans in Gordon's drive were multiplying.



Roadster, 2 Aero 8s and a F4 at the King's House



Mark and Gail Engel's M3W



Cars, Motorcycles and Outboard Motors . . .

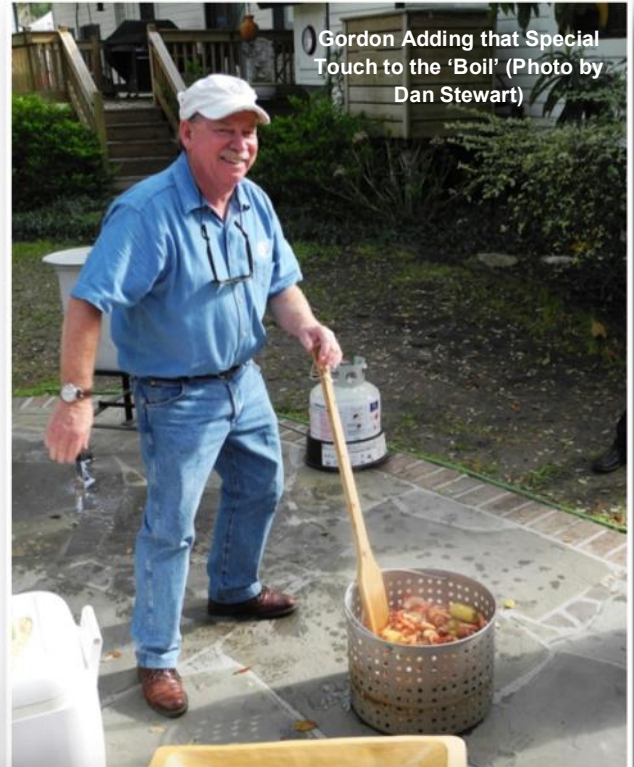
The attendance was exceptional, at least 70 people and well over 20 Morgans . . .

John Harloe and his wife Pat flew in from Dallas, Texas. John keeps his M3W in SC. A gorgeous car, painted to match the garnet and black of his South Carolina Gamecocks. We also had Mark and Gail Engel from Motorcycles of Charlotte, the local Carolina M3W dealer, attend the meet with their red M3W and they had a great time playing with us. They also passed out M3W T-Shirts at the hotel. Thanks! Good stuff! I was especially pleased to see Bev Shriver and her daughter Ingrid, come down from Maryland. Ingrid was just married and Carl walked to down the aisle. Then there were other Morgan owners and enthusiasts, local to the 'low country,' that promised to soon join the MOGSouth ranks.

We finally left the King's, reluctantly, but not after one last visit to the garage. We must have been in someone's good graces as the rain held off all day. Not even a drop.

The only regret I heard, was it was too short. Gordon and Sue King were wonderful hosts and Charlie Miller is to be commended for working the details.

A Great time! Well Done and Thank You!



MOGSOUTH AT THE 2014 MITTY

The Mitty, at Road Atlanta, has been a traditional event for MOGSouth and although folks have attended on their own the last few years, there really hasn't been a focused MOGSouth presence. **Well, we decided to change this for 2014. MOGSouth will once again go to Road Atlanta for this year's vintage races at the Mitty (25 - 27 April).**

The club has coordinated for us to all park in the **Club Corral**, with all that entails (special infield parking areas, easy access to food, vendors, rest rooms, and opportunity for parade laps, etc.) and Rick Frazee is bringing a **Motor Home**, with all that entails (special facilities, fridge for beer, momentary relief from the sun, etc.) to the track, providing us a central **'Morgan'** gathering spot to watch the races.

Saturday will be the primary day at for MOGSouth at the Mitty, but many will want to stay for Sunday as well. You will want to **get there early, between 0800 and 0900**. **'Parade Laps'**, sponsored by Classic Motorsports, are limited but are **free**. We will need to sign up first thing (they recommended around 0800) for parade laps at their tent in the Vendor Midway area of the infield. Note: that HSR has 'Touring laps' that are available for a fee.

The 2014 Mitty will showcase formula cars, from Formula Juniors to the turbocharged '80s Formula 1 cars, plus just about everything else: Lola, Chevron, Williams, McLaren, Ferrari, Cooper, Lotus, OSCA, March, etc.

Everyone will need to buy their own tickets and make their own hotel reservations.

Tickets (Click the link below.)

<http://www.mittyeventtickets.com/Web/Mitty-Tickets.html>

Make sure your ticket includes **In Field Parking**. Or buy it separately. You will need it.

Host Hotel

MOGSouth will take advantage of the Classic Motorsports block of hotel rooms at the Hampton Inn Flowery Branch (15 min away)

Hampton Inn Flowery Branch
4660 Holland Dam Rd.
Flowery Branch, GA
(770) 965-0357

Book under the **Classic Motorsports** block, rate is \$99 for standard rooms and \$109 for suites.

Tentative Schedule

Friday (25 April) - Practice, Parade Laps

Saturday (26 April) - Qualifying & Feature Races, Parade Laps

Sunday (27 April) - Feature Races & Historic Motorcycles, Parade Laps

RSVP

Please, send an email message to mogsouth@yahoo.com to let us know if you are coming. If we get twenty cars, we can get a free 10' x 10' Popup Tent.



GATORMOG NOGGIN WELLINGTON, FLORIDA 1 - 3 MARCH 2013

WELL, IT'S THE CHINESE YEAR OF THE HORSE SO GATORMOG WENT TO THE STABLES . . . BUT WE DIDN'T HAVE TO MUCK . . .

Anxiously, I watched the weather on the box. I know, not something very productive, but then again, I'm retired. A front moving through, heading south, with rain and showers following it. Another day, then, the same front moving back north, and again, with rain and showers to follow. Give me a break! It looks like another rain-x kind of drive to Wellington, but no? What's this . . . a clearing for the weekend? Saved! . . .

And, the weather didn't fail us all weekend. Sunny, blue skies and 80°F. I'm sorry for those of you, not so fortunate. I too lived in New York, Virginia, the Carolinas and Georgia, and I suffered through some very bad winters. The weather was certainly a motivating factor for us moving south, but now we're here and we are not leaving.

The Spring GatorMOG 'Noggin' was centered in Wellington, in southeast Florida along the Atlantic coast. Gil and Barb Stegen, our hosts for the weekend, arranged the weekend for us and did an absolutely superb job. Everything was wonderful, the cars, the weather, the hotel and the *horses*.

Saturday was our travel day and we packed up Ugly Betty (the 1986 Plus 8) and meandered down the surface streets to Rick's hotel in Winter Park, FL where we met up with Sam and Rick Frazee (and their 2005 BRG Roadster) and then we convoyed south on the back roads out of Orlando.

We drove through the orange groves, small agricultural towns and central rural Florida on our way to Lake Okeechobee. The plan was to head southeast, reach the lake and then go left, due east, to the coast of Florida and our hotel in West Palm Beach. Oddly enough, the plan worked! We could have taken I-95 the whole way but driving the back roads is so much more enjoyable and certainly more relaxing; even if it gets us there a few minutes later. We had a good drive and reached West Palm in the early afternoon.

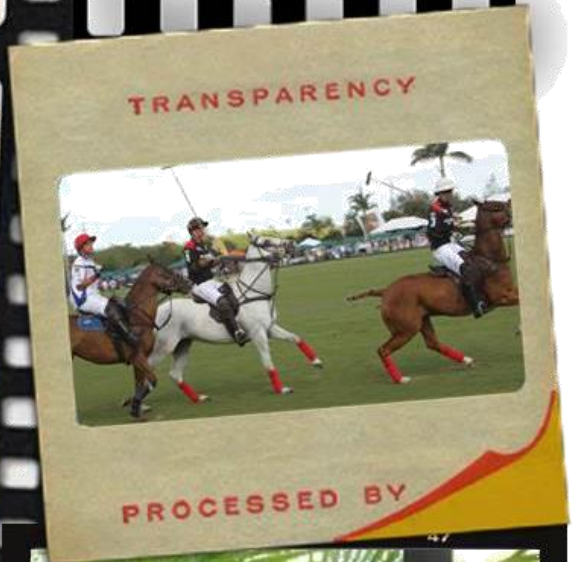
Our room wasn't quite ready so we dumped our junk in the Frazee's room and started to leave to find a late lunch. Just then Tom and Kathy Coryn (in their 2005 Aero 8) arrived from the west coast of Florida. They got settled in at the hotel and then joined us in the local BBQ spot we found for lunch. Once back at the hotel, we found that Ron and Cathy Gricius (Anniversary 2003 Plus 8) had arrived as well. Our fifth Morgan of the event was Gil Stegen's wonderful 1967 Plus 4 DHC.

This Noggin was all about *horses*. The Stegens have horses and a daughter that competes (Olympic class) in equestrian dressage. Having never really been around folks that are part of the horse world, I found it engrossing but hugely comprehensive. It certainly isn't for those with a shallow bank account. With weekly massages, full time handlers, boarding fees, monthly equine dental checkups, and on and on. And, Andrea thought auto parts were



Continued Next Page

A collection of various hats is displayed outdoors. The most prominent is a large black hat with a wide white band. Below it, a tan hat with a bow is visible. In the foreground, a straw hat with a green ribbon is shown. To the right, a hat with orange and yellow stripes is partially visible. The background shows some greenery and a building.



MORE GATORMOG NOGGIN

weekend for us. Everyone had a superb time and it's unfortunate that others were unable to participate. We traveled the back roads, cruised slowly down the coast, ate and drank as we went, and fit right in at the International Polo Club. What fun! **Can't wait for the next one!** *[More photos on the MOGSouth Web. Ed.]*



Left to Right, Top to Bottom. Gil Stegen, Ron Gricius, Tom Coryn, Robin Baker talking to Barb Stegen, Kathy Coryn, the Friday Evening Picnic, Gil Stegen and Ron Gricius, discussing something obviously important . . . Auto Parts??

MORE Letters to the Editor . . .

TOP 10 REASONS FOR BUYING (OWNING) A MORGAN . . .

[Ok, so in another potentially fruitless attempt to get y'all involved, I am trying something different. If you have a reason, or all ten reasons, send them along to us via email at mogsouth@yahoo.com and we will consolidate and publish them here. Ed.]

- 10... RESALE VALUE
- 9... Great Gas Mileage
- 8... It Keeps Me Warm in Winter
- 7... Just Need a Little Soap ...
- 6... It's oh, So Reliable!
- 5... My Dog Loves It!
- 4...
- 3...
- 2...
- 1...





MORGAN MOTOR COMPANY NEWS

NEWS

The Morgan Motor Company likes to show it's stuff at Geneva. This is the show where they make major announcements and unveil new models.

2014 was no different. The MMC announced a new power train for the Plus 4, along with new interior trim and dash.

They also 'officially' unveiled the new 2014 model of the Morgan Three Wheeler. The details of which have been out for quite a while.

One highlight of the show was a 'cut-away' of a new Plus 8 that shows just how a classic Morgan is designed and manufactured.

MORGAN MOTOR COMPANY AT GENEVA 2014 www.morgan-motor.co.uk

'Once again, Morgan has chosen the Geneva International Motorshow to showcase its latest range of bespoke, hand built sports cars. From March 5th -16th, the Morgan stand will hold **[held]** the world premiere of the **2014 Morgan Plus 4** and the European Launch of the Model Year 2014 Morgan 3 Wheeler.

2014 brings a more focused Morgan Motor Company and the management and staff of Morgan look forward to welcoming you to stand 6260 to introduce the latest model range.' And, from the <http://www.worcesternews.co.uk/> 'Visitors to the Geneva International Motorshow, which runs from Wednesday, March 5 to Sunday, March 16, will witness a showcase and grand launch of the Pickersleigh Road-based company's **most powerful Morgan Plus 4 ever produced**'. *[Video link of Steve Morris addressing the press at Geneva on Page 19 of this newsletter. Ed,]*



Top Photo courtesy of www.morgan-motor.co.uk, and the bottom three are courtesy of www.talkmorgan.com and show a 'naked' or half-car version of the Morgan +8 for the Geneva show.

The new 2014 three wheeler is also on display, with all the previously noted improvements. More on the Geneva Show elsewhere in this issue.

Continued Next Page

R.I.P. CAR TAX DISC

[HTTP://WWW.BBC.CO.UK/](http://www.bbc.co.uk/)

The car tax disc has been given its own expiry date, after nearly a century of windscreen duty.

[A crisis of culture in the UK, I'm sure. I guess all of us in the US, sporting either the classic Tax discs and Tax disc holder, or the shiny Morgan one need not worry. Wonder how long the MMC will continue to sell this pretty? Ed.]



The Tax disc, and its close relation Vehicle Excise Duty, were introduced in the UK in the Roads Act 1920. Its original role in life was to pay for the building and upkeep of roads, but since 1937 the proceeds have been dropped into a big Treasury pot [...]

The truth is that Tax Disc money is as likely to be paying for canal dredging or bank regulation as it is for cats' eyes. [...] There was also the process of trying to make sure the plastic holder stuck to the windscreen, and the possibility of small children developing an interest in taking the disc in and out of the holder and replacing it backwards, later costing their father £60 in fines for "failing to display". True story.

Its detractors' reasons for failing to display were listed by the DVLA earlier this year, when it published the top 10 excuses for not renewing. They included "I fell out of a tree picking plums and broke both my arms", and "I took too much Viagra and couldn't leave the house". **No need to send flowers.**



[This was found on the internet (<http://sniffpetrol.com/>) No matter what side of the table you are on re: Charles, this is pretty amusing. Hint, Look Closely. Ed.]

Did You Know?

THE MORGAN ROADSTER 3.7 L ENGINE COMES FROM FORD'S 'PONY CAR'?

The Morgan Motor Company has long used engines from Ford for a number of its cars. The 4/4s and Plus 4s have gone through a long line of Ford inline 4 cylinder engines.

The Morgan Roadster was the first Morgan to feature a V6 engine and came after the demise of the Rover engine based Plus 8s.

In the US, the 2005 Roadsters are all series 1 Roadsters, with the 3.0L V6 engine Ford used in the Mondeo. The Ford 3.0L Jaguar engine variant added variable valve timing.

The Morgan Roadster 3.7L however has a bit more sporting parent. It is sourced from the Ford Mustang 3.7L V6. This engine, is the latest production 'Cyclone' engine variant from Ford.

Unfortunately, a Morgan 3.7L Roadster is unavailable in the US. Or, is it?



Morgan West is offering an interesting option. Not offered as a 'Morgan' per se, but as a **Roadster '65**.

This **Roadster '65** is a component car, that can be purchased without power train, however the recommended power train is the 3.7L Cyclone engine with 6 Speed Transmission.

The purchaser takes full responsibility for titling the car. It is not really a kit car, sort of more like the Cobra continuation cars being manufactured today.

Visit www.morganwest.net for more information.

Do you want one?? Call Dennis



DANGEROUS HANDBRAKE CORRECTION

One of the first jobs I tackled as I tore my 1963 4/4 apart was to be rid of the famous “Harpoon” on the rear axle that carried the handbrake compensator assembly and pointed directly at the fuel tank. Obviously the concern here is that in a rear end collision the harpoon punctures the fuel tank and creates a situation where a fire could easily start.

The cure many have adopted for this has been to make a doubler plate that is attached to the back of the fuel tank to reinforce the area, this is still a bit of a band aid in my mind so I went seeking a better fix.

I had heard of MGB brake cables being used and after discussing this I ordered two types of MGB handbrake cables from North West Import Parts. AHH 8451 for the 68 – 74 cars, and BHH2075 for the 77 – 80 cars. The difference between the two was the system for mounting the compensator part.

Once I had these in hand I decided that the 77 – 80 unit would best meet my needs, it's attachment point was what is called a “Rag Hanger” this is a piece of rubberized fabric that whilst reasonably stiff will flex under load.

Once I had figured out that this was the part to use I set to work and cut off the harpoon and then ground the surface flush to the axle. Now to make a mounting clamp. A search of my workshop turned up a piece of aluminum plate ½ inch thick. I mounted in my lathe and bored a hole the exact diameter of the rear axle.

Once bored I then cut to, 3 3/8” by 3 ½” size, the next step was to drill the holes that would be used to clamp the two halves together once it was split in half. By drilling at this time before cutting in half I would guarantee that the halves would line up. I clamped in a machine vice and used my drill press to drill two 13/64” holes in the ½” thick side. Next I drilled the two mounting holes for the rag strap to mount to. Now I carefully cut it in half, tapped the clamp holes in one half ¼ x 20 and opened up the other side to ¼” clearance. I also counter bored these clearance holes to allow the cap head screws I would use to sit below the surface and present a smooth finish.

Now we were ready for a trial assembly. The clamp was mounted loosely on the axle and the rag strap bolted to it. This is where luck came into play, the brake rods were exactly the right length requiring no modification at all, what a relief.

Now it was on to the handbrake lever end. My car was one of the last to be fitted with an Umbrella brake handle up under the dash. I traded this for a traditional “fly off” type with Morgan Spares in NY who needed mine. Once I had this mounted I was able to decide how to rework the cable end.

The MGB cable comes with a threaded rod on the handle end and this would not mate up to anything I had. I therefore removed this and replaced with an adjuster and a brass ferrule that I soldered on.



Article and photos Courtesy of Peter Ballad

The way to solder a ferrule on so it can take a load is to make sure one side of the through hole is deeply countersunk. Pass the cable through from the non countersunk side and then carefully splay it out. Clean well and flux. Then apply soft solder, this will bond with the cable ends and form a wedge that cannot pull through the ferrule.

The adjuster was turned from a piece of hexagonal stock I had laying around, I am sure they could be purchased from places such as Moss Motors or Victoria British, but I am impatient, had a lathe and the material so made one!

Now to attach this to the bottom of the brake lever required a small hoop of some sort. Space here is at a premium so it took a couple of attempts to get it right. Once finished the cable was attached and we had a handbrake that worked.

Final job was to clean up the bracket on the axle by rounding the corners, media blast and paint and the job was done.

Now I believe that anyone can do this job, if you do not have a lathe just use an exhaust clamp round the rear axle and have a plate welded to the hoop for the rag strap.

If I had to do this again I think I would split the outer cable about 2 feet from the brake lever and make an adjuster to go in at that point, this would allow me to have more adjustment for cable stretch than I have and I am sure that a few years down the road I will run out of adjustment. I will cross that bridge when I come to it.

Peter Ballard



IT'S MORGAN V MORGAN AS FORMER BOSS HITS OUT AT MALVERN CAR-MAKER

<http://www.birminghampost.co.uk/>

New boss of Morgan Motor Company blasts back at suggestions by former boss that company is planning redundancies

A war of words has broken out between Morgan's ousted former boss and the car maker after he claimed the historic firm was planning redundancies. Charles Morgan claimed in an interview with the Post that the Malvern company was planning to make around 20 of its 180-strong workforce redundant.

But the new boss at the century-old firm hit back, branding the suggestion "categorically untrue", and claiming that, in fact, the Morgan Motor Company was currently recruiting. Steve Morris also revealed Morgan was planning to develop its own training academy which would recruit up to 25 apprentices.

The latest fallout between Morgan's current management and its former boss also saw a dispute over production volumes. Mr Morgan claimed production had dropped significantly since his departure, allegations that were vehemently denied by the company, which said 2014 volumes will be up on those for 2013. Morgan's former managing director, who is the grandson of the firm's founder HFS Morgan and who left the company last year, is still a shareholder in the family-owned firm. Mr Morgan told the Post: "I am very worried about redundancies and the fact production is at about half the level when I left. "I still own 20 per cent and am appalled to be honest. The company lacks vision and is going nowhere."

But Mr Morris hit back saying: "The information about 20 redundancies is untrue. I can categorically state that not only are we not making any redundancies, in fact as we speak we are advertising for vacancies – we have for two immediate positions, with more anticipated later this month. "Longer term we are working on plans to found a training academy, to support continued investment in our workforce, which will see something like 20-25 apprentices joining."

He added: "As for the reduction in production, 2014 will actually see a slight increase on 2013 vehicle numbers."

Mr Morgan's acrimonious departure from Morgan happened in October, amid claims he was ousted by his sister Gillian Price and brother-in-law David Price. Mr Morgan said Mr Price was the trustee of a trust which represented 48 per cent of the company's shares, while his sister owned ten per cent. He had been replaced as managing director by former operations director Mr Morris in March 2013, at which point the carmaker said Mr Morgan would still be "the face of Morgan internationally".

Continued Next Page

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

'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 (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email jclax5817@aol.com

Wanted English Ford 100E Engines

Broken-Complete-Running or Not. I'll consider most any condition. Please contact Rick Frazee in Winter Park, Florida At 407-620-0507 Or mog4@earthlink.net. 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 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.

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

Rick Frazee Cleaned his Garage! Unneeded Morgan Parts Available - Free to a Good Home

Inner fender for an early Right Hand Drive Plus 8 (Drivers Side for RHD). Possibly could be used for a LHD but there is a steering column hole. Two Plus 8 radiators. One held water when pulled, the other is not quite that good. Also available is a Plus 4 Radiator that held water when it was pulled. They aren't pretty but the price is right. Please contact Rick Frazee in Winter Park, Florida At 407-620-0507 Or mog4@earthlink.net.



MORGAN V MORGAN *CONTINUED* Mr Morgan claimed he had been dismissed on "contentious grounds" and launched an appeal against his dismissal which was rejected in November by the Morgan board. He had questioned the legitimacy of his dismissal and said his aim to modernise the company was at odds with the vision of other directors. Mr Morgan, who had been managing director since 2006, said he had bolstered the firm by introducing new models like the Aero, AeroMax and 3 Wheeler.

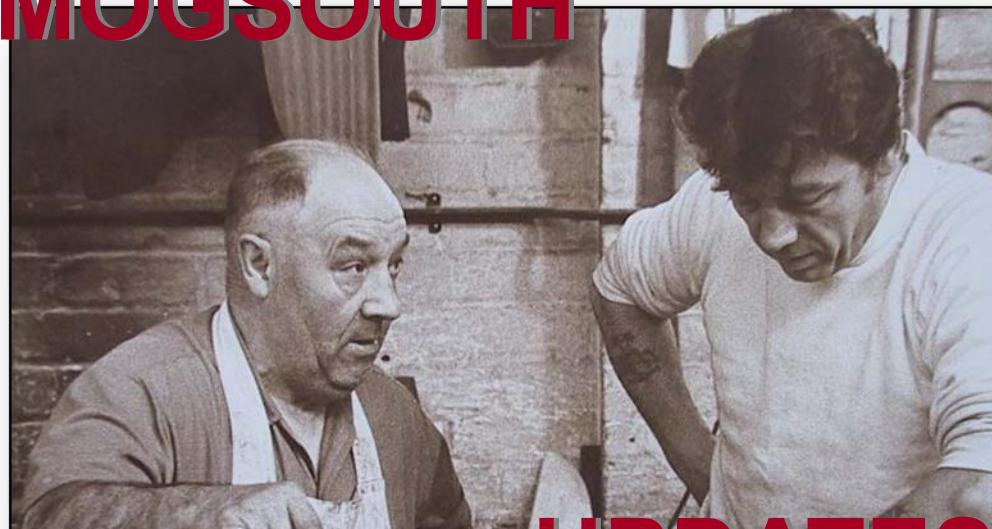
He also said volumes had doubled under his leadership and that profits for the first half of 2013 had increased to £1.2 million. Since his departure he has said he is open to exploring other employment options in the industry.

At the time the firm said it was looking to "strengthen and review its strategies" and that its management team was "better placed to steer the company in the future".

Mr Morgan also criticised the firm's revamped Plus 4 model which was launched at the Geneva Motor Show, saying that the claims over improved power were somewhat underwhelming. He said: "They have launched a car with nine more horsepower, which is rather like putting super unleaded in rather than unleaded."



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.

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 and we be sure your information gets out.

MONTHLY CLUB GATHERINGS !!

ATLANTA GA AREA MOGSOUTH BREAKFAST!

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

ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

OTHER ANNOUNCEMENTS OF INTEREST !!

MCCDC MAY NOGGIN, 17 MAY - Doug Markham, MCCDC, was at the MOGSouth Spring Meet and passed this on. The Noggin is hosted by the Markhams at their home at 5703 Harbour Ridge Road, Midlothian, VA 23112, (804) 921-3396, markhamdp@verizon.net. 1 - 4 PM mix and mingle with Burgers after 4PM. The official time is 1 - 4 pm on Saturday; however please stay later (or even overnight). Children are welcome. We will have snacks and drinks. If you wish to stay for dinner, we will have burgers. Should you want to stay the night we will help you find accommodations (with us, our friends or local hotels - your choice). Should you want to go out in search of our four resident eagles, we have a small, slow, electric pontoon boat and a canoe. Ping pong, darts, croquet and billiards are available. If you spend the night we will arrange a tour of the Petersburg Battlefield or Richmond on Sunday. Please RSVP so we can plan.

MOGSOUTH 40TH ANNIVERSARY UPDATES! - ACTION REQUIRED!! ★

- Lance Lipscomb has asked that we survey the membership about potential locations for the 40th Anniversary Meet. Use **April / May** as the targeted time frame.
- You need to send an email to mogsouth@yahoo.com** to let us know **WHICH AREA** you prefer and if you are **LIKELY TO ATTEND** the meet, or **NOT**. Also, there have been suggestions we move the meet around some, e.g. multiple hotels. If you like this idea, let us know. **Pick 1A or 1B, Yes or NO on 2, and 3A or 3B.** Don't worry, we won't commit anyone to anything, just give us your best guess.
- There are two general regions, not specific towns, being considered at the moment.
 - 1A - BLUE RIDGE AREA** - In the general vicinity of Asheville, NC
 - 1B - SOUTH CAROLINA** - In the general vicinity of Aiken, SC
 - 2 - (YES OR NO) MULTIPLE LOCATIONS** - Move the Meet Around Each Day
 - 3A - LIKELY TO ATTEND**
 - 3B - LIKELY NOT ATTEND**
- The challenge is to find a location that is both appealing but is not too far a field for the majority of the membership. Once we decide on a region, the details can be worked, e.g. lodging, activities, meals, etc.

Continued Next Page

AND OTHER THINGS YOU SHOULD KNOW !!

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

"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".

MOGSouth is Growing! - There are several new members on the MOGSouth rolls!

We have the new Morgan Three Wheeler and the other newer Morgans to thank! We have heard that some **139** new M3Ws had been shipped to the US during 2012 - 2013. And, we now have a good number in our club and I suspect there will soon be more.

There are also other Morgans being added. We need to embrace these new cars and new members, as we always do and show them that famed 'southern hospitality' that MOGSouth is known for. They are bringing new vitality and excitement to the club, and you can rest assured that these new Morgans offer their new owners all the fun and excitement as well as *that great big smile that only a Morgan can provide!*



Jay Sclafani, Boca Raton Florida Just Joined!

SuperDave's Garage

(770) 330 - 6210

dbondon@bellsouth.net



STILL AVAILABLE !!



1953 Volvo PV 444
Older restoration
Very Original
Approx 55,000 miles
New 4 speed
New tires
Everything (usually) works
Take your friends to
dinner (in the rain too!)
Asking \$14,500 ... offers



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



THE 84TH (2014) GENEVA AUTO SHOW 3 - 15 MARCH 2014

As announced on the Morgan Motor Company web . . .

Significant production improvements enable all 2014 Morgan vehicles to benefit from longer warranty periods. Morgan is also proud to announce that for 2014 all cars are now Euro 6 compliant. Morgan has recently strengthened its management team, and internal promotions have improved key strategic areas including Supply Chain, Production and Marketing. Complementing this internal reinforcement is a bolder external view of this famous brand.'

Morgan traditionally uses the Geneva Motor Show to unveil new models or announce significant activities at the Morgan Motor Company. This year the show was used to officially unveil the 2014 Morgan Three Wheeler and the 2014 Plus 4, with a new engine and a new dash layout. It is unclear if the new dash is for the Plus 4 only, or will find itself on the other traditional cars in the range. (4/4, Roadster 3.7, etc.) From the photos, it would appear that the gages are no longer the classic 'Smiths' but 'VDO' gages. More excerpts from the Morgan Motor Company PR;

MORGAN 3 WHEELER (NEW 2014 MODEL) 'Completely re-engineered after 60 years, the modern 3 Wheeler was launched at Geneva in 2011 and has since met with critical acclaim from the motoring press, earning 5* reviews across the world. With over 1000 vehicles sold, in 2014 Morgan has decided to reimagine this car with an extensive list of substantial improvements. These include a stiffer chassis to improve handling, revised steering geometry for increased high speed stability, more efficient cooling for urban driving conditions, improvements to the drive line to improve driver and passenger comfort, and new aesthetic options'. *[Note: An automotive press review of the changes to 2014 M3W was provided in Vol.1, 2014 of the MOGSouth Fours and Eights. Ed.]*

PLUS 4 (NEW 2014 MODEL) 'New for 2014, this model benefits from a new powerful Ford 2.0 litre engine offering stronger performance and improved environmental credentials. It is in fact the most powerful production Plus 4 ever to leave Pickersleigh Road. The cabin has also been refreshed, and displays a revised dashboard layout with new instrumentation. Available as a 2 or 4-seater, Morgan are confident that this is not only the most advanced Plus 4 ever designed but that it will continue to be hugely popular with sports car enthusiasts worldwide'.



The **2.0L GDI I-4 Ford engine** now powering the Plus 4 has been around for a while. It powers other cars in the Ford range. The 2.0 GDI is, however, innovative and Ford's first-ever naturally aspirated engine with gas direct-injection. The new 2.0 GDI starts with the old 2.0-liter Duratec engine, but everything has been 'breathed' on. Only the 87.5mm bore x 83.1mm stroke remain. The engine is all-aluminum, with a stainless steel fuel rail on the side of the cylinder head instead of on the top. The engine also sports twin independent variable camshaft timing. The compression ratio is 12.0:1, resulting in **154 bhp** and 148 lb-ft at 6000 rpm. The result, according to Morgan is, 0 - 62 mph (100 kph) in 7.5 seconds, with an 118 mph top speed.



Morgan Motor Company stand was a big hit at the 2014 Geneva Auto Show . All reports were very positive.



The Cutaway car (some called it Naked!) is certainly appealing. I think it's a +8 due to the chassis. Thoughts?

Continued Next Page

AUTODESK & MORGAN AT THE GENEVA MOTOR SHOW <http://through-the-interface.typepad.com/>

[I found the following article an interesting example of the sort of innovative and modern ideas that are permeating the 'old school' Morgan Motor Company. It would appear that not all at Morgan is firmly entrenched in the past . . . Ed.]

Yesterday I had a really interesting day. I spent it at Geneva's Palexpo exhibition centre, helping Morgan Motor Company set up their stand for this year's Salon International de l'Auto & Accessoires (i.e. the 84th Geneva Motor Show). It was really cool being there before even the press were allowed in (they get to attend today and tomorrow), while most of the cars were still under wraps:

I've been to the show – and visited the Morgan stand – before, but this year was very exciting for me as it marks the culmination of some months of collaboration between Morgan and Autodesk. This particular project had its genesis back in late August, when **Jon Wells** *[of Morgan design. Ed.]* and I were chatting “off the record” after the interview.

Jon expressed an interest in Autodesk helping put together a car configurator for their stand at the 2014 show, focusing particularly on the Morgan 3 Wheeler. I followed up with a few people internally – particularly with people who have worked on our Showcase product – but it wasn't until Callan Carpenter (Autodesk's VP of Global Services) visited Neuchatel in late September that I found out that our Consulting division had technology that looked like a great fit for Morgan's requirements.

So to cut a long story short, members of the Visualization team in Autodesk Consulting created a configurator based on Autodesk VRED that allows users to configure their dream Morgan 3 Wheeler based on the array of options available to them.

The configurator makes use of an iPad as the primary input device – you use it to select colours for the paint and the leather as well as the various decals and options available to you – with the results generated in close to realtime and displayed on the wall-mounted screen. A mouse can be used for finer-grained navigation beyond the 6 standard views, as needed. Here's the set-up in the stand:

Just to re-iterate a point: these images are based on full 3D models allowing you to capture high quality rendered images from any direction you choose. The interiors look simply gorgeous:

You can choose between a studio environment, a hangar (the default, used above), and the Potsdamer Platz in Berlin by either day or by night. The nighttime scene is just awesome: you even get to see the 3 Wheeler with its light on! Without putting too fine a point on it, Morgan has one of the more interesting pieces of car configuration technology on display at this year's show. I'm certainly excited to see how it's received by potential Morgan owners over the coming days.



[This sort of technology is really useful, given that the MMC allows almost infinite variation in creating your own vision of the 'bespoke' Morgan.

All this power does have a down side however. The countless possibilities might pose an information overload of sorts and I don't really know what I would personally do, if I had the chance to 'configure' one of my own. Ed.]





Balancing tires ... a seemingly simple thing, but no ... it's not as simple as you might think.

And, it is the simple things that make all the difference in the Morgan.

I have recently changed out the trusty old incandescent light bulbs in my cars for modern LEDs. It may be that I am getting a bit paranoid of folks seeing me in the dark. The LEDs are cheap, they mostly come from China, but they do shine quite brightly.

Something to consider for your car, like getting your tires trued.

TRUING AND BALANCING YOUR WHEELS

In keeping with our desire to have tech articles that are something within the reach of the common Morgan owner and not necessarily the hard core mechanical 'wizard', and following on with the topic of wheels and tires, we offer this short article on truing your tires and getting your wheels balanced. A boring subject? . . . well maybe not.

Now, as Morgan owners we typically attribute anything that shakes or vibrates, up near the front of our cars, to the fabled Saint Malvern's Dance, or worn king pins, or the geometry of the sliding pillars, or assumed that the one shot missed, or anything else we can think of, except our tires. Now, I might argue that balancing wheels is a well known and common thing for us all to do . . . but doing it correctly, may or may not always be the result of our good intentions.

Every time we put new tires on the Morgan we have the wheels balanced. It is part of the normal process of things. The tire dealer puts on the new tires, balances the wheels and sends us on our way. Then there is that shake or vibration, again, and again we blame Saint Malvern's Dance, king pins, the sliding pillars, or the one shot. Again, we dismiss the tires or wheels. Why, you ask? Well, because they have just been balanced! Or, have they??

There is a big problem. The wheel balancing done by the tire shop may not be sufficient. Wheels and tires are balanced because neither are manufactured perfectly. When the tire is mounted on the wheel, the differences combine and produce an unbalanced 'wheel-tire' assembly. When an unbalanced assembly rotates, vibration is produced. This vibration is felt by the driver as wheel shimmy, which is the leading symptom of wheel imbalance.

By adding weight 180° from the heavy point of the assembly, static balance is achieved. This means the tire is balanced from one side to the other. With narrow wheels this static balance might have been sufficient however as the wheels have gotten wider, we need to also look at the balance from front to rear. And, I might suggest, there are other factors that can and do cause vibration. Specifically, if the tire on the wheel is not round it will vibrate. As was told to me, an out of round tire can be actually be balanced, as can a square block, however, neither will roll without vibration.

Our cars tend to sit a little too long in the garage and develop flat spots or other inconsistencies and these will cause undesirable vibrations due to that 'out of round' tire. Again, the balanced achieved on a out of round tire is really not 'balanced'. Bent wheels and wheels with damaged center holes are other common causes of vibration and shimmy.

So, what should you do? First you need to correct the out of round condition. This is done by 'truing' the tire prior to



Truing the tires by shaving the rubber to ensure the tire is actually round.

having it balanced. Truing involves scraping the tire rubber until the tire is truly round. It is a little scary seeing all the rubber being removed, however I am told, and it makes good logical sense, that the round tire will last longer and get better mileage than the out of round tire.

Once the 'truing' is done, the wheel balancing can be accomplished. My personal preference is for the wheels to be balanced on the car, rather than off the car. Off the car balancing involves putting the wheel/tire assembly on a 'balancer,' which centers the wheel and spins it to determine where the weights should go. But, these machines have huge deficiencies: If a wheel is not mounted correctly in the balancer, if the technician does not know how to operate the machine, if the tire and wheel are too out of round to correct, or if the tire or wheel have invisible defects, a wheel balanced in the finest balancer will still vibrate on the car. Alternatively, these machines can be very good, however they are still susceptible to the skill of the operator, and the resultant balance may not really be 'balanced'.

If you had the wheels 'balanced' off the car, but still have vibrations, consider having the wheels balanced on the car. This eliminates the differences in alignment of the wheel on the balancer versus alignment of the wheel on the hub.

Balancing the wheels on the car, involves putting a sensor on the stub axle assembly and then running the wheel up to high speed while monitoring the vibration intensity and phase. Then they use a strobe to mark the position of the wheel weight. Unfortunately, you will have to search around to find a shop that will not only true your tires, but also balance the wheels on the car. It turns out that this is somewhat of a lost art and many of the dealers don't have the capabilities nor want to train the craftsman required to do it properly. Getting Ugly Betty trued and balanced resulted in tremendous improvement in her handling and high speed cruising. The vibration I chased all last year is totally gone. Great!



Once the tire is round, balance the wheels on the car. The technician uses a strobe and spins the tire to high speeds to see where the weights should go.

Mark

Letters to the Editor . . .

LATEST MYSTERY VEHICLE

Ron Davis was the first to correctly identify the red mystery vehicle with the scissor doors as a **Saleen S7**. Congrats! I suspect Ron has nothing more to do in Peoria but read the MOGSouth newsletter while the snow is piled high outside. FYI, the **Saleen S7** was a limited-production, hand-built, high-performance American supercar developed by Steve Saleen and originally manufactured in 2000. It was powered by a Ford 427, 7.0 L naturally aspirated V8, and came with a 6-speed manual transmission. The Twin Turbo model came later in 2005.



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

Morgan road test (the driving experiences of a Roadster, M3W and new Plus 8)

Morgan Roadster 3.7 rear suspension (Interesting series of videos showing the Roadster rear suspension in action. All sliding pillar suspensions are really similar, so this is worth the time, even if you don't have a Roadster.)

Morgan Roadster 3.7 rear suspension upgrade (Second video in the series, with the rear suspension now upgraded)

Morgan Roadster 3.7 front suspension (Third video in the series, showing both sides of the front suspension)

WWI Fighter Ace and Petrolhead: Remembering Albert Ball (A little History. A little England, A little France . . .)

Bill and Maggie Tuer Klausenrennen 2013 (Thrilling and tiring all at the same time.)

Premieres Geneva Motor Show 2014 - Morgan Motor, Morgan plus 4 (A glimpse of the stand at Geneva.)

Morgan Press Speech at Geneva 2014 Motorshow (Steve Morris addresses the press at Geneva.)



CARS AND COFFEE AT AMELIA

7-9 March was the scheduled weekend for the Amelia Island Concours d'Elegance. This year we didn't go to the formal Concours. However, we did go to Amelia Island. Chuck and Karen Bernath invited us up to Jacksonville, FL on Friday to go to the Cars and Coffee car show in Amelia on Saturday morning, and since we were in the area (Jacksonville is only some 45 minutes south of Amelia Island and Fernandina Beach) we took in the Friday night Morgan gathering, at 'Sliders' in Fernandina Beach, organized by Joe Topinka. In addition to **Joe Topinka and his wife Sharon, Charlie & Beth Miller, Gordon & Sue King, Ellis King, David Chiles, Andrea & I, Karen & Chuck Bernath, Norris Haynes, and Gene Spainhour** were there. A good crowd.

The Cars and Coffee at Amelia show was on the golf course at the Ritz, the same location as the Concours, but on Saturday. The access for cars was controlled as you had to be preregistered, but I would have to say there were about 300 cars on display. And, as is typical for a Cars and Coffee event, the menu included anything and everything automotive. Old and new, and all the stuff in between.

Chuck Bernath's lovely yellow 1963 Plus 4 4 Seater, our 1986 red Plus 8 and Joe Topinka's metallic blue 2003 Anniversary Plus 8 were the only Morgans on the field. In addition to those mentioned above, lots of other MOGSouth members stopped by. These included **Joe Speetjens, Tony McLaughlin, Jr. (of Morganville fame), Dennis DeMar from St Augustine (New member!), Jay Sclafani from Boca Raton, FL (New member!), Ian Levitt (Nashville), Allen Ryals (Murrells Inlet, SC)** and I'm sure there were others I missed.

It was cold and overcast on Friday but it warmed up (some, if you stood in the sun) on Saturday but at least it was clear. This event is new, I think it started just last year, but it gives folks something good to do on Saturday before the Sunday Concours. I'm certainly putting it on my calendar for next year, and you ought to consider it for yours!

Mark





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 T: +33 (0)5 63 94 58 31

www.ccsportscars.com



Saturday, May 3rd. 10am to 6pm.

Uwharrie Mountain's BRITISH CAR MEET



Location. Higgins Farm in Jackson Creek, NC
2732 Bescher Chapel Rd • Denton NC, 27239

For more info contact Doug Higgins
336-689-8498 • doughig@northstate.net

What to look forward to: 160 acre farm nestled in the Uwharrie Mountain Range with a large field to park and admire cars. 10 acre lake for fishing. This is a free event hosted for the British Car Community.

To view the Oct 2012 meet search Youtube: Uwharrie Mountains British Car Meet



What to bring: Your car, a good attitude and a covered dish to share with the group. Lunch will be served at 12 noon.



From GSO & HP: Take I-85 South to Finch Farm Rd Exit. Take a left and go about 6 miles and make a left on Tabernacle Church Rd. Follow this to the next stop sign. Make a right, then an immediate left on Tabernacle Church Rd and follow this to the next stop sign (Hwy 64). Cross Hwy 64, then the road becomes Bescher Chapel Rd. Follow this to the next stop sign. Cross intersection at (Jackson Creek) and continue 1/4 of a mile to the top of the hill and the farm is on the right.

From Winston Salem: Take Hwy 52 South to Hwy 64 East towards Asheboro. After you cross Hwy 109 go another 6+ miles and look for Tabernacle Fire Station on the left. Bescher Chapel Rd will be the second right. From there follow the directions above. Follow this to the next stop sign. Cross intersection at (Jackson Creek) and continue 1/4 mile to the top of the hill and the farm is on the right.



From Asheboro. Take Hwy 49 to Old Farmer Rd. At Farmer flashing light, turn right onto Farmer Denton Rd. Go to Bescher Chapel, turn right onto Bescher Chapel Rd. Go about a mile and the farm is on the left. Look for Meet signs.

Road Construction Underway: Follow Detour Signs.



NEW 2014 **MORGAN 3 WHEELER**
 Brooklands Edition - Brooklands'
 Racing Green, Black mohair tonneau.
 All Brooklands features. May be the
 ONLY Brooklands' Racing Green
 Special Edition in America!

NEW 2013 **MORGAN 3 WHEELER**
 Brooklands Edition, Polished Alloy
 Body, 1 of 50 for the world!!

NEW 2013 **MORGAN 3 WHEELER**
 Black Cherry Metallic!

NEW 2013 **MORGAN 3**
WHEELER Porsche GT Silver!

NEW 2013 **MORGAN 3 WHEELER**
 Sport Green/Tan, Arriving
 shortly—on the water!!

2005 **MORGAN AERO 8** Azure Blue
 Metallic Mulberry Red Leather

2005 Morgan Aero 8 Azure Blue
 Metallic Mulberry Red Leather

2005 **MORGAN ROADSTERS:**
 Choose from the only 4 for sale in
 America: Fly Yellow/Two Tone Blue
 Metallic/BRG/Silver Blue Metallic

1967 **MORGAN 4/4 Series**
 V British Racing Green

1965 **MORGAN PLUS 4 FOUR SEATER**
 BMW Laguna Blue, new chrome

1962 **MORGAN PLUS 4 SuperSport**
 Roadster Soft Yellow body/Black

1961 **MORGAN PLUS 4 DHC**, Red/Black
 Leather, chrome wire wheels, Best In
 Class winner at MogWest last year!

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

1935 **MORGAN 3 WHEELER** Dark
 Red and Ivory, fully restored F2

1934 **MORGAN 3 WHEELER** Ivory
 with red leather, 29 Historic Races
 and Concours, fully restored



MORGAN
 3

MORGAN THREE WHEELER
WWW.MORGANWEST.NET

DRIVEN AT HEART



WWW.PERANAWEST.COM



WWW.ALLARDWEST.COM



OTHER MARQUES

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

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

2011 **ZOLFE ROAD ROCKET**

1972 **HARLEY DAVIDSON**
 XLH SPORTSTER

TVR 3000 s CONVERTIBLE
 PROTOTYPE 1978 model; purple/
 tan leather, black top

Morgan

WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405

DENNIS@MORGANWEST.NET



1909



2014 US (and a few International) EVENTS

2014

2014 is now starting to run at full speed. We had a great spring and truly wonderful MOGSouth Spring Meet! If you missed it, shame on you!

There are lots of good Morgan things going on over the next few months.

Next up is the Mitty at Road Atlanta. Then there are car meets in North Carolina, Florida and Georgia, and Doug Markham has invited us all to Southern Virginia.

Get the car out and get on the road. The cold, wet winter is gone!



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 MOG-South Spring Meet and a few other events. We still need to more of 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. Ed]*

- **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
- **Uwharrie Mountain's British Car Meet**, May 3, Denton, NC **NEW** (See Details Elsewhere in this Issue)
- **Atlanta British Motorcar Day***, May 10, Roswell, GA - Tentative
- **18th Annual Triangle British Classic**, May 17, Raleigh, NC
- **MCCDC Noggin, May 17**, Paulette & Doug Markham, 5703 Harbour Ridge Road, Midlothian, VA (804) 921-3396
- **97th Running of the Indianapolis 500**, May 25, Indianapolis, IN
- **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, South Bass Island, OH **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**



bring on the curves

for everything Morgan

- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family owned and operated since 1977

Morgan Motors
OF NEW ENGLAND



See Our Morgan Three Wheeler Demo!
Now Accepting Deposits for 2014 Production
Factory Authorized New Morgan Dealer

Our illustrated parts
catalog available free
online or call for a
printed copy



www.morgan-spares.com • morganspares@taconic.net • Parts (888) 345-6647 • Tech (518) 329-3877

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 to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096. **MOGSOUTH Club 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) if you have an idea or a need. We'll do what ever makes the most sense.

WE STILL NEED TO CONFIRM A 2014 MOGSOUTH FALL MEET - IDEA? LET US KNOW!!

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 material to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 3/14

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:

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

