

SOUTHERN FOURS AND EIGHTS

Newsletter of the Southern Morgan Group MOGSouth Vol. 4/98

SPRING MEET HUGE SUCCESS

MOGSouth's 1998 Spring Meet was held Memorial Day weekend, May 22-24 in conjunction with the Atlanta British Motorcar Day at Chateau Elan in Braselton, Georgia. Headquarters for Friday night was the English manor Inn in Clayton, Georgia, same site as the Fall 1997 Meet.

On Friday night we enjoyed the hor's douvres served at the inn and as was the case last fall, it was great. We were able to use the Tree House lodge as our central gathering point for Friday. Pete Olson had stocked the refrigerator on Thursday with beer and wine but it must have been manufactured by Lucas, as it failed to cool the refreshments. Not to worry however, as several stalwart and thirsty members made a trip to the convenience store for ice.

In attendance Friday night were Eric and Ann Cummins and their son Scott, Charlie and Caroline King, Randy and Dale Johnson, Charlie Ligon, Lee Gaskins, Lance and Connie Lipscomb, Mark and Andrea Braunstein, Gene and Betsy McOmber, Mark and Scarlet Campbell, Chris Kempin, Jimmy and Ceya Ginn, Super Dave and Marilyn Bondon, Bill and Mary Ann Phillips and their friends Malcomb and Lottie Terry with Malcomb's V6 powered Plus 6 and Lee Gollwitzer of Franklin, NC who had read about the meet in the *British Marque* newsletter.

A caravan of thirteen Morgans left the inn about 9:00 AM Saturday morning for the 65 mile trip to Chateau Elan, site of British Motorcar Day and arrived about 10:30 AM. We were parked down front in a rather tight area but were able to make room for all the cars. In addition to those already mentioned, cars were driven by Don Pollock, Tom and Susan Perkins with their children Lauren and Sterling, Bill Morton not only bought his Morgan but a London Taxi he recently purchased from Bill Powell, Joe and Cynthia Speetjens, Fred and Gay Hollinger, Al and Mary Ann Genhart, Harold Cuneliffe, Ken and Lorrie Payne with Ken's Morgan and Lorrie's Mini, Bill and Lynn Lyons and family, Fred Sisson in his trike and Bill and Melissa Silhan of Pensacola, Florida, GatorMOG members and new MOGSouth members. The have a wonderful '51 Flat Rad. Jack and Monica Claxton, their son Matt and both their parents also attended. Jack is restoring a car at Morgan Fab and Don Simpkins stopped by to give Jack his birthday present, a bonnet strap. Bill and Sarah Powell and their daughter Nan also visited the show. I understand that new member Bill Harris also was there but did not see him.

At the peak of the day I believe we had twenty six cars on the field, a great turnout! Many can remember the days with fewer than ten cars.

British Car Day also enjoyed a great turnout with over 440 cars and motorcycles attending.

After the show many members motored back to the inn to clean up in anticipation of the BBQ dinner that night at the Johnson's on Lake Burton. Next time you see him, get Jimmy Ginn to describe for you his adventure in purchasing a fuel pump for his Plus Eight from the local Clayton, GA Ford dealer. Quite an experience I understand. With the exception of a few lost souls who finally did make it to the house (Lee Gollwitzer looked as if he had weathered a sandstorm) and Super Dave and Marilyn Bondon losing their coolant due to a newly re-cored radiator, I do not believe there were any other mishaps.

Forty one people attended and enjoyed a great BBQ prepared by Karen's restaurant of Mountain City, GA. Surprise guest was long time MOGSouth member Bob Bruce of Kennesaw, GA and St. Thomas, USVI. Bob was in town helping son Rob move into their house. Unfortunately Wynell had to remain in St. Thomas but Bob promised that she would be at the Fall Meet or the Christmas Party.

A short business meeting to discuss club business was held. After the meeting the socializing continued before most attendees returned to the inn, their hotels or homes.

Thanks to Spring Meet organizers Pete and Shari Olson and our hostess for Saturday night, Dale Johnson and to my father, Tut Johnson for the use of "Pretty Place". It was a great meet.

CAMPING IN A TRIKE! ?

By FRED SISSON

Pete Olson and I just completed a long trike trip into the Georgia mountains to attend the 14th annual Vintage motorcycle rally held by Blue Moon BMW. Paul Pell joined us for the weekend ride. We quickly discovered that three people and camping gear will "stuff" two trikes. We gotta work on the luggage situation in the future. The ride

up and back was a bit cramped to say the least.. Once we arrived and had set-up "camp" things were a lot more comfortable. Our one mistake was setting up camp a bit close to the Harley contingent. They party a bit harder than we Morgan types, but I am told that all finally went quiet around 5AM. (I slept...Pete & Paul didn't). Saturday evening and early Sunday morning we made some great runs through the mountain switchbacks, driving a bit faster than anyone with common sense would. Our excuse of course was that we "were one wheel short of a full load"- sense-wise. Both trikes were awarded first place plaques in Sunday's show. I'm not sure how that works but we decided not to question the judges decision. The only mechanical problem we encountered in almost three hundred miles was when Pete sheared the bolts on his drive sprocket. He had just stopped on a steep road to turn around when the bolts went. With no drive chain and no rear brake (broken cable), he had to either sit in the car holding the brake, or attempt to dive over the side and simply watch the trike disappear down the mountainside without him. "Diving" was pretty much out of the question as anyone who has wedged themselves into a trike can attest. Finally Pete flagged a passing motorist who stopped and lodged a rock under the wheel for him, so he could get out and attend to the problem. His first assessment (while holding the brakes) was the "dreaded worm-wheel syndrome". This is a chronic Trike malady, the shearing of bolts in the transmission due to the bronze worm-wheel expanding when hot. It simply snaps the bolts over time. However, upon inspection, it proved to be a minor problem, the shearing of the sprocket bolts- which are easily accessible, albeit greasy, slimy & dirty. Word reached camp that Pete was in need of a large wrench, so I drove up the hill to assist. Pete was already a bit greasy, slimy & dirty & add- hot & sweaty. Turns out he need a LARGE wrench which, when you don't have a LARGE wrench, means "ViseGrips".

Removing the large nut that holds the sprocket with only a pair of ViseGrips, proved to be a challenge. After several attempts we devised a most clever method of utilizing ViseGrips, engine cranking, gear shifting and wheel rolling that made the job sooo easy. Too bad we did not think of it until we were both hot, sweaty and covered with nice black chain-lube. Our one mistake was in leaving the cool mountains a bit too early in the day. The drive home was a bit hot, damn near unbearable might be a more apt description. Crawling through Atlanta traffic in 90 degree heat and an open car, is NOT the way to end a pleasant drive. Still in all- after a few days, it will be remembered as a great/fun adventure.

LETTER FROM PARADISE The Land Half Way Under

By BOB and WYNELL BRUCE

Greetings Mainlanders!
In the spirit of MOGSouth we have cruised the Islands from the Bahamas to the Windwards on "Red Sky", diligently scouring every bush and beach, seeking the ever elusive Morgan. Lo and behold we found one, the only one, being driven daily at one of our favorite places, Grande Case, on the French side of St. Martin. A beautiful four seater, the owner of which owns a "patisserie", and whose lady owns only the bottoms to her bathing suits. "Viva La France!"

On St. Thomas, the land of paradox, it's a different story. Fortunately, we are blessed with a daily down hill race. Unfortunately, it's our daily drive to work, down the side of a steep twenty five hundred foot hill which terminates at sea level. We traverse a trail, one lane, two way, called "Scott Free" which incorporates all of the aspects of driving and bobsledding at the same time. To make things even more exciting we are supposed to drive on the left, but most locals prefer the middle. It is a run which ends at the lady who sells the newspapers to those that successfully manage the

course without the rocks removing one side of the car, or a passing motorist redecorating the other.

Wynell has consistently posted the best times so far in a Ford Explorer, on loan from a deceased friend, with a faulty ABS system that forgets to work on steep grades. Bob, at terminal velocity in his early model Geo, has yet to keep up with her.

The grand prize is a Mint Julep, which Wynell sips while relaxing on our deck overlooking the Atlantic, which at present is trying to remove Hull Bay, our Frenchy beach, one breaker at a time. The consolation prize is a six pack of Bud, known locally as Bobweiser, for the guy in the red Geo rocket sled.

Next time, we will do Sibs Bar after work for a few cool ones. Then its off to the Bruce's in a spectacular ride half way down "Suicide Hill". That is, it's half way if your brakes have not melted by then.

Well, there goes Bob. Off on his quest for the Brown Boobie.

Spring has finally arrived in the tropics, two cold fronts within the week, lows in the 70s.

Bob is back in the plane business, presently rewriting airplane and flight manuals for Convair 440s. The DC-3s are next.

Love to all our Stateside MOGSouth friends. Hope you have a great Spring.

Bob and Wynell Who?

When Eastern Air Lines went on strike, rather than walk a picket line, Bob, a 727 Captain and Wynell retired and decided to go sailing in the Bahamas. They can be reached at:

CARIBMOG

C/O Bob and Wynell Bruce

P.O. Box 304065

St. Thomas, USVI 00803

MOGGER'S CHOICE

As we did in 1997, the members in attendance at British Car Day voted on a Mogger's Choice, the one Morgan on the field that you would most like to have in your garage. This years recipient was the 1951 Plus Four Flat Rad owned by Bill

and Melissa Silhan from Pensacola, Florida. They are members of GatorMOG and read about the meet and British Car Day in the *British Marque* magazine and decided to attend. Unfortunately they were unable to be with us at dinner Saturday night but their trophy has been sent to them. Congratulations Bill and Melissa!

MOGSOUTH FAVORITE AWARD

Pete Olson had the great idea to award a trophy from MOGSouth to the vehicle at British Car Day you would most like to drive home other than your Morgan. Pete was chairman of the group that nominated the various vehicles and cast the tie breaking vote (something to do with owning a Trike??) for the 1952 Vincent Rapide Motorcycle belonging to Bob Cassedy of Atlanta. Bob was extremely appreciative of having been so recognized.

"MOTHER COURAGE" AWARD COMMITTEE

As was reported last issue, Rick Rader of Chattanooga has suggested that MOGSouth establish a perpetual award to honor the memory of Nancilee and Dan Kelly to be called the "Mother Courage" Trophy. "Mother Courage" is the name Nancilee gave to her blue Drop Head Coupe. Rick has also made a substantial donation to acquire the trophy.

At the Spring Meet, Betsy and Gene McOmber and Marilyn Bondon volunteered as the committee to decide the criteria for the award and the first recipient. The trophy will be presented at the annual Christmas Party in December of this year.

1998 FALL MEET

Susan and Tom Perkins of Nashville, Tennessee volunteered to organize the 1998 Fall Meet. Details to come. Thank you Susan and Tom!

1998 CHRISTMAS PARTY

Jan and Charlie Ligon have volunteered to host this year's Christmas Party at their home in Alpharetta, Georgia. The date will be Saturday night, December 5, 1998. Specific details to come but mark your calendars now. Thank you Jan and Charlie!

MORGAN SPORTS CARS: THE EARLY YEARS

by J.D. Alderson and Chris Chapman
I've just finished reading a marvelous book. For three days the rest of my mundane life stopped, while I poured through its pages. It's an engrossing and fascinating work, a tale spun out of a treasure trove of Morgan lore, backed with impeccable research. It is not frivolous reading, as indeed, the Morgan is not for frivolous driving. It's a book to take into your most comfortable chair, after the children are asleep, with a good, rich aged rum at your side and the black Lab asleep across the room next to the fire, a good oak fire of course. If there's a bit of Bach--say the Second Brandenburg--on the stereo, so much the better. For the book is a lot like Bach, a bit dry, dense, complex, requiring full concentration to bring out its best. It's a book to savor, true history, well researched and intricately presented, with many surprises as old tales are told in brand new ways. The author's motive is "to research Morgan history [with] a competition bias," and since the history of the Morgan Motor Company is racing, trialing and rallying, the approach is a sound one. And some of the most intriguing and puzzling aspects of Morgan history are taken on and challenged here, presented in a new light. Here you'll learn how the USA's General Curtis LeMay saved auto racing in the U.S.; why the fact that HFS Morgan's wife, Ruth, kept chickens was to influence the design of the four-seat drophead coupe; what "round the houses" races were and why it was

1998 Spring Meet
All Photos Courtesy Charlie Ligon



1998 Spring Meet
All Photos Courtesy Charlie Ligon



disaster if you were caught with "red dye" petrol in your Morgan's tanks in a post-WWII pleasure outing. You'll discover the British bomber which was assembled and modified within the factory's WWII walls, where John Black got the name for his Vanguard engine, and the chap who had for his navigator in the famed Alpine Rally of 1952, Miss Jumbo! You'll learn of Morgan's surprising debut at the inaugural Sebring 12-hours in 1952--and the heroic Prudence Fawcett's fifteenth overall in LeMans, 24 years before Christopher Lawrence made the Quatre-Vingt Heures "Morgan's Finest Hour" in 1962. Wonder when HFS first began to think of a four-wheeled Morgan? The author's have the patent (#19467, 13 May 1915), as well as a delightful photo from early 1914, outside Stoke Lacy rectory, with Ruth Day Morgan's brother Geoffrey, perched behind the wheel of the fourwheeler prototype. If you, as I, have paid glib assurance to the fact that that robust Triumph engine used by Morgan and Triumph sports cars throughout the Sixties was "a tractor engine," learn here how it came about, not as a successor to some ancient tractor, but as an engine developed by Sir John Black that would serve both the tractor--it was a Ferguson--and their sports car. Puzzled by those famed LeMans and TT Replicas, read here how they came about. Intrigued by the history of Morgan's changeover from flat radiator to rounded grill? You'll learn how the Morgan works sheet metal shop's Charlie Cummings and Felix Day, of "Mudguard Supplies," strove under the guidance of young Peter Morgan to evolve the cowed Morgan from HFS's "bean can" model. The book climaxes with the evolution of the Morgan factory, with plans and superb photos of the early days, and becomes a kind of history of the family itself. And those photos are a delight throughout the book. Basically a tale in black and white, the authors use variety of scale brilliantly to create a fascinating variety, with most of the best photos half- or even full-page. "Harry Jones on

Summer Lodge, "HFS approaching Hustyn Hill, "The Garage on Worcester Road" and "Sheet Metal Shop Employees," are worth the price of admission by themselves, as is the knowing that the chap who owned London's Winter Garden Garages was named Lancelot Prideaux-Brune! The Shots are crisp and clear, printed on good stock. How the authors could have ferreted them out of treasured collections, loving cared for, is a tribute to the trust they must have elicited in their earnest search. The names fly by: Burnemouth Morgan agent Joe Huxham, Barnstaple's Reg Hellier, Dublin's Gorman Brothers, J. Cameron Harris of Cornwall and Basil Roy, of London's Great Portland Street. There's Jeff Sparrowe of the stripped-down 4/4, David Van Dal of the "letter box" Plus Four, Phillips, Bancroft, and the works' marvelous Alfie Hales, George Goodall and Sonny McCann, with W.A.G. "Sunny Jim" Goodall perhaps the best of all the works drivers, all led over tortuous hill and frigid dale by the Morgans, first HFS, then young Peter, preparing for the day when he would take the helm. Yes, there's "Uncle George and Cousin Harry," (they who sometimes at an inn must tarry!) and all their bunch, stepping from the pages of this marvelous book of Morgan history. What a time that must have been! And what a wonderful game they played. Buy this book. Read it. (By the fire, remember, when the dilettantes and the frivolous souls have long departed.) Savor it. This is the real thing. **Win Sharples Purcellville Va, USA**

The impeccable research and engrossing writing of JD Alderson and DM Rushton has been known to Morgan enthusiasts since the publication of MORGAN SWEEPS THE BOARD, the definitive book on Morgan trikes. SWEEPS explored early Morgan history through the lens of racing, rally and trials competition, an ideal approach to a firm whose success has always been won through their remarkable victories on

road and track. Now Jake Alderson, partnered by Chris Chapman, has brought forth an admirable history of the early days of the four wheeler: **MORGAN SPORTS CARS: THE EARLY YEARS**. Both books are now available thanks to the enlightened sponsorship of Morgan service agent and spares guru Melvyn Rutter, working with the authors. As the above quotes and accompanying review will show, this new book, like its predecessor, is not to be missed. To enable all Morgan enthusiasts to share these stories of exciting times, Cantab Motors has joined with our old friend, Melvyn Rutter, to offer these books here at a most reasonable price. We offer **EARLY YEARS** at \$45, **SWEEPS** at \$35; best of all we'll send you a package of both, together with the latest factory brochure on the 1997 spec Morgan, for \$65. Ordering from England, or as part of a spares order from Melvyn, we suggest you purchase through him. For our own U.S. customers, or those ordering just the books at this time, we believe you'll find these prices fair, and, dare we say, irresistible. Jake and Chris are hard at work on the next chapter of Morgan history, their efforts spurred by the response to these books. You owe it to yourself--and to the authors--to immerse yourself in these marvelous works about that most amazing of cars, the Morgan sports car. Call us today for immediate service. Inquiry from clubs and agents welcomed!! Cantab Motors, Ltd 540 338-2211 338-2844 Fax Morgans@cantab-motors.com

MCCDC MOG 28

The Morgan Car Club of Washington DC's annual meet will be held in Emmitsburg, Maryland July 2 through July 5. This is always a very good meet

with lots of nice people who like to have a good time and many good looking Morgans. There will be a concours, rally, autocross and I am sure a very good party.

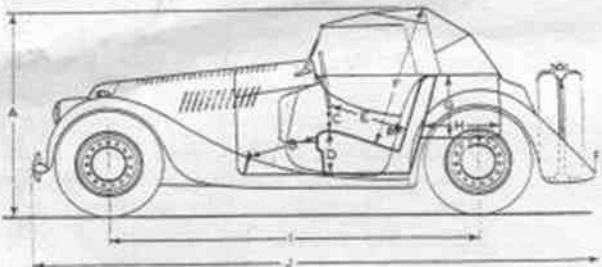
For information contact either of the co-chairs of the event:

Sara Corbett 804 593-3590
Lee Ridgeway 610 458-7540

The right tool for the job

Hammers: Probably the Original Tool, if you exempt (as I always do) a straw stuck down a termite nest in search of food, as used by lower primates and some of the guys who were in my high school shop class. Originally employed as a weapon of war, the hammer is nowadays used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit. For those with more accurate sense of aim, the hammer is useful for tapping on oilpans, water pumps and other brittle pot - metal castings to see if we've forgotten to remove one of the bolts, which we have.

Peter Egan *Side Glances* Road & Track
April 1996





Mogger's Choice Award, 1951 Plus Four Flat Rad owned by Bill and Melissa Silhan from Pensacola, Florida.



MOGSouth Favorite Award, the 1952 Vincent Rapide Motorcycle belonging to Bob Cassedy of Atlanta.

All photos this issue courtesy of Charlie Ligon. Thank you Charlie!

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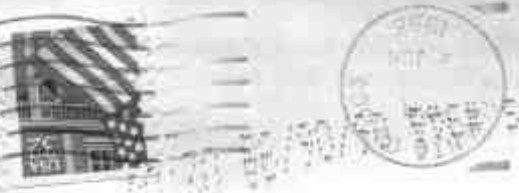
Morgan +4 Road Test, Car & Driver, December 1967

"Representing a hard-core band of unreconstructed car nuts, the MOC (Morgan Owner's Club) considers anything built since 1936 a flash in the pan. They see nothing inconsistent in owning a 1967 Morgan - it is after all, a brand new, perfectly restored car of the Thirties - even the Twenties. And there are no Invictas, no HRGs, no Squires left to own. There is only the Morgan."

Dave and Sarah Chiles
P. O. Box 129
Jamesstown, NC 27282



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