

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 4/14

Orlando All British Car Show Mead Garden, Winter Park, FL 5 April 2014

The local All British Car Show. I suspect everyone has one and most of us like to participate, especially when the show is in our own back yard. We certainly have ours here in Orlando. And, it's a very well run event, chaired by very our own Rick Frazee. They've had lots of practice. This year was the 30th anniversary of the show and it attracted quite a crowd. Perhaps because of Rick's involvement, the Morgan owners in the area are always involved in the administration and planning for the show. (Does the word 'Sucker' come to mind?) Rick also lends his Hotel, the Best Western Mount Vernon Inn, to serve as the host hotel. So the Friday evening 'Meet and Greet' occurs there. This year there were some 200 or so British cars and cycles. As always, lots of wonderful cars. But this year, just a few cycles. I saw a couple of very pretty vintage Triumph motorcycles in café racer garb and a lovely black and gold Royal Enfield. Whether this was a real one or an Indian produced bike, I don't know. They were all very nice and would be welcome in my garage. A green XK 120 FHC, with green wire wheels, looked classic and was the voted 'best in show' by the participants.



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This year, however we had a first, well at least for me, British bicycles. They weren't judged but regardless they put on a great display.

The British bicycles included a *'Morgan Two'*. MOGSouth member Bob Wilson brought the Morgan bicycle down from his home Ormond Beach and it is quite a machine. Although it appears as a fixed gear bicycle, the gear change is hidden. You pedal back to change gears and if you pedal back further, it will brake. But, that wasn't the only Morgan at the show (more later) or the only British bicycle.

'Moulton Bicycles' were also there with a number of their traditional machines. I personally wasn't aware of the bike, but the Moulton bicycle is a fairly unique design, and very British.

In the 1950s, Alex Moulton defined the key features of the Moulton bicycle - small wheels, suspension, stiff unisex frame and was somewhat innovative in it's manufacture. The result is, or so they say, a lighter, stiffer, faster and more comfortable bicycle. I had a friend at the show who is a hardcore bicycle rider. He inspected all the various bits of them both and loved what he saw.

In addition to all the various modes of transport, there were the usual raffles, British Car Valve Cover races, a silent auction of Automobilia, and we even had an old time blue grass string band for entertainment. Rick's Morgan Valve Cover didn't make it to the show, but I brought out mine. I had to fly the Morgan flag! Not a large flag, mind you . . . but all Morgan.

Well, it wasn't too competitive either however it certainly amused the crowd. Someone in the crowd yelled 'size' matters! I didn't quite understand? The overall width was greater than the wheel base, so I figured it wouldn't track straight but, for the most part, it did. Using a valve cover from my (now sold) 1939 Coventry Climax Series 1 roadster and wheels / axles from a pinewood derby kit, I was a bit overwhelmed by the sophistication of the competition. Oh well, I'll get them next year!

We had a good turn out of Morgans this year. 7 cars in total. We would have had two more, except they fell victim to some last minute glitches. And, Rick Frazee didn't bring out any of his Morgans, only his newly acquired race car, a AH Bug Eye Sprite. I brought out Ugly Betty, the 1986 Plus, my 1981 Propane 4/4 and the 1938 Series 1 DHC. So the logistics of getting them all there was quite a challenge. In the confusion, I forgot lots of things I normally bring to car shows, like my camera (thankfully I had Andrea's), half of my tools, supporting information about the Series 1, etc. And, since Rick Frazee was leaving the show early to go to Sebring (he went to racing school), I needed to bring a tent (something Rick usually brings) and chairs for the Morgan group. Not that we really needed it this year. It didn't rain, but the tent did provide some shade from the Florida sun.

We also had a house guest for the show. Gil Stegen brought his wonderful brown and cream 1967 Plus 4 DHC up from West Palm Beach and stayed with us for a few days before the show to use my automotive lift to address some maintenance issues. In addition to these four Morgans we had three others. Tom Coryn brought his



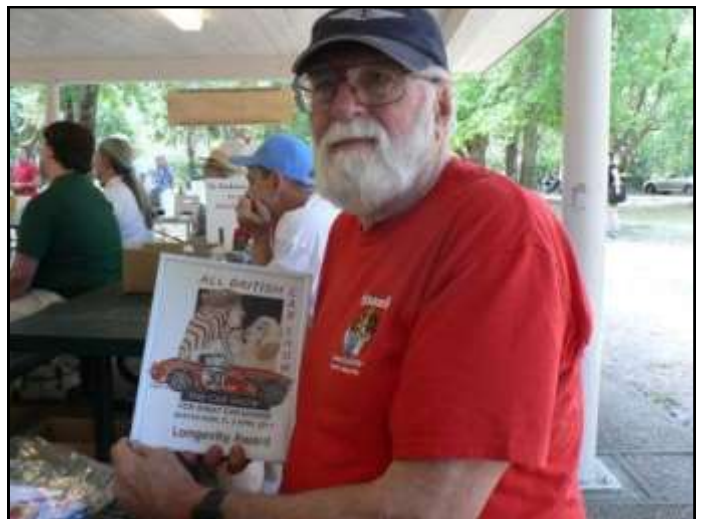
Morgan Two (Announced at the 2013 Geneva Show)



Moulton Bicycle (comparison from their website.)



Braunstein's Coventry Climax valve cover in the left lane.



Gil Stegen with Longevity Award

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lovely red 1960 Plus 4 4 Place over from the west coast of Florida. Chuck and Karen Bernath brought their 1963 Yellow Plus 4 4 Place down from Jacksonville and Jim Danhoff came with 'Sophie,' his two toned 1964 Plus 4.

The Orlando show doesn't have formal judging, only participant's voting. Chuck and Karen Bernath's 4 Place and Gil Stegen's DHC were crowd favorites. Gil Stegen also won the 'Longevity Award' given to the car owner who has owned his car the longest. I didn't realize it, but Gil's has had his DHC forever. It looks new!

Another great show. More Morgans than previous years, with some firsts - Gil's wonderful Plus 4 DHC and Bob Wilson's amazing *Morgan Two*. As is the norm, the Morgan display attracted lots of attention, we got tons of questions and by allowing the kids to enjoy the cars, we were a huge hit with the many families in the crowd. Local British Car shows are great fun! Be sure to go to yours and fly the Morgan (and MOGSouth) flag. Cheers!

Mark



MORGANS AT THE ORLANDO ALL BRITISH CAR AND CYCLE SHOW



Gil Stegen's 1967 Plus 4 DHC



Braunstein's red 1986 Plus 8 and 1981 4/4, Bernath's yellow 1963 Plus 4 4 Place



Tom Coryn's red 1960 P4 4 Place



L to R. Braunstein's 81 4/4, Bernath's yellow 1963 Plus 4 4 Place, Danhoff's two toned yellow and black Plus Plus 4, Stegen's DHC



Braunstein's 1986 Plus 8 (Red) & 1938 DHC



L to R. Braunstein's 1986 P8 & 1938 DHC



MOGSOUTH AT THE 2014 MITTY

Road Atlanta at the end of April.

Sunny and 80° with minimal humidity.
Nice!

Vintage racing for all sorts of cars and motorcycles. And, a wonderful place for a packel of Morgans and MOGSouth members to gather.

The Mitty at Road Atlanta has been a traditional gathering for MOGSouth over the years, but for some reason interest waned, and the club hasn't been to the track, en masse, for quite some time.

The last time I was there it was wet. I remember parking the Morgan on the grass in the car corral next to Lance Lipscomb's gorgeous Plus 8 and it was spitting rain. This year I again parked next to Lance, but there wasn't a cloud in the sky, or least not one that mattered. And when we pulled into the corral, the array of Morgans was starting to build. The Morgans were pretty obvious as well. Not sure how we got the spot we did, but the Morgans were parked along the top of the hill in the center of the British car corral. A great spot!

Rick and Sam Frazee brought up a rented motor home from Florida with their two Giant Schnauzers, Gabby and Lilly, and parked adjacent to the Morgans in the car corral. Not sure how Rick finagled his way to this spot, but the motor home served as a great rallying point for the club and the MOGSouth Banner flew from the Club's pop up tent. Friday was just practice and qualifying, so Saturday was the big day and we had 15 Morgans at the track (14 on the hill and Stacey Schepens with her racing 4/4 on the track). And there were other MOGSouth members running about but without their Morgans (another eight folks or so I jotted down). The numbers were not as high on Sunday, but Drew Weigner joined us with his 1980 Propane Plus 8 Turbo. A very pretty car that I suspect we will see more often. A great collection of Morgans and people. Not too bad for a day at the races . . .

It wasn't just the Morgans and the MOGSouth folks that we all came to see. It was the racing. There were lots of different racing groups, with lots of vintage cars and even Grand Prix Motorcycles. I had my favorites, as did others, and we all scattered to watch the races of interest from any of a number of great viewing spots around the track. Andrea and I rode all over the track with Rick and Sam Frazee, who had rented a golf cart. Riding is definitely better than walking (although I have walked this track many times) as Road Atlanta is quite hilly.



Denny Hulme's CanAm McLaren

One car I hadn't seen in over 40 years was the Denny Hulme's 1971 McLaren CanAm car. I last saw this car from the pit wall at Laguna Seca in the early 70s. Awesome Chevy power and what a great sound. Certainly a time warp for me.

MOGSouth has a good number of racers on the rolls, but only two were running at this year's Mitty. Stacey Schepens (Dave and Marilyn Bondon's Daughter) was running the always ferocious Morgan 4/4 twin cam and Tom Coryn ran his strong MGB.

Both were in Group 2, so it made it easy to know what races to watch. Group 2 was a big group however, with some 45 cars on the track at the same time. Lots of British cars in the group, and a smattering of others. A couple of Lotus Super 7s and Elites, MG As & Bs, Spitfires, the traditional spridgets (AH Sprites and MG Midgets), a comparatively giant XK 140, a Corvair and a few other odds and ends, oh, and those pesky Porsche 356s. Most everything was production car based. I think the only purpose built racer in the group was a lovely yellow Merlyn sports racer (but not MOGSouth member Ray Morgan's Merlyn). Even with the large number of cars on the track there was good racing all around.



Tom Coyrn in the MGB leading the pack . . .

The cars soon found their pace and sub-packs of similar powered cars emerged. The Lotus Super 7s took the early lead and Stacey battled for position in the next group with some of the faster 356s. Tom was mid pack, running well, swapping positions and battling with the Meryln and others for bragging rights.

All good racing with the MOGSouth racers, nothing apparently broke and no drama. Well done! A great weekend at the track. The sights, the sounds, the smells, and of course, the excitement and the people. Throw in a few Morgans, an occasional beer and perfect weather. **A hard thing to beat!**

Those with . . .

Mark & Andrea Braunstein (Plus 8), Rick Frazer (Soon to Join, Plus 8), Drew Weigner (Plus 8 Turbo), Stu Mosbey (Plus 4 Fiat), Fred Hollinger (Plus 4 4 Seater), Glenn & Dorothy Moore (Roadster), Cyril Brown (Roadster), Graeme Addie (M3W), Brian Miller (Aero 8), Lance Lipscomb (Plus 8), Ron Davis (Plus 8), Randy Johnson (Plus 4), Hamilton Williams (Roadster), Eric Cummins (Plus 8), Stacey Bondon (Racing the 4/4 Twin Cam), Peter Olson (Plus 8).

And, Those Without . . .

Eric Gibeaut, Rick & Sam Frazee (Motor Home w/ Dogs), Richard Ihns w/ Son Michael (in a Vendor Booth selling LS1 bits), Gordon King (Riding his Vintage Yamaha), Dave & Marilyn Bondon (Pit Crew for Stacey), Emma Addie and Kids, Robert & Rosalind Minkhorst, Tom & Kathy Coryn (Racing his MGB).



Tom Passing them on the uphill . . .



Oh, those Pesky Porsches . . .



Stacey on the Grid . . .

Photo Courtesy of Dave Bondon



Stacey on the Track . . .



MORGAN STATUE FOUNDATION

UK REGISTERED CHARITY NUMBER 1123923

HONORARY PATRONS:

LORD MONTAGU OF BEAULIEU SIR STIRLING MOSS OBE JOHN SURTEES OBE CHARLES MORGAN

NOTICE

SUBJECT: Closure of project for a Morgan Statue

The Trustees of the Morgan Statue Foundation wish to thank the Honorary Patrons and contributors for the« support for a Morgan Statue. However, the Trustees have decided to close the project on October 31" 2014 for a Morgan Statue if the lack of funding continues unfortunately only £ 133.723 has been raised compared with the most recent estimate of £386.220 for the statue.

For the past ten years, much hard work and personal expense has been incurred trying to raise funds to pay for a memorial statue of H. F S Morgan, founder of the Morgan car. the United Kingdom's oldest and last remaining British owned regular motor manufacturer.

In late 2004 the Foundation was informed by Arts Council England (ACE) that the statue would most likely attract a maximum grant of 80% of the project cost. Nevertheless, when London was awarded the 2012 Olympic Games in July 2005. Arts Council England's own funding changed, and we were advised that the maximum grant was £100.000 However, to our great surprise, our application in April 2013 for a £100.000 grant was rejected and we were informed that, exceptionally, the maximum grant was £200.000 but in any case, sculptures were not eligible.

For the record, the Foundation has been informed of another statue being granted an ACE grant if the Foundation had been granted a grant of less than the exceptional maximum, the Morgan Statue could have been realised because the Foundation would have been eligible for a later grant equating to the Value Added Tax incurred on the statue's construction cost through the U.K. Government's Monument Grant Scheme' (MGS) However, as this scheme will soon close the Morgan Statue will now no longer benefit

The Trustees are understandably justly proud of the efforts made for a statue that would have become a permanent, well deserved tribute to H. F. S. Morgan and a major town attraction in Malvern, the West Midlands and the U.K.

Although many donations were made anonymously, a number were received from named individuals and organisations until October 31st 2014 and such traceable contributors will be offered the opportunity to either claim a refund or contribute the relevant amount to a suitable charity agreed with the Charity Commission, e.g. Cancer Research UK or the British Heart Foundation.

If, by October 31st, 2014 the required funding has not been achieved the project will close, in which case, traceable contributors who wish to be refunded will be repaid and the remaining funds donated to charity. If you wish to reclaim your traceable contribution please contact the Chairman of the Foundation by the above date for a claim form:

Roger Moran
Morgan Statue Foundation
'Openview'
Godyll Road Southwold IP186AJ
Suffolk
UK
Email: roger.moran@yahoo.com Trustees.
Morgan Statue Foundation

[It is very unfortunate that the fundraising efforts have come up short. A contribution was made to the Morgan Statue Foundation on behalf of the MOGSouth Membership. This MOGSouth contribution should be readily traceable. We have already asked for a refund form. Regardless we will have to wait until the 31st of October before we know if it will be needed or not. Perhaps something positive will occur in the meantime. Ed.]



MOGSOUTH

Look here for announcements and other bits of information you'll want to know. It provides details about what's going on in the Club.

The most important bit of news at this time is the 40th Anniversary Meet survey tallies. We certainly appreciate everyone's vote and supporting comments. This club is run by the membership and we'll certainly try to accommodate everyone's wishes. It'll be difficult however, we will try.

There are still lots of things going on, in and around the MOGSouth region. If you have something to communicate, let us know via email at mogsouth@yahoo.com.



MOGSOUTH MESSAGES AND STUFF

UPDATES

Monthly Club Gatherings !!

[ATLANTA GA AREA MOGSOUTH BREAKFAST!](#)

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

[ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!](#)

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

Other Announcements Of Interest !!

MOGSOUTH 40TH ANNIVERSARY UPDATES! - SURVEY RESULTS!!

The results of the survey are as follows (Choices made by the majority of votes received are shown in **Red**).

QUESTION 1 - MEET LOCATION

- Both locations were supported by a good number of members, however the **South Carolina - Aiken** location received approximately **30%** more votes than the Blue Ridge location.
 - **1A - BLUE RIDGE AREA** - In the general vicinity of Asheville, NC, or
 - **1B - SOUTH CAROLINA** - In the general vicinity of Aiken, SC

QUESTION 2 - (YES OR NO) MULTIPLE LOCATIONS - Move the Meet Around Each Day

- A huge majority of the membership did not want a meet that involved multiple locations. The major problem envisioned was the need for unpacking and repacking the car. Therefore, the meet will be centered at a single spot. Daily activities may take us to various locations, but the hotel(s) will remain the same.

QUESTION 3 - ATTENDANCE

- The vast majority of those that responded are planning on attending the meet. This means that we will have a very well supported meet. **Estimates are somewhere north of 100 folks and 50 cars**, and this means a very large number of hotel rooms. This doesn't even take into consideration those coming from other regions and other clubs! We'll be communicating with them as soon as we nail down the dates.
 - **3A - LIKELY TO ATTEND**
 - **3B - LIKELY NOT ATTEND**

The question of the dates for the 40th Anniversary Meet is still being worked. We are still targeting April or May 2015. We did receive a number of comments about potential conflicts for specific folks. Obviously, we won't be able to meet everyone's scheduling needs but we'll do our best. The biggest issues will be availability of resources, e.g. hotels, activity locations, etc.

AND OTHER THINGS YOU SHOULD KNOW !!



THE GREAT RACE 2014 IS COMING TO MOGSOUTH !!

[You may want to get out to see the Great Race and the participating cars. I did this a few years ago when the started in Marietta Georgia and it was really special. The Great Race will travel down from the Northeast and cruise through the MOGSouth Region between June 25 and June 29, 2014. The dates and specific locations are provided below. It really is great fun! If you go, take some pictures and send me a note at mogsouth@yahoo.com. The GUMBALL 3000 Rally will also be in the MOGSouth region, a few weeks before this event. See dates and locations, elsewhere in this issue. Thanks! Ed.]

Wednesday, June 25, 2014

- **LUNCH:** Elizabeth City, NC
- **OVERNIGHT:** New Bern, NC

Thursday, June 26, 2014

- **LUNCH:** Clinton, NC
- **OVERNIGHT:** Wilmington, NC

Friday, June 27, 2014

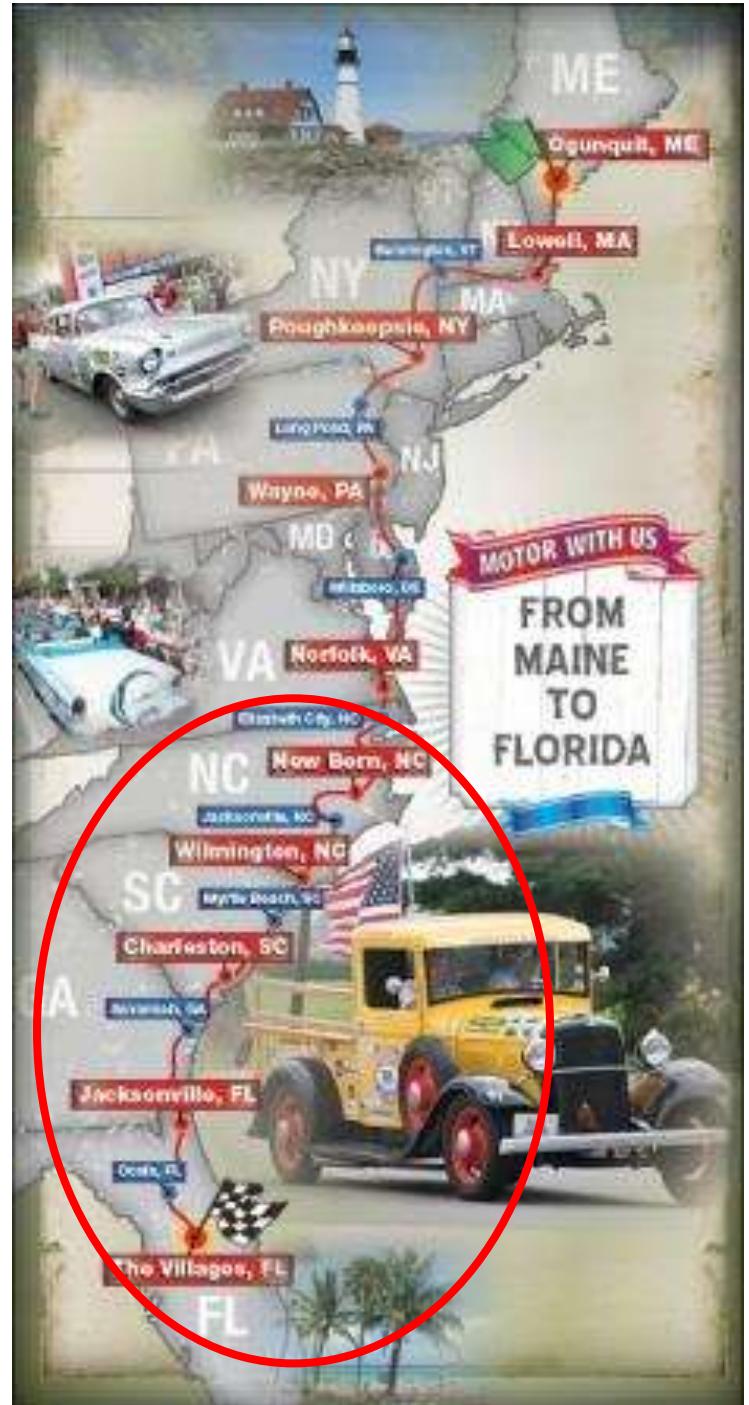
- **LUNCH:** Myrtle Beach, SC
- **OVERNIGHT:** Mount Pleasant, SC

Saturday, June 28, 2014

- **LUNCH:** Savannah, GA
- **OVERNIGHT:** Jacksonville, FL

Sunday, June 29, 2014

- **LUNCH:** Ocala, FL
- **FINISH:** The Villages, FL



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

AND, DON'T FORGET THE
OTHER EARLY MAY EVENTS IN
THE REGION.

- Pinehurst Concours - Numerous events in the town May 2nd to the 4th
- North Carolina - Uwharrie Mountain's British Car Meet on May 3rd
- Atlanta British Motorcar Day - Roswell, May 4th



TAVARES FL AIR SHOW APRIL 12

PLANES, TRAINS AND BBQ - WITH CARS??

So with nothing better to do on a sunny April day in Florida, we headed out in the Plus 8 to see the Air Show in Tavares, FL. Not really sure what it's claim to fame is but it's only 45 minutes away and nice Morgan drive. Chuck and Karen Bernath told us about the event - 'Planes, Trains and BBQ.' I'm not really big on BBQ but I do love Planes and Trains. Oh, and they thought they would include classic cars. Well, their definition of classics and mine are not the same. A lot of interesting bits that might have once been classics. Now Hot Rods.



We started with just 2 Morgans. Chuck and Karen alluded to a third Morgan from the Villages that may come. We wondered a bit, then coming back to cars, we found them. This car had a silver body and burgundy wings, just like the 71 Plus 8 I sold last year to Mike and GeorgeAnn Butaka, however this car had chrome wire wheels and bustle rear end. Early, 1958 and recently freshened. Bill and Myke Oppold from The Villages, FL. (Soon to join MOGSouth.) Mike and GeorgeAnn Butaka also came by, as they live close, but not with their Morgan. So 3 Morgans and another MOGSouth Couple. Not too bad for a Air Show with hot rods.

TRIUMPH CLUB "GATHERING" APRIL 12 SHELTON VINEYARDS, DOBSON NC

Regional shows around this time of year. The North Carolina gang got the cars out and attended the local Triumph Club show. Regardless of marque, there was a good MOGSouth turnout. 7 Morgans in all (five Plus 8s and two Plus 4s). This was a judged show, and in the Morgan class Bob White's beautiful Plus 4 DHC won 1st Place, with David Chiles' +8 in 2nd Place and Jack Poteet's +8 in 3rd place. Also, Ellis King's beautifully restored MGA coupe was 1st in the MGA class. Moggers included Erik Jordan, Jack &

Emily Poteet, Gene Spainhour & Pat Harris, Mark & Becky Hancock, David & Sarah Chiles, Bob & Pat White, Bob & Gayla Hodgkin, Ellis & Rachel King, Norris & Susan Haynes and Mae Councilll.



Left to right in photo is Ellis and Rachel King, Sarah Chiles, Pat Harris, Gene Spainhour, David Chiles, Emily and Jack Poteet, and Mae Councilll (photo Courtesy David Chiles.)

... the best looking Triumphs at the Triumph Show (photo Courtesy Gene Spainhour.)



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

The MMC continues to extend its international reach, now with a dealership in the UAE. I still wonder why there is no real push to get the cars back into the US.

I have to believe the US market would be far more lucrative, in terms of number of vehicles sold (beyond just the 200 or so M3Ws in the country.)

The impact of Morgan in the US would also be very significant with respect to brand marketing.

But then again, I have to believe that someone at the MMC knows what they are doing . . . but then again, should I ??

ERAS Customs & Classics launches Morgan Motor Company in the UAE

(www.morgan-motor.co.uk)

ERAS Customs & Classics, a division of Al-Futtaim Auto Centers, is proud to announce the launch of Morgan Motor Company in the UAE with the unveiling of the new Morgan 3 Wheeler by Lord Livingston, the UK Minister of State for Trade and Investment, and Edward Hobart, Her Majesty's Consul General to Dubai, at GREAT Week UAE, an event held in venues throughout Dubai from 16th March in association with the British Embassy.

Kevin Jones, Managing Director, Al-Futtaim Auto Centers said, "Al-Futtaim Auto Centers' exclusive distributorship of Morgan cars in the UAE brings a prestigious addition to ERAS Customs & Classics, and enables us to bring the best of British luxury to our customers.



To launch the brand in the UAE with the latest Morgan 3 Wheeler is momentous. It is one of those unique cars that oozes modern day performance while retaining its classic elegance. Morgan cars are fully handmade and they are a perfect embodiment of a century old human passion for driving and modern day technology. The Three Wheeler in particular, is simply a unique masterpiece and a show - stopper" Kevin continued.

Her Majesty's Consul General to Dubai, Edward Hobart said, "There are only a few cars in the world which are still truly handmade and Morgan Motor Company's vehicles rank among the very best of these. I am delighted that we are unveiling the new Morgan Three Wheeler at the British Embassy in Dubai during GREAT Week UAE. Over a century from when the first 3 Wheeler was made it still draws attention and admiration from car enthusiasts all over the globe. It epitomises the qualities which transcend the British automotive industry: designs which are both classic and original, and top class engineering. The Morgan 3 Wheeler is an example of another superior quality British car.

Morgan Motor Company is renowned for its leading design capability, an extensive array of luxurious materials and the latest drivetrain technologies combine to create an unparalleled driving experience. Morgan Motor Company hand builds around 500 vehicles per year.

With two new ERAS showrooms set to open soon in Dubai, Morgan Motor Company's cars are now available to aficionados of performance and beauty in the UAE. Morgan's niche luxury car range, each one hand built to order, is available for all car enthusiasts: 4/4, Roadster, Plus 8, Aero Supersport, Plus 4, 4 Seater and 3 Wheeler.

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Morgan Motor Company
Press Release 4/18/2014

The Morgan Plus 8 Speedster



The new Morgan Plus 8 Speedster embodies all of Morgan's core values and has been commissioned as part of a special line of vehicles to celebrate 100 years of vehicle manufacture at Pickersleigh Road.

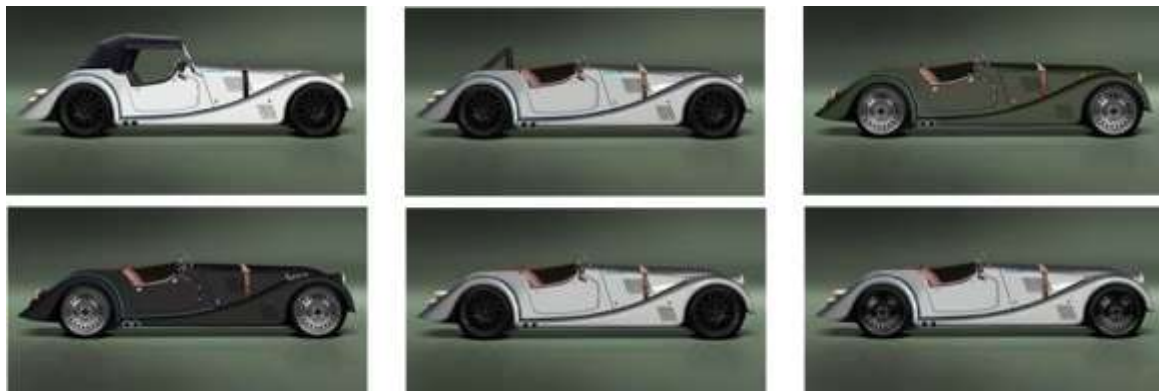
The Speedster, the latest evolution of the Plus 8, offers an even more invigorating driving experience inspired by a bygone era of stripped back, road going race cars. *[Note only one picture includes a windshield, with all others showing what looks like Brooklands Screens, and no spare tires are visible. Catch the louvers on the top of the front wing? Racing vehicles have these to help cool the brakes and to reduce lift between the wheel and fender. Also, the previous 'new' Plus 8 didn't sport side exhausts nor had the louvers on the side of the wings like the Aero 8s. Ed]*

A 367 bhp 4.8 litre BMW V8 engine and a 6 speed manual or ZF 6 speed automatic gearbox propels the car from 0-62 in 4.2 seconds with a limited top speed of 148 mph. The latest in aluminium chassis developments ensure that its performance and road-holding will match its looks. The Speedster boasts a power to weight ratio to rival any vehicle in its class.

Following the Morgan tradition, each Speedster comes with a comprehensive list of options to enable every car to be personalised by its owner. Furthermore, every Plus 8 Speedster will sport a series of eccentric styling features only made available on the 100 years celebratory models built during 2014.

The Speedster enters production this coming June, and the first cars will be available for delivery in the summer. This special edition car will be priced from **£69,995** including VAT *[the Plus 8 Price listed by the MMC on their web is £82,200. So this is slightly cheaper, not counting the options . . . Ed]* + OTR costs.

Production numbers for this truly unique Plus 8 are limited. For all sales or press enquiries, please contact james.gilbert@morgan-motor.co.uk.



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MORGAN ANNOUNCES PLUS 8 SPEEDSTER <http://www.autoblog.com/>

The Morgan Motor Company is the consummate automotive industry survivor. While a name like Triumph is fading, Morgan is still in business building a relatively small number of sports cars annually. This year is a big milestone for the company. Its Pickersleigh Road factory in England has been building cars for the last 100 years. To celebrate the centenary, Morgan is launching the new Plus 8 Speedster.

The model's design follows Morgan's classic formula of a long, low hood with protruding headlights and a short rear deck. While it has classic style, a thoroughly modern powertrain hides under the bonnet. Propelling the Speedster is a 367-horsepower, 4.8-liter BMW V8 and either a six-speed speed manual or ZF six-speed automatic. Morgan claims it is enough grunt to get the car to 62 miles per hour in 4.2 seconds and to a top speed of 148 miles per hour. The company's latest aluminum chassis underpins everything, but a leather belt is in place holding down the hood like on the vintage cars.

As you can see from the renderings in the gallery, the Speedster is highly customizable. Buyers can order **roll hoops, wheel louvers, several wheel designs** and **even a top** if they are afraid of getting wet. *[I guess tops (and side curtains) are now options. Ed.]* A Morgan rep told *Autoblog* that the "final specification and price list will be released in two weeks." **Production will begin in June, and first cars will be ready before the end of the summer.** Prices will start at 69,995 pounds.



Lots more 'louvers'. Some 'innies' some 'outies'. See those on the side of the wing like the Aero 8 and on the ones on the top of the wing, like some current racing cars. Functional?? I don't know, but certainly Interesting. Ed.



Carlton Butler Shriver



2013 MOGSouth Christmas Party

CARL SHRIVER CELEBRATION OF LIFE 5 APRIL 2014

Carlton Butler Shriver passed away late New Year's Day 2014 at the age of 74 after a long battle with cancer. He and Bev were recently recognized as the 2013 recipients of the MOGSouth Mother Courage Award. A celebration of life and the sprinkling of Carl's ashes, across his cherished farm, occurred just recently. Carl loved life, his family and his many Morgans and will be greatly missed. I was honored to call Carl my friend, a friendship that spanned some 25 years. I just couldn't get there due to conflicts, but a note from Jay Gift follows. *Mark*

'It was a good turn-out and the weather cooperated as everyone met in his new garage with all of the Morgan's there in place. The '38 race car was at the front of the seating area as Ray Shriver, Carl's brother/retired minister, began the welcome and a brief memorial to celebrate the life and times of Carlton Shriver.

This was followed by a slow walk up the hill behind the garage for the spreading of the ashes on his farm. Ray asked everyone to return to the building for something to eat and to share your favorite moments with friends and family regarding the many special events that you experienced with Carl. It was a very pleasant time considering the event of the day.

There were many Morgan friends there but there was always room for more'.

Jay Gift



JUST ANNOUNCED

THE MORGAN PLUS 8 SPEEDSTER

BUT WHAT ABOUT THE V6 ROADSTER??

This AR Motorsport advertisement was seen on the back of the MOG Magazine. *'Official Launch in Donington. 8 June 2014. Performance focused lifestyle and vehicles from the Morgan Technologies Group'*



[Advertisement states 'Artistic Impression'. But it sure looks a lot like the 'just announced' Morgan Plus 8 Speedster. Note the ARV6 logo on the front wing. This image shows no doors (?), no windshield - just Brooklands Screens, Side Exhaust Pipes, Racing Roll Bar, and some sort of spoke wire wheel? (The Plus 8 can't handle spoke wire wheels because of the torque.) Also, note the louvers on the top of the front wing, like the new Plus 8 Speedster. Ed.]

Did You Know?

'MORGAN IMPORTS INTO THE USA'

Throughout the 1950s and 1960s, the USA provided the MMC with its largest market worldwide, with up to 85% of production. This ended with US safety and emission regulations of 1971. During 1974 to 1992, all Morgans imported into the United States were converted to run on propane to pass the U.S. emissions regulations and to modified to bring the cars into compliance with U.S. vehicle safety legislation.

Rover Group recertified their V8 engine for use in the SUV sold in the U.S. in 1992. Morgan was able to use the same engine for a fully U.S. compliant stock Morgan from 1992 to 1996 and again from 1998 to 2004. In 2005, the V8 engine was replaced with the U.S. spec V6 engine, creating the Morgan Roadster. However, in 2005, MMC's right to import its classic cars ceased when supplies of the airbags ran out.

In 2006, a request for an airbag exemption to the U.S. National Highway Traffic Safety Administration was refused, and the import of classic Morgans into the USA ceased.

In 2005, the new Morgan Aero 8 model (versions 2 and 3) received a three year exemption from rear impact non-compliance, and a separate exemption for compliance with "advanced airbag requirements". The rear-impact exemption lapsed in May 2008 without further application.

In April 2012, the new Morgan 3 Wheeler was show - cased at the New York International Auto Show. This was the first US specification Morgan 3 Wheeler in the USA.

In May 2012 Manhattan Motorsports took delivery of Charles Morgan's Superdry edition Morgan 3 Wheeler and prepared it the Gumball 3000 Rally. It was awarded the "Spirit of Gumball" prize. *[The M3W will run in the 2014 Gumball in the MOGSouth Region. See Route Map, elsewhere in this issue. Ed]*



The Current Production Morgan 4/4 <http://themotor.myfastforum.org/>

[This is from an internet blog and not typical of the formal press articles. It's seems to be more real and less controlled. And, it really does do a good job at capturing the essence of the car and the marque. Ed.]

As something of a birthday present to myself and to share with my brother I hired a Morgan for a long weekend. My brother and I have always liked Morgans, coming away from 1980s motor shows with the Morgan stand as one of the top visits of the day. Indeed, a Morgan was one of my teenage bedroom pin-ups. Would it live up to expectations? Having booked at shortish notice, the only car they had available was the 1.6 litre 4/4, but I thought it would be good to try it in its purest and simplest form first, so happy with this. The plan was to spend the Friday out and about with my brother and then, having left William to be spoilt by his grandparents, spend the weekend away with Herself.

The Friday route was to take us from Malvern to Ledbury, Ross-on-Wye, then down the glorious B4521 to Abergavenny, the B4558 to Brecon, the B4520 and B4519, with its stunning scenery, to Garth, then along to Builth Wells. From there we took the B4567 and B4594, with its hairpin bends, to Paincastle, then down to Hay-on-Wye and the B4348 along the Golden Valley and back to Ross-on-Wye. Then back to Ledbury, Eastnor, Upton-upon-Severn and around Bredon Hill. Some epic roads in there, but did the car live up to expectations?

Our car is in brilliant white, which would not be my choice, but adds a modern twist to the unashamedly 1930s style of the car. The roof, being the latest easy to fold design, is quickly lowered, side screens stowed and we climb into the snug cabin. As is often the case with this sort of car, entry and exit is difficult, but once inside, **the snug cabin is comfortable, with everything falling neatly to hand.** Morgan has returned to a dashboard design reminiscent of one they used many years ago, with the main cluster of Smiths branded dials being grouped in the centre and a rev counter in front of the driver. The speedometer is almost redundant, being in front of the co-driver and well out of my line of vision. The effective heater soon fills the footwells with warmth, as we head out into the cold, sunny morning. **Hats are essential.**

First impressions are of how snug the cabin is and how long the bonnet is, as it stretches out before us. Remember the 'can you see your bonnet' thread? Well this one makes no attempt to hide itself as we follow its louvered top through Malvern, along Jubilee Drive and out into the countryside. The first surprise is the ride quality. I was expecting something rather crashy and uncouth. Instead **I found the ride to be surprisingly compliant,** as the car felt its way over the road's imperfections. Sure, the short travel suspension is easily caught out on large potholes, but most of the time it rides noticeably better than our MINI Cooper Clubman. **Build quality is good,** something which Morgan has worked on in recent years. Aside from a few disappointments, such as the crude steering column shroud, this car has the feel of a high grade product. More a craftsman built quality item, than something which has been put together by well-meaning enthusiasts in a shed.



A factory tour last year revealed the skill of these craftsmen and I would recommend the tour to anyone who is in doubt of Morgan's ability to combine traditional craftsmanship with modern technology.

The current 4/4 is fitted with a 110 BHP 1.6 litre Ford 'Sigma' engine and a Toyota 5-speed gearbox. Since it weighs in at only 795 KG, this is enough to propel the car to 60 MPH in 8 seconds. **Olde English aerodynamics limit the maximum speed** to 115 MPH, but V-max is not what this car is all about.

Once on the open road we can slacken the reins. The combination of induction roar and exhaust rasp is intoxicating as I work up through the meaty, rifle bolt action gearbox. Nothing soft and over assisted here; this is as far removed from driving a VAG product as it is possible to be. Unassisted steering, heavy floor hinged pedals and gears which change at the firm flick of a wrist combine to make this a proper job of driving, not just gliding from A to B in the way to which we have become accustomed in the 21st century. **The engine needs to be worked to extract its power**, but this is no great hardship as I soon discover that down change blipperiness is what this car is all about. The steering, while perhaps not as sharp as that on an MG Midget (what is?), still manages to communicate plenty of what is going on up front. It loads up significantly on tight corners, encouraging me to lean an arm out of the cutaway door as I pile on extra lock. **The car handles very well** and it would take a determined effort and/or a more powerful engine to provoke any tail wagging. **Body roll is absent as the car remains firmly planted on the road**. It does not feel its way over the road surface as well as a Focus, but is a damn sight nearer to that than I could ever have expected.

One thing we notice is how, while we are having the drive of our lives, we are not actually travelling all that fast. 45 MPH feels like 65, while 65 feels like 95. The Morgan, at least in 1.6 litre 4/4 guise, is not all about out and out speed. No. An indecent amount of fun can be had while travelling at relatively modest speed and this is what might divide opinion. Do we enjoy a B-road blast because we are travelling fast, or because it feels fast? I am firmly in the second camp and that is why I begin to realise that perhaps the humble 4/4 is the best Morgan to choose.

This car has to be worked to extract its performance. Another bend means another downchange. An uphill bend means two downchanges. Each exit is accompanied by that intoxicating induction and exhaust symphony as I snick the upchange, just in time to blip down again for the next bend. This is not a restful drive but, after too long driving anaesthetised modern motorway munchers, **this is a lesson in real driving**.

There are occasions when I feel I could do with a little more power, so a drive in the 2-litre Plus 4 must be done. That could be the sweet spot of the range, but I am of the opinion that the 3.7 litre Roadster and soon to be launched Plus 8 could be so powerful that they could make the drive too easy. Then we are back on the road to effortless modern driving. I also worry that the wide wheels and tyres of the larger engine models would detract from the feelsome drive provided by the 4/4's 185 x 15 80 profile tyres. Indeed, it is probably those 80 profile tyres which go some way towards explaining the surprisingly compliant ride.



I was expecting there to be a lot of discomfort, some disappointment and the need for cape, moonboots and rose tinted specs; but came away from that first day thoroughly impressed.

Saturday involved retracing some of the previous day's roads as Herself and I headed to Herefordshire's Golden Valley for a walk amid stunning scenery before retiring to the outstandingly good Stag Inn at Titley for some Michelin Starred nosh. Sunday brought a more laid back trundle through the lanes to Berrington Hall, then another blast, this time to Tebury Wells, Upper Sapey, Great Witley and on to my parents' house.

One noticeable point from the whole weekend is how much a Morgan makes everyone smile. Young and old, everyone smiled while some waved. The young lad sat on the wall in front of a village pub stuck up his thumb and said "cool car mate". Drivers of E-Types gave an appreciative nod and wave. A bus driver even let me pull out in front of him. We were almost mobbed by total strangers in car parks who all came over to admire the car; some of whom had tales to tell of racing Morgans in years gone by. I somehow think that a Boxster, however good it is, would not engender such a response.

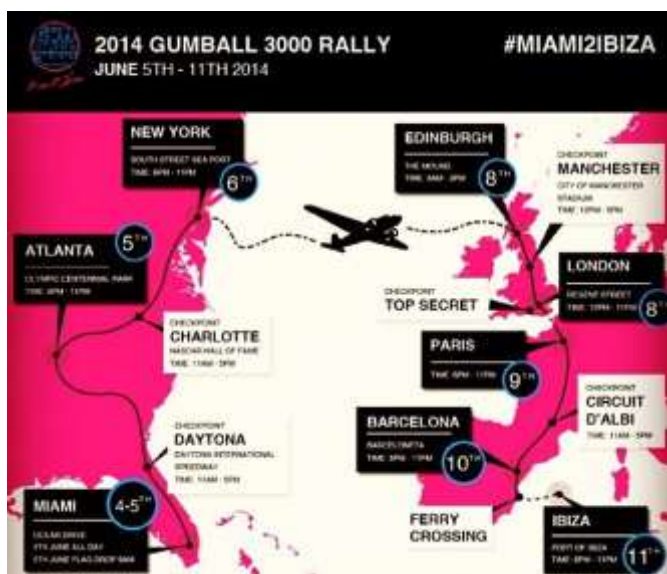
A chilly early Monday morning drive back to Malvern hailed a sad farewell to what had become an automotive friend.

'I started out with some concern over meeting one of my motoring heroes and left convinced that I need to own a Morgan'.



GET READY FOR THE 2014 GUMBALL 3000 (JUNE 5TH - 11TH) <http://edinburgh.stv.tv/>

We're not just saying this, but the Gumball 3000 is going to be one of the biggest parties on the Edinburgh scene this year. And while it doesn't kick off until June 8th in the city, the race to number one IS ON. Team 76 from Morgan Motor Company is entering this dexterous little number on the gigantic cross-continent journey that also hits up Atlanta, New York, London, Barcelona, Ibiza and Miami. It's looking up to be an incredible adventure. *[Might have to watch them go by in Daytona, Atlanta (5 Jun) or Charlotte (6 Jun)! If you go, send pics! I wonder who'll drive the M3W? Ed.]*





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Letters to the Editor . . .

JOHN TULEBITZ FOUND ANOTHER ONE !!

This mystery car should be a bit of a challenge for everyone. A few hints. Although it looks a bit like an SLR, it isn't. It was sold as a fiberglass Coupe or Convertible. Design elements such as grills, brake scoops, body vents, etc., were sold as 'accessories' but were not mandatory. The car maker was a Korean War Fighter Pilot. If you think you know what this is, just send your guess in an email to mogsouth@yahoo.com. Good Luck!!



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 Plus 4 Serra (A video about another special bodied Morgan, bodywork by Pedro Serra somewhere in Italy?)
Morgan Motor Company (make sure you get the one made by Menandmotors. A little history and a little future. Done while Charles was still at the MMC.)

Campermart / tattoo freeze airbrushed Morgan three wheeler (Custom paint on a M3W. 'Born to be Wild')

Morgan Motors' wild 3-wheel car902 (CNN Money Video about the Morgan range.)

2014 Morgan 3-Wheeler Review (A walk around the new M3W)

3 wheeler RC Premiers tours de roués (Some people have amazing talent . . .)

Inside Morgan: 100 Years at Pickersleigh Road - Part 1 (Long term MMC Employees talk about the brand.)



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 !!!

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Wanted English Ford 100E Engines

I'll consider most any condition. Contact Rick Frazee 407-620-0507 or mog4@earthlink.net. Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961.



Morgan Books for Sale

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

1970 Moss Box Plus 8 For Sale Details wouldn't fit here. See EVENTS page!

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THIS MORGAN IS THE ONLY CAR TO HAVE A SPEAKING ROLE ON THE MUPPET SHOW

Oh good, you're still here. Glad I caught you. See, I thought it was super-important to let you know the name of the Morgan roadster that had a role on a 1980 episode of *The Muppet Show*. Are you ready? Have a notebook? Here's the name: ZZXXKL.

ZZXXKL's name was taken from his license plate, and the British car was arrested for being double - parked in the Fozzie Bear Muppet cop drama sketch, *Bear Patrol*. Here's more details:

He cannot speak English, but Patrol Bear and Link surmise that his name is pronounced "Zikskuhl." Since they cannot understand what he says, a police interpreter (played by Gonzo) is brought in to translate. After deciphering his native "tong" (which is accomplished via squashing Patrol Bear's nose with a large pair of steel tongs, making him squawk), the car reveals that he is a three-year-old imported vehicle who doesn't know where his driver is, but likes an occasional sip of motor oil. It's not his fault he was double parked.

Got all that? Good. Okay, I think now you can more effectively enjoy your weekend.



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.

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New M3W Diecast Model with the P-40 Warhawk Livery !!

Those in the know may already have one of these on the mantle but I just saw them advertised. I did see lots of sources out on the internet, but some indicated that they were already sold out. But, for those that must have everything Morgan, or those with a M3W and fancy a 1:43 scale model, they are out there. Just Google 'Spark Morgan Three Wheeler'. Ed.

SPARK-MODEL - MORGAN - 3 WHEELER 2012

Scale: 1/43

Code: S3147

Color: MATT GREEN

Material: resin

Notes: SPIDER



This color and configuration, with the P-40 Warhawk graphics adds to Spark's M3W models. Spark previously produced a 2011 M3W diecast model also, but without the P-40 Curtiss Warhawk graphics. To be honest I don't know if there are differences other than cosmetic. It is a lighter green and you will see it as well, when you search the internet. You could get one of these and reconfigure it to match your car. It just depends on your modeling skill. If you do get one and re wicker it, send us pics. Ed.

SPARK - MORGAN - 3 WHEELER 2011

Code: S3149

Letters to the Editor . . .

HOT TIP OF THE HOUR/DAY/WEEK/MONTH

Mark

If you have wire wheels and worry about damaging the hub splines when the wheel is removed for maintenance, or are concerned about getting dirt in the grease, or worse still grease on your clothes (SWMBO gets mad at that one) then pop into your local Home Depot or Lowes and buy a short length of 3 inch PVC pipe. Cut 4 pieces 3 1/4 inches long. These will slide over your splines and are held in place by the spinner.

Easy and cheap,

Peter Ballard



[A great idea I'm sure many could use. Thanks Peter. Ed.]



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More Tech Tips - *Peter Ballard*

Having struggled to install the upper two bolts in the cowl of my 1963 4/4, I finally came up with a simple method that I thought I would share. I first installed all the other bolts loosely to get everything aligned and made sure the top holes were clear and aligned so the bolts would drop in easily. I used a drop of super glue to stick the washer to the underside of the bolt head, then took a length of locking wire, this is a thin wire used to lock bolts and nuts so they will not come undone, and wrapped it round the bolt a couple of times right under the washer, make sure it is tight so the bolt is gripped firmly.

Bend the opposite end into a handle shape for easy maneuvering and now insert the bolt into the hole. Have someone press down on the head whilst you put a nut on the underside. Do not tighten down at this point. Take the handle end of the wire and pull firmly, it will unwrap from the bolt and you can now tighten the nut.



And Another - *Mark Braunstein*

One thing I find as problematic is man-handling the bonnet when removing it without a second set of hands. (I just pulled the bonnet on my Plus 8 so I could check the carb gaskets.) I placed a blanket down the valley along the chrome strip, undid both sets of mounting screws (front and rear), opened both sides and bungied corded the sides together. This allows me to lift the bonnet off as an assembly, with both sides together. Then I sit the entire assembly down on the large end.

Now, I will say that putting it back on is a little tricky as you have to get the center lined up with the screw holes at front and rear of the bonnet opening, and don't want to be bouncing the thing all over car, but it can be done. If possible, ask for help, **Andrea ? . . .**





We have talked about replacing Generators with Alternators in a few different articles, but what is that Generators actually do? And, why should I consider replacing it with an Alternator?? Recently one member just went through this conversion. But why?

Understanding what the generator does, helps one understand whether there really is a need for an alternator. Is it the improved reliability or the higher amps of the alternator? Or something else? This article is a very good primer on just what is going on with the generator and regulator.

WHAT GENERATORS DO AND REGULATORS OUGHT TO

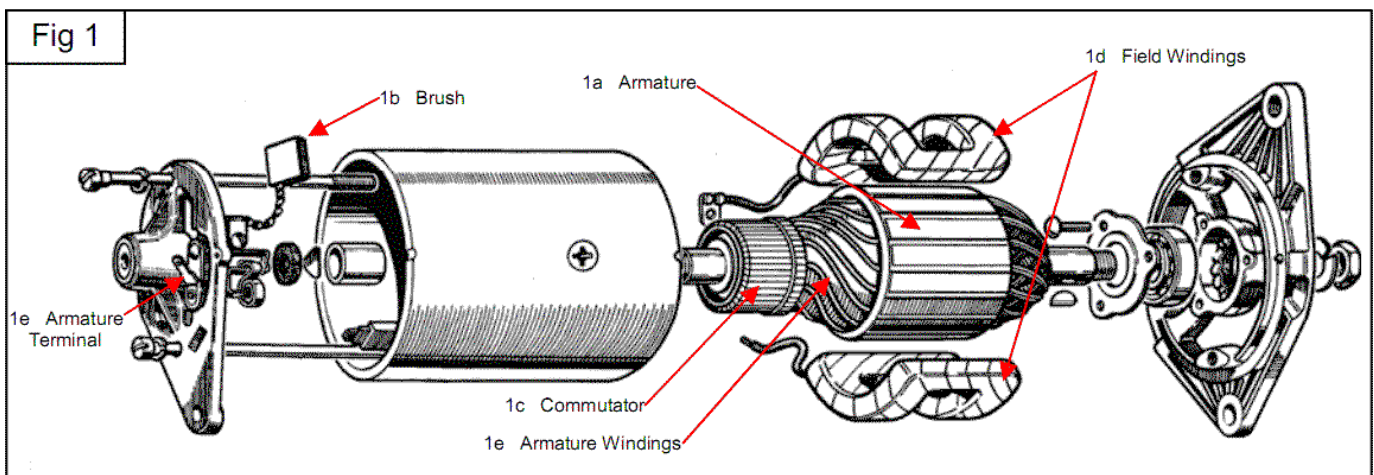
Originally Published in "Moss Motoring" in 1987

Most people first learn about generators at night on a back country road in the middle of nowhere. After standing over the open engine compartment and alternately thumping on the generator, the control box, and the flashlight, you conclude that although flashlights improve with thumping, generators and control boxes don't.

Perhaps the best way to come to grips with old electrics is by gaining an understanding of what makes them work - it is based upon five fundamental properties of electricity and magnetism:

- 1) Electric current in a coiled wire will create a magnetic field.
- 2) Wrapping the coil of wire around a soft iron core will intensify the magnetic field.
- 3) The strength of the magnetic field will vary with the current in the wire.
- 4) Rotating a loop of wire in a magnetic field will induce a voltage in that loop of wire.
- 5) The strength of the induced voltage is dependent upon the strength of the magnetic field and the speed at which the loop of wire is rotated.

A generator is composed of five parts. The armature (1a) is made up of coils of wire wrapped around an iron core, and it is the armature which rotates when the generator pulley is turned. The brushes (1b) are the spring-loaded contacts which transfer current from the armature to the electrical system. The brushes actually rest against a segmented ring at one end of the armature called the commutator (1c). Inside the generator body are the field coils or field windings (1d). These consist of fine copper wire wrapped around the field poles, which are essentially pieces of soft iron. It is current in

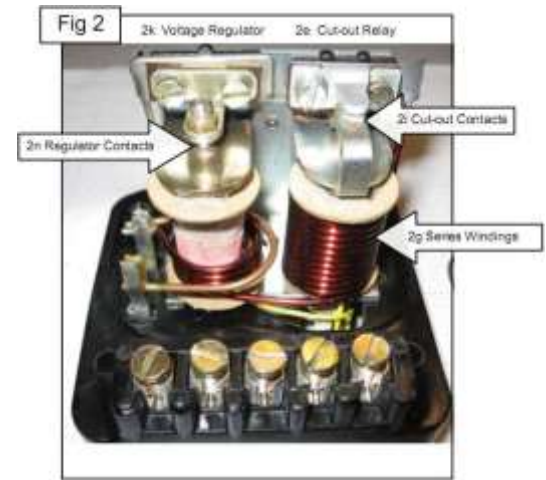


Continued Next Page

the field coils or windings that produces the magnetic field in which the armature rotates.

When the engine is turning over, the armature (1a) is spun by the fan belt. In the presence of a magnetic field generated by the field windings (1d), a voltage is induced (created) in the armature windings (1e). When the voltage in the armature windings (1e) is greater than the rest of the system, current will flow from the armature windings (1e) through the commutator (1c), through the brushes (1b), finally arriving at the armature terminal (1f) of the generator (usually marked "D"). The current then flows through the wire running to the "D" terminal of the control box or voltage regulator.

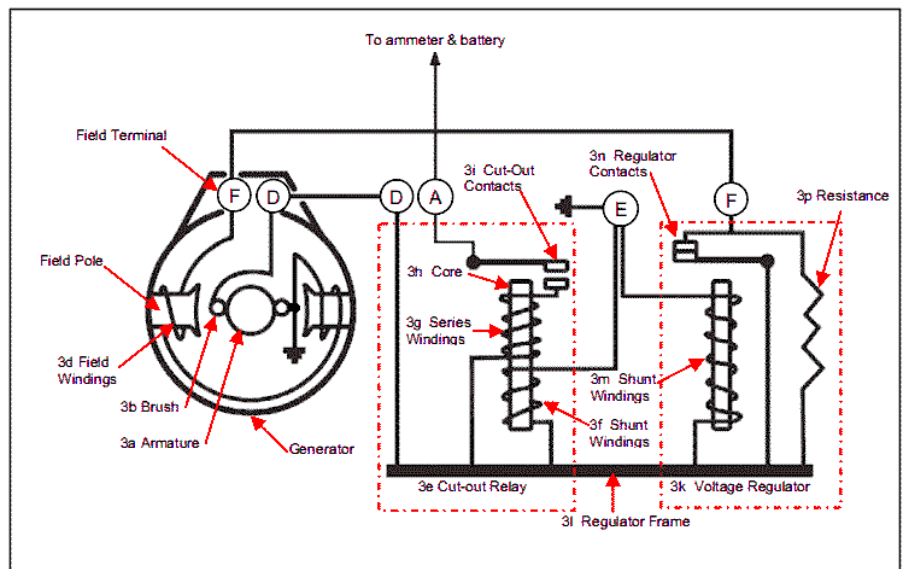
The control box (or voltage regulator as most of us call it) has two main parts. The cut-out relay (2e) prevents current from flowing to the generator from the battery when the generator's output voltage is lower than battery voltage. The second part of the control box is properly called the voltage regulator (2k). This strengthens or weakens the magnetic field in the generator according to the needs of the battery or other electrical system components. Remember, the stronger the magnetic field, the greater the voltage induced in the spinning armature. The cut-out relay (2e) consists of an iron core with two layers of wires wound around the core. The inner wrapping of wire is called the "shunt windings" and the outer wrapping is called the "series windings". The shunt windings, which are hidden under the series windings, are connected between the armature terminal "D" on the generator and a ground terminal (usually marked "E") on the control box.



This means that the internal generator voltage is always impressed upon the shunt windings. All the generator output current passes through the series windings (2g, 3g) before going to the electrical system in general.

Fixed above the cut-out core is a spring arm that carries a contact (2i, 3i) which is connected to the series windings (2g,3g) of the cut-out core. Output current from the generator can only pass on to the electrical system and the battery when the cut-out contact arms (2i,3i) are touching. Spring tension normally holds the contacts apart so there can be no current flow in either direction.

When the armature in the generator is spinning fast enough, (about 1000 generator RPM or 750 engine RPM) the current in the shunt windings (3f) of the cut-out relay will generate a magnetic field strong enough to overcome the natural spring tension of the contact arm (3i) and it snaps down bringing the two contacts together. Current now flows through the series windings (3g), across the contacts and out the arm (3i), finally reaching the output terminal (usually "A") on the control box. From there, it goes on to the ammeter (if fitted) and then to the battery. This current now flowing through the series windings (3g) actually intensifies the magnetic field around the core (3h) of the cut-out relay, and this in turn holds the arm down even more firmly, pressing the contacts (3i) together. The point when the contacts close is usually adjusted so that the internal voltage of the regulator is about 12.7 to 13 volts.



When the engine slows to idle, the armature slows down as well. This means that the voltage induced in the spinning armature (3a) drops. Lower voltage reduces the strength of the magnetic field holding the series winding's contacts (3i) closed. Eventually, the weakened magnetic field can no longer hold against the arm's spring tension and the contacts open. (Note: the way in which the contacts open is actually somewhat more complex, but this description will do for our purposes.) This immediately stops all current flow to or from the generator. The point at which the contacts open (around 8.5 to 11 volts) is known as the drop-off point. If the series winding contacts in the cut-out relay did not open at low

generator output, the higher battery voltage would flow back through the control box, through the wiring harness and into the armature's fine wire windings in the generator. The reverse current flow would melt the windings and thus destroy the generator. Now you know one of the reasons why the control box is so important.

The other half of the control box, the voltage regulator (2k, 3k), acts to limit the voltage in the charging system to a safe value by controlling the internal voltage of the generator. The voltage regulator, like the cut-out, has a shunt winding (3m) made up of many turns of fine wire wrapped around a soft iron core. Suspended above the regulator core are a pair of contact points (3n), similar to the cut-out relay. However, these points are normally closed, rather than open. When the points are closed, the output current from the "D" terminal on the generator goes through the regulator frame (3l), through the regulator contacts (3n) to the field terminal on the control box (usually "F"). From this field terminal, the current flows to the field terminal ("F") on the generator and then through the field windings (3d) around the field poles of the generator. The current in the field windings (3d) creates the magnetic field around the armature (3a).

The armature spinning inside this magnetic field generates the electric current that feeds the battery and the rest of the electrical system. The function of the regulator is to break this connection. When the generator is spinning slowly, generator output voltage is low. This means the current in the regulator shunt windings (3m) is weak, and the magnetic field created by this weak current is unable to overcome the spring tension in the arm holding the regulator contact points (3n) closed. As we spin the generator faster, the output voltage increases. As a result, we see increased current flowing into the voltage regulator through the "D" terminal. This increased current continues, flowing through the regulator shunt windings (3m), through the regulator contacts (3n), out through the "F" terminal on the voltage regulator and back through the field windings (3d) in the generator. Since we have a direct connection through the regulator contacts (3n), current in the field windings (3d) increases as the generator spins faster. Consequently, the magnetic field (in which the armature spins) created by the increased current in the field windings (3d) is also increasing. Because the magnetic field is stronger, the induced voltage in the armature is also increasing. As the output voltage from the generator continues to increase, the current in the shunt windings (3m) of the regulator relay also increases, which increases the strength of the magnetic field trying to pull the regulator contacts (3n) apart.

When the generator output is high enough, the strength of the magnetic field generated by the current in the regulator shunt windings (3m) finally overcomes the natural tension of the contact arm and the regulator contacts (3n) are separated. The direct connection between the armature terminal "F" of the generator and the field terminal "F" of the control box is broken. Although the direct connection has been severed, there is still a way for the current from the generator to return to the field windings. This second path is through a short piece of resistance wire (3p) connecting the regulator frame (3l) to the "F" terminal on the voltage regulator. Output current from the generator can still get to the field windings in the generator, but the built-in resistance of the wire reduces the current passing through the field windings (3d) which reduces the strength of the magnetic field in which the armature is spinning. The voltage induced by the magnetic field in the armature windings falls, and so generator output falls as well. With reduced generator output, the current in the shunt windings (3m) of the regulator is also reduced, and the magnetic field produced by the current in the shunt windings is likewise reduced. When the strength of the magnetic field is no longer enough to hold the regulator contacts (3n) apart against the spring tension in the arm, they snap back together, and direct contact between the generator output and the field windings is restored.

Since current is no longer flowing through the resistance wire, the current in the field windings (3d) of the generator is increased, which strengthens the magnetic field inside the generator. The induced voltage in the armature increases, and the generator output also increases. As generator output increases, current in the shunt windings (3m) of the regulator increases once again until the magnetic field is strong enough to pull the regulator contacts (3n) apart. As before, with the direct connection broken, the current to the field windings is reduced by the passage of current through the resistance wire (3p). The strength of the magnetic field in the generator falls, and so the generator output falls. The cycle described here takes place very quickly; so quickly that the contact points seem to vibrate.

We've now traced the system through its entirety. With this knowledge in hand, you'll be able to entertain your companions with a profound dissertation on the fundamental properties of electricity and magnetism which make thumping on the generator and control box useless. **We all know that once the magnetism has leaked out, there is nothing anyone can do.**

[And, if you are convinced an alternator replacement is the way to go but are worried about losing the stock appearance, there are lots of sources for alternators that look just like generators. Also, I have some 'how to' documents if needed. Ed.]



NEW 2013 MORGAN ROADSTER '65 Our first Roadster '65. Order your rolling chassis in your choice of colors from MorganWest.

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2005 MORGAN ROADSTER! 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 BRG/Black

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 MX4/55 Barrelback

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1909



2014 US (and a few International) EVENTS

2014

Hard to believe the year is moving this fast! We have already had a Noggin in the South, a great Spring Meet in Charleston SC and we all went to the Mitty.

Local shows are occurring all over the MOGSouth Region, some reported in this issue and more to come, and we're getting our cars out and driving.

Next up it the MOGSouth Fall Meet. We still haven't decided on a location or a date. If you have ideas, please raise your hand!



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.

- **Pinehurst Concours d'Elegance**, May 1 - 4, Pinehurst, NC
- **Uwharrie Mountain's British Car Meet**, May 3, Denton, NC
- **Atlanta British Motorcar Day***, May 4 **CHANGE**, Roswell, GA
- **97th Running of the Indianapolis 500**, May 25, Indianapolis, IN
- **18th Annual Triangle British Classic**, May 17, Raleigh, NC
- **24 Heures du Mans**, Jun 14 - 15, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 44***, Jun 27 - 29, The Mimslyn Inn, Luray, VA
- **Pittsburgh Vintage Grand Prix***, Jul 19 - 20, Schenley Park, Pittsburgh PA
- **Pebble Beach Concours d'Elegance**, Aug 17, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races***, Aug 25 - 27, South Bass Island, OH
- **Atlanta British Car Fayre***, Sep 6, Norcross, GA
- **Goodwood Revival**, Sep 12 - 14, Goodwood Circuit, Chichester, W. Sussex, England
- **MOGSouth Fall Meet**, Sep 19 - 21, Highlands, NC - Hosted by Jim and Collette Clark **NEW DATE**
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct 4, Road Atlanta, Braselton, GA
- **Euro Auto Festival***, Oct 17 - 18, 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**

1970 Moss Box Plus 8 For Sale

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

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MOGSOUTH REGALIA Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. **At this price, you can buy two! But don't wait they are going fast!** Please contact SuperDave Bondon at 770 330-6210 or Dbondon@bellsouth.net to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096. **Name Badges - Have you found your badge yet?** If not, order one from the club. Also, let us know what else we need, in addition to the car badges, in the MOGSouth regalia bin. We haven't spent a lot of time and money buying things that no body wants, so we don't have a stockpile of regalia items. This doesn't mean we can't get something. Shirts, hats, jackets, patches . . . Just about anything. Let us know in person or send an email (mogsouth@yahoo.com) if you have an idea or a need. We'll do what ever makes the most sense.

Make Sure that Randy Has Good Info. We Will Start the Next MOGSouth Membership Roster Soon.

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. 4/14

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

