

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 5/14

Pinehurst Concours d'Elegance 2014

Pinehurst, North Carolina

2 - 4 May 2014

This was only the second year of the Pinehurst Concours d'Elegance and it has now started to gain momentum. In the first year the event [2013] the organizer was replaced six weeks prior to the event. A new group of organizers were identified and since they were familiar with staging NASCAR events all around the country, they were very familiar on how to set up events and handle people.

They were, however, unfamiliar with all the minute details of a major Concours event. *[I was at this 2013 Concours and the newly appointed organizers soon figured out the rules of the game and the show was much better run than a number of other Concours events I have attended. Great Job. Ed]* Along with the cold and nasty weather of the first event everybody wondered if the event was ever going to grow and prosper. It's not a large event like Amelia Island Concours d'Elegance, with over 300 vehicles, rather it is an event with only 119 vehicles, a small but very nice and varied collection.

Both Pat and I were volunteers for last year's and this year's event. As volunteer leaders for this event, we started months ahead to assemble a group of responsible and knowledgeable people to assist both the car owners, judges and spectators. Pat was the leader for the owner registration. She assembled a small group of gals to check in the owners and provide assistance for area restaurants or amenities. Pat and her team did a great job!

The scheduled events started on Friday May 2nd as a road rally to Fort Bragg military reservation called the '*Iron Mike Rally*'. 56 of the Concours vehicles made the trip of 35 miles through the back roads of the military post, along the parachute drop zones and artillery firing ranges, to the main Parade grounds.

I was asked to escort two Judges and a photographer to the post.



Jack Zimmerman Celebrating the British Invasion !!

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Easy duty and a fun day of seeing excellent old cars and the latest military war hardware explained by very knowledgeable soldiers.

On Saturday, May 3rd the day started with a '*Cars and Coffee*' event on the Concours show field. Over 350 vehicles of all types showed up to show their cars and talk.

A large contingent of Porsches showed up, since this is the 40th anniversary of the 911. I parked my 4/4 on the field next to a Ford GT 40 on one side and a pristine 1963 Corvette on the other side.

Lots of eye candy all around. Later in the afternoon the village of Pinehurst sponsored an event in the village center called '*The British Invasion*' - a celebration of the 50th anniversary of the Beatles. A Beatles tribute band named 'Let it Be' played for the crowd and six Morgans and their owners showed up.

It was a great time with live music, wonderful people and lots of folks walking around drooling over the British cars that took over the Village of Pinehurst. The Morgan group answered many questions about our special brand.

Finally. The day of the Concours, Sunday May 4th. Pat was up early to assist in the coordination of the army of volunteers needed to stage a large event. The weather was glorious. Sunny, in the mid 80's with low humidity, and a slight breeze. A big change from the cold and windy weather at last years event.

I was a class host for the Wood Bodied class. Nine great examples of workmanship that we may never see in production again. The Judges for this class had a very difficult time in picking a First, Second and Third in class.

British Cars were well represented with many Jaguars, MG's, Triumphs, a Singer and a Sunbeam Tiger. Sorry to say there were no Morgans in the show this year. Last year there were two Morgans on display. Maybe next year?

A striking midnight blue 1931 Cadillac 452A owned by 90-year-old Charles Gillet of Lutherville, Md. was selected as Best of Show.

Jack Zimmerman



Photo courtesy of www.pinehurst.com

2014 Pinehurst Concours d'Elegance Best of Show 1931 Cadillac V-16 Touring Car

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The six Morgan owners at the British Invasion included:

- Pat and Judy Buckley in their 2005 Roadster
- David and Sarah Chiles in their 2000 Plus 8
- Gene Spainhour and Pat Harris in their 2008 Plus 8
- Mike and Linda Carroll in their 1958 Plus 4 four seater
- Ted Rees in his 1966 Plus 4 in his 1966 Plus 4 four seater
- Jack and Pat Zimmerman in their 1963 4/4.

L to R. MOGSouth Members - Pat Harris, Gene Spainhour, Jack and Pat Zimmerman, Judy and Pat Buckley, Sarah and David Chiles.



Pat and Judy Buckley in their 2005 Roadster



Ted's mustache, although quite stylish, was only temporary, borrowed for the show.



Ted Rees and his 1966 Plus 4 four seater.



Gene Spainhour's 2008 Plus



Mike and Linda Carroll's 1958 Plus 4 four seater



David and Sarah Chiles' with their 2000 Plus 8



Jack and Pat Zimmerman and their 1963 4/4

All Photos except as marked are courtesy of Pat Buckley.



ORANGE BLOSSOM TOUR

MARCH
2014

The Orange Blossom Tour is a warm up to the Amelia Island Concours. Run outside of the Concours – but with Bill Warner's blessing, it's a 5-day tour of old central Florida. The idea to participate in this tour germinated last fall when Tim Suddard and his wife Marjorie visited us in Charleston. Tim and Marge are friends and publishers of Grassroots Motorsport and Classic Motorsport magazines. Both are confirmed car enthusiasts/addicts and were in town to look at my 1965 Mercedes 220SEb – which Tim ended up buying. Tim's tastes cover a very wide spectrum and if you read the magazines, you will know what I mean. The tour group attested to this. A great mix of cars and people.

It was suggested that Sue and I were perfect candidates for their 5-day tour of Central Florida. After some calendar tweaking – we found ourselves in Florida the week end before the Amelia Island Concours. The Orange Blossom Tour is a laid back tour through Central Florida, much of it on roads less traveled - the "Old Florida" – before Disney. The tour starts in Amelia Island at the very fancy Ritz Hotel. At the welcome dinner we lucked out and had Bill Warner, the Concours founder and chief organizer, sit at our table. He's also an accomplished racer and photographer among a multitude of other talents. He's a wealth of knowledge and contacts. Bill's presence at our table assured us of highly entertaining stories and erudite commentary thought out the night. What a treat. Conversation as good as the exquisite meal in "Salt" their 5-Star restaurant.

Sue and I had decided to do the rally in our 2005 Morgan Roadster. While it's a "Vintage" style rally – newer cars are permitted. They do however have to pass muster of the selection committee. The Morgan was a "shoo in" and we liked the modern reliability. Other vehicles, were – 1964 Lotus Elan, 1962 Lotus 7, 1963 Corvette Split Window, 1966 Corvette roadster, 1964 Mercedes, BMW M6, 993 GT2, 964 Speedster, 2012 Aston Martin Virage, 1966 Cobra 427, 2013 BMW Z4, 1984 Alfa GTV6, 1962 Daimler Dart, Jaguar XJ-8 and several others.

Leaving the Ritz, we headed to the ferry, where we crossed the St John's River and headed on a leisurely drive down to St. Augustine with a stop in Jacksonville at the Brumos Porsche dealership. At Brumos we were welcomed like long lost family where Ray Shafer and the staff did a wonderful job of showing us their historic

museum. What a great collection of race cars and other significant automotive hardware. In St. Augustine we stayed at the Casa Monica Hotel – a very nice upscale, lost in the 70's, Kessler Property. Upscale to be sure. Cocktails at the Casa Monica were followed by dinner at the Old City Inn, which was a great venue and the food was delicious.

Tuesday morning was overcast and chilly. Definitely coat weather in the Morgan. Even though we have a hard top – the seals are not too tight and the breeze is easily enjoyed! A great drive down to Ormond Beach took us on some roads I had never traveled. Even though I'd been to Daytona for some 30 years, I'd never seen several of the roads Tim had us on. Lots of Spanish Moss Oaks and marsh vista's were beautiful. More 'not so well traveled roads' took us to Classic Motorsport Magazine's offices. There we had coffee and met all the staff. A lovely old converted restaurant serves as HQ – but not a printing press in sight, in this digital age. Coffee and photos were the order of the day.

New Smyrna Beach was our lunch stop – again a nice restaurant on the water. Barbara Jean's Restaurant in Ponte Vedra for our lunch stop. A great restaurant on the Inter Coastal Waterway where the food was as good as the view. We watched four guys in a Jon Boat reel in at least 4 very large bass with an alligator close by hoping to dine on any catch



Sue King and the 2005 Roadster. What a great way to travel !

thrown back. As seating at the dinners and lunches is not pre-arranged, one sits and meets most of the other participants which is nice. Some rallies I've been on get quite cliquish – not this one. Great fun talking cars and past experiences with some many like-minded folks. Folks from all over the country. Stories and car tales were exchanged freely.

A snappy departure from lunch had us heading for the Blue Spring State Park. A spirited drive was needed to make the appointed park in time for the boat tour. A very entertaining boat tour through the swamps and along the river gave us good perspective as to what the early settlers may have found when they plied the river a few hundred years back. Our guide was extremely knowledgeable and enjoyed showing us “his” park. After seeing some Manatee and Alligators we headed for the Mission Inn and Resort, which was our stop for the following two nights. Nice digs on a sprawling golf resort were a welcome respite after a long day.

Dinner was enjoyed at O'Keefe's Irish Pub with typical Irish pub fare. A welcome change from the rather high-end meals of the nights before. Nothing like Bangers 'n Mash washed down with a Harp Lager!

Next morning we had an early start and headed to Yahala Bakery, a Central Florida landmark. After sampling a few of the pies and bakery items we could see why. Scrumptious treats to be sure. Pity they were all so calorie rich, or I would have tried them all. Our next leg had us heading to the Florida Citrus Tower. A huge tower in the middle of nowhere. But as central Florida has developed, “Nowhere” has caught up and it's in the center of a pretty busy area. Unfortunately, gremlins had been at work in the elevator so we could not ascend to the top of the tower.

The break was welcome as we had a fair hike to lunch at Chalet Suzanne Restaurant. A very funky collection of old 50's style Chalets on Lake Wales. The place is steeped in history and it's well displayed throughout. As this is a resort, the Apollo and other astronauts would bring their families to in the 1960's. Not much has changed since then. Lunch was exceptional, with several good choices, although the three times baked grapefruit half with brown sugar and chicken liver was a challenge! Say what? Yes, it's true...creative they called it!

After lunch we headed for the Bok Tower. Yes, another tower - but this one had gardens. It was erected by Edward Bok in early 1900's to celebrate the beauty of the local area and as I saw it – a memorial to himself and his family. Hey, you got the money – you can do it – go for it. Bok was the publisher of Ladies Home Journal and obviously did well selling his magazine. The place was huge and erected on the highest point in Florida. And, by Florida standards it was pretty high, several hundred feet above sea level. The view was surprising as Florida is just so flat. The chimes in the tower, along with the spring fragrances had a very calming effect.



Aboard the Ferry - Just south of Amelia Island, headed for Jacksonville.



Rally participants out front of the Chalet Suzanne Restaurant

An hour's drive found us back at the Mission where we had dinner with some of the other participants. It was a free night and some folks popped into town to explore and dine there. An early night was welcomed, weary muscles needed rest!

More driving on CR and SR roads found us back on the ICW. A great restaurant near a swing bridge. We lunched watching coastal traffic ply the waters. The afternoon drive took us past many waterside communities. All the way from trailers to mega mansions. Florida seems to have it all. There were many "Lake Shore Drive" instruction as we traversed lake after lake. Our destination for the night was The Mission Inn at "Howey in the Hills". We never met Howie but if we did we'd tell him his hill didn't amount to much elevation! Dinner was at O'Keefe's Irish Pub which was standard fare. The best part was the stretch limo ride there in an Excursion about a block long.

Morning saw us putting more RainX on the windshield as there was a light sprinkle – but we knew more rain was coming. Breakfast was at a local and very famous bakery. Wow! What a selection. Wonderful eats – but noting under a thousand calories in sight! Yummy. After that we headed for an old retreat for many of the Apollo Astronauts. A funky little Chalet like village sort of lost in time. Lunch was delicious and photo op abound. It was back to the Mission Inn after that.

The final day was one of our best. We navigated back road in and around Ocala, Florida. What a lovely area. Beautiful horse farms dot the countryside with green meadows at the crest of every hill. The condition of the roads in the area was superb. Obviously a reflection of the taxes paid in the very upscale county.

Our lunch stop was a highlight of the tour for me. We were hosted by Jim Schmitt and his son at their business, National Parts Depot, just off I-75. Jim has grown the business into a multi - million dollar business supplying parts to folks restoring old American cars. Starting in high school, he has never done anything else. A remarkable story in itself.

Lunch was a delicious BBQ followed by a tour of their car collection. "Jaw Dropping" is the only way to describe the collection of some 200 perfect examples of America cars of the 1950's and 60's. All rare and extremely original low mileage cars. When I saw low mileage, I mean less than a thousand miles and some with only a few hundred miles and all in original unmolested shape. A true testament to the Schmitt's perseverance in finding these cars. And some very significant examples sprinkled in the mix. You will be hard pressed to find any cars in better condition than theirs. It was like a walk through time.



Jim Schmitt's cars at their business - National Parts Depot.

Some of the best roads of the tour were found on the way back to Fernandina Beach. We had a delightful drive back to the Hampton Inn, where cocktails awaited. Many story's of the trip were relived and retold, with lots of embellishment! Dinner was held at a lovely seafood restaurant just across the street where Peter Brock was our guest and speaker. What a charming and talented individual. I had no idea he had worked for GM back in the day and worked extensively on the Corvette with Duntov and the boys.

Sue and I thoroughly enjoyed the rally and could not have chosen a better car to have done it in. Hat's off to the guys at Pickering Road. We did not have a glitch or gremlin anywhere along the way in our 1,200 mile journey – in just 8 days!

And **Bravo** to Tim and Marge – a job well done, with memories to last a lifetime.

Gordon King



HAROLD PACE Automotive Photojournalist

The world of automotive journalism is vast and global. There are magazines, web sites, books and videos about all things automotive, be they complex or simply mundane. The personalities in this space are legendary like the late David E. Davis, Dennis Simanaitis, Peter Egan and even Burt Levy. Many of us read everything they write.

Then there are the automotive artists. Again, there is a global community of painters, sculptors and photographers who focus their skills on the automotive world. Simply visit a big Concours d'Elegance, like Amelia Island, and you'll see the wondrous art of many of these skilled craftsman. Some of my favorites are in the Automotive Fine Arts Society (AFAS) like Bill Motta, Lawrence Braun, and Jack Juratovic as well as others such as Denis Paul Noyer.



What is uncommon, however, is to find someone that circulates in both worlds, journalistic and artistic. And, rarer yet is finding out that this uncommon person is **a Morgan fan**. One of these rarities is Harold Pace. His client list is a venerable 'who's who' of the automotive world with the credits the likes of Forza, Car & Driver, Classic & Sportscar, Automobile Quarterly, Vintage American Road Racing Cars, Beaulieu Encyclopedia, the Corvette in the Barn, etc.

Like all artists, Harold has his personal preferences. As he indicated to me, *'most of the magazines I shoot and write for are looking for Corvettes, Ferraris, Porsches and vintage racing cars. Also, they all want nice, sharp photos for car features and event reportage. For my personal work I prefer more of a pictorialist look, either using filters over the camera lens or reworking them in Photoshop'.*

Harold Pace has been playing with cars since the age of 13. Since that time he has owned over 60 cars, restored many classics, competed in SCCA road racing, vintage racing, autocrossing and even drag racing. He's a hands-on enthusiast who works on his own cars.

But now . . . he is building a Morgan.



Dave Sneary leads a Corvette in his 1963 4/4. Monterey Historics '06. *[Used in a Hemmings article on the web about vintage racing cars. Ed.]*



Traci Murphy's +4 dances with Bill Boyles in his +4+. Artistic application of Photoshop to original photograph shot with a Canon EOS7D. *[Tracy and Bill are frequent attendees at our more western meets. Ed.]*



A bit of artistic digital magic - the Morgan Special we featured in a previous newsletter issue.

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Harold's Morgan project.

'Attached is a photo of my '49 Series 1 "Aussie Special". It was sold new to Australia, where it was changed to hydraulic brakes, +4 front suspension and rear axle.

. . . still lots of work to do.

The frame was a butchered mess, but it is now complete and am now learning new ways to mangle wood framing . . .'

[It would appear that it is coming along quite nicely. We'll look for the car on the road real soon.

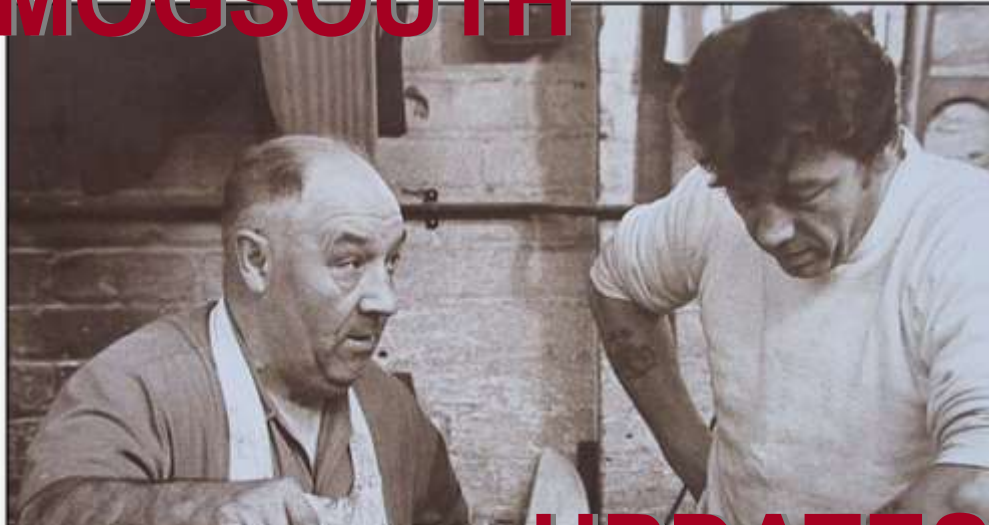


Really, it's not that bad. It seems that many of us have had similar projects before and they have turned out well.

Go to Harold's website at <http://hpacecars.com> for more information about Harold and his great art work. Ed.]



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

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.

We now have a date and location for this year's Fall Meet. I was getting a bit anxious that we might have to resort to 'less preferred' methods but luckily Jim and Collette Clark, of Highlands, NC volunteered to host the club in or around Highlands this coming September. Thank You!

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.

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 !!

2014 MOGSOUTH FALL MEET 19 - 21 September 2014

Lodging: Holiday Inn Express, Dillard, GA; \$85.14 + tax; call 706-746-0206, ask for MOGSOUTH group rate and specify dates (19 September, 2 nights); block of 25 rooms held until September 3, 2014

Friday 19 September

Holiday Inn Express Hospitality Room meet and greet 3-7 PM; orientation guide and maps provided; dinner OYO at Cupboard Cafe (walk 0.2 miles) or Dillard House (drive 2 miles.)

Saturday 20 September

Breakfast OYO (breakfast available at Holiday Inn Express); depart 9 AM for Cherokee, NC (50 miles/ 1 hour); tour Mountain Farm Museum at NPS Oconaluftee Visitor Center, see <http://www.nps.gov/grsm/planyourvisit/mfm.htm> (or Museum of Cherokee Indian if inclement weather); return trip to Highlands (50 miles/1 hour).

Lunch OYO and tour Highlands; catered dinner 6 PM King at the Mountain Clubhouse (halfway between Highlands and Dillard), ribs / pulled pork / brunswick stew /baked beans / squash puppies / cole slaw / rolls.

Sunday 21 September

Breakfast at Dillard House (optional); Dillard House occupied by MG Club; We should show our colors. (Or breakfast at the Holiday Inn Express)

ACTION REQUIRED

Send a check for \$13.50 per person to Jim Clark, 62 Foxcreek Rd, Highlands, NC 28741 by September 3 to Pay for the Saturday Dinner.

POC: Jim and Colette Clark, 62 Foxcreek Rd, Highlands, NC 28741 home 828-526-2936 or cell 828-200-0960. Questions, please call or email Jim @ clark3@clemson.edu.

AND OTHER THINGS YOU SHOULD KNOW !!



THE 2014 GUMBALL 3000 IS COMING TO MOGSOUTH !!

The Gumball 2000 Rally will be In Florida and Georgia **June 5th**.

The Morgan Three Wheeler (M3W) is scheduled to participate but who will drive??

- **Wednesday, June 4** - The Gumball 3000 Rally starts in Miami, FL.
- **Thursday, June 5** - Rally from Miami, FL to Atlanta, GA
- **Friday, June 6** - Rally from Atlanta, GA, through Charlotte, NC to New York, NY.



AND, SO IS THE 2014 HEMMINGS GREAT RACE

The Great Race will be in the MOGSouth region in **June 25 to Jun 29th**. If you can, you might want to find a spot where you can watch the cars go by. Or better yet, catch them when they've stopped for lunch or the night. The race's route includes;

- **Wednesday, June 25 - LUNCH:** Elizabeth City, NC, **OVERNIGHT:** New Bern, NC
- **Thursday, June 26 - LUNCH:** Clinton, NC, **OVERNIGHT:** Wilmington, NC
- **Friday, June 27 - LUNCH:** Myrtle Beach, SC, **OVERNIGHT:** Mount Pleasant, SC
- **Saturday, June 28 - LUNCH:** Savannah, GA, **OVERNIGHT:** Jacksonville, FL



PATTERSON PUMP, CAMP TOCCOA, & CURRAHEE MILITARY MUSEUM

MOGSouth member Jack Claxton jclax5817@aol.com has organized a tour of Patterson Pump, Camp Toccoa, & Currahee Military Museum on **June 14**. As of mid May, there are about a dozen attendees. From conversation with others who have not yet RSVP'd there could easily be that many more.

As access to the Patterson manufacturing facility entrance is restricted with an unmanned security gate as well as an unmanned office entrance, so **it is essential that the tour group enter together**, using Jack's personal employee ID card.



The **9:00 a.m. breakfast at Fenders Diner** in Cornelia is by design our staging area for a group departure and for arrival and entrance at the Patterson facility as a group. If you cannot make it to the breakfast at 9:00 just be at the Diner by 10:00. **The plan is to depart Fenders Diner, as a group, promptly at 10:00 a.m.**

A few **safety** related guidelines, as follows.

Footwear - NO sandals, NO open toe shoes, NO open heel shoes, NO athletic shoes (such as tennis shoes).

Eye protection will be provided. Hearing protection will be provided if the plant is working that Saturday.

MOGSOUTH 40TH ANNIVERSARY UPDATES!

Make sure you take note of the following and clear your dance cards for the big event next spring. Our survey results were published in the last newsletter but if you missed it, the results are as follows.

- **MEET LOCATION** - **AIKEN** South Carolina
- **MEET DATES** - **DATES ARE STILL BEING WORKED** - Recon Trip to AIKEN in early June should allow us to confirm the availability of facilities and from that, we should be able to nail down the dates.
- **PLANNING ESTIMATES** - **120 Members and Friends of MOGSOUTH, 60+ Morgan Cars**

Unfortunately, personal reasons have forced Lance Lipscomb, who has ably guided us through the early Anniversary Meet planning, to back away from this effort. (Hopefully this is only temporary.) A big thanks to Lance getting us this far. Given this, Randy and I will pick up the planning efforts, of course with help from the Addie's in Augusta, and others who have volunteered. Watch this space for updates!

Mark



SHOUT - OUT TO MOGSOUTH

A **Shout-Out** to MOGSouth from Classic Motorsports, the host for the Mitty at Road Atlanta.

They had this picture of MOGSouth cars and members at the track on their website. Visit Classic Motorsports at <http://classicmotorsports.net/>.

Shout-out

shout-out (n.) Slang. A public expression of thanks or gratitude (Urban Dictionary)



We can't remember the last time the infield contained so many Morgans. Thanks, guys, for joining us.

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





MORGAN MOTOR COMPANY NEWS

More international dealerships for the MMC. Now they have one in the Philippines and continue their push in China.

I guess I have to ease off on my criticism of this global expansion. Our own legislation makes it hard to enter the US market, with requirements for back up cameras, etc.

The other big news in the press this month is the announcement of the new Morgan Plus 8 Speedster. It has been stated that this model was released to commemorate 100 years of the MMC manufacturing from the Pickersleigh Road factory.

BRITISH CARMAKER MORGAN MOTOR OPENS FIRST ASEAN DEALERSHIP IN THE PHILIPPINES <http://www.gmanetwork.com/>

Luxury carmaker Morgan Motor Company of Worcestershire in the UK has entered the Philippine market, opening its first dealership in the ASEAN region, to serve a number of niche buyers in the Southeast Asian country.

The idea to put up a dealership in the Philippines was hatched three years ago, when investors evaluated the automotive industry and upper class demography.

Data from the Association of Vehicle Importers and Distributors (AVID) showed sales in luxury cars were basically flat in 2013 [\[only\]](#) up 3.5 percent.

The partners at Morgan Motor acknowledged the niche market isn't really growing that fast, "it's just a constant stream of people who live in very extraordinary places and those who have extraordinary lives," said Morgan Say, Morgan Motor Philippines president.

"The partners were very much amused with the length of history that the Philippines has had in terms of people who appreciate art... "We've had several individuals and families who've already established their way of life. The Philippines is one of the oldest in terms of being a nation with families that have long thrived since the Spanish era," Say noted. Morgan Motor Philippines is White Knight Automobiles Inc., which was formed with Philippine and foreign partners, Say told GMA News Online in an interview during the inauguration of the dealership [\[...\]](#).

Bespoke sports car

In October 2013, British Bespoke Automobiles (BBA) [\[...\]](#) opened a temporary showroom ahead of its target in response to a positive reception by the Philippine luxury car market after "15 captains of industry" expressed strong interest in owning the world-renowned marquee on four wheels.

As a newbie in the Philippine market, Say said Morgan Motor Philippines has a very modest target of selling 10 cars a year and has no plans of overtaking any brand. "We're selling bespoke sports car and our price points are lower," he said. Morgan's Plus 4 model – in two- and four-seater versions – sells at about P5.5 million [\[\\$124K USD\]](#), Aero brands at P9.9 million [\[\\$222K USD\]](#) and the 3-Wheeler at P3.5 million [\[\\$79K USD\]](#).

"The basic essence of owning a Morgan is basically learning how to appreciate art... to bring the extraordinary feel to old and extraordinary consumers," he said. Every part of the car is made by-hand in the UK, allowing clients to have their Morgan custom-made. It takes 90 days to build a Morgan and 30 days to deliver. [\[...\]](#)



A Morgan Plus 4 is shown to the media on Tuesday, 29 April, in a Greenhills dealership, the first Morgan Motor Co. outlet in Asia. Photo by Danessa Rivera, GMA

MORGAN 3 WHEELER HITS THE CHINA CAR MARKET MAY 9, 2014 <http://www.carnewschina.com/>

The Morgan 3 Wheeler has been launched on the Chinese car market, road legal in the whole of China.

Price starts at 834.000 yuan (\$134,000) and ends at 914.000 yuan (\$147,000) for this magnificent full-chrome Brooklands Edition. *[Yikes! That is some price premium. Ed]*

The Morgan 3 Wheeler was launched in 2011 and a 'continuation' of the 1937 Morgan Super Sports Three - wheeler. Power comes from a 2.0 liter V-twin engine mounted at the front. The engine has an output of 82hp and 140nm, good for a 185km/h top speed and a 0 - 100 in six seconds. The Morgan brand was launched in China in 2012. Sales are going well and the company has opened shop in Beijing, Chengdu, Qingdao, and Shanghai, with more cities to follow.



'The 3 Wheeler will likely appeal to the very hip 'n wealthy, especially to track day fanatics who want something different than just another Porsche.'

INTERNATIONAL PROHIBITIONS?

And, keeping with the global proliferation of the Morgan brand. It would seem that it is not just as simple as opening a store front and hanging out a shingle. Sometimes there are politics involved . . .

This and other similar signs were encountered on the toll roads around Manila, Philippines.

One of the new M3W owners in the country is trying to get a waiver to drive his (tricycle) car on the restricted roads without breaking the law.

I just love the prohibited **'misaligned chassis and worn out tires'**. And, I can see how the **'smoke belchers'** could also be a problem.

Letters to the Editor . . .

Correction - Last issue I incorrectly stated, in the **Did You Know** feature, that **'During 1974 to 1992, all Morgans imported into the United States were converted to run on propane . . .'** Donald Smith writes, *"Hi Mark, I bought my 1977 4/4 directly from Morgan and imported it. It was much easier in those days. When I asked Morgan for another car in 1980, I was referred to Fink. I replied that I much preferred to buy from Morgan. They said they would IF I could get letters from the DOT and EPA stating that Morgan was not the importer and therefore not responsible. I obtained the letters (which I still have) so they made me 4 seater which I own today."* *[Thanks Don. Obviously a few gasoline cars did get in. Ed.]*





MORGAN 3 WHEELER RECOGNISED AT AUTOCAR STARS EVENT www.morgan-motor.com

Morgan Managing Director, Steve Morris, collects award for Morgan 3 Wheeler at first Autocar Stars Event following 5 star review.

Representatives from Morgan were proud to attend the first ever Autocar Stars event at the Hurlingham Club on Thursday 8th May. The event was held to celebrate and recognise the best of the motoring industry and to award those manufacturers whose vehicles had received a 5 star rating from Autocar.

Chas Hallett, Autocar Brand Editor, said "We have decided to award every manufacturer who has received a five star road test verdict for a car currently on sale. Autocar road tests are the toughest and most thorough in the business and getting full marks is a rare and distinguished achievement."

Both the 2011 Morgan 3 Wheeler and updated 2014 Morgan 3 Wheeler received a rare 5 star review from the weekly motoring magazine. The Morgan 3 Wheeler is regarded as the top lightweight by Autocar, with Chief Road Tester Matt Prior exclaiming that it is quite possibly the most fun thing that any car manufacturer produces today. Morgan were 1 of just 8 manufacturers, including Porsche, Ferrari and McLaren, to be recognised with 5 stars and receive an award at the event.

Steve Morris, Morgan Managing Director, said "I am immensely proud to receive the award for the Morgan 3 Wheeler from Autocar on behalf of the craftsmen and women at Morgan. The Autocar road test is well known for being the most thorough there is and for us to have been awarded 5 stars is a testament to the passion and commitment from those back in Malvern. The Morgan 3 Wheeler has been well received by global press since we reintroduced it in 2011 and I believe 5 stars and the award from Autocar represents the pinnacle of that recognition."



ATLANTA BRITISH MOTOR CAR DAY 4 MAY ROSWELL GA

A good turnout of Morgans at the 30th running of the **Atlanta British Motor Car Day** in Roswell. Dave Bondon sent in this photo of the Morgans on display. Starting at the left, Dave's great Plus 4 along side Pete Olson's Plus 8. (Pete was the event chairman this year. Great Job Pete!) Next is the red Plus 8 of Lance Lipscomb and a blue Plus 4 (owner unknown?), then the M3W of the Jere Wood, the Mayor of Roswell. Hey Jere - **Join MOGSouth!** Then another mystery car and Dwight Kinzer's Plus 8. If you were there and I missed you and or you know the cars, send us a note mogsouth@yahoo.com. Ed.



2014 MORGAN PLUS 8 SPEEDSTER IS A RETRO ROAD RACER

<http://cars.uk.msn.com/> **New Morgan Speedster: no windscreen, optional paddleshifters, £70k price**

Morgan is celebrating 100 years of building cars at its factory at Pickersleigh Road in Malvern with what it promises will be a series of special vehicles, appearing throughout 2014. The first of these is the **Plus 8 Speedster** – and it is special indeed.

For starters, as the Speedster name implies, it comes without a traditional windscreen and roof. Instead you get a little aero screen to keep the flies out of your teeth and a lot extra bonus cool points. This is Morgan reminiscing about a "bygone era of stripped-back, road-going race cars."

Morgan Speedster:
0-62mph in 4.7 seconds,
but no roof and no door
handles

Now, some might say the firm never, in fact, left this era in the first place – Morgan being famous for building cars out of wood. But the Speedster is based on the very latest Plus 8, which actually uses a modern aluminium chassis, and is powered by 372hp 4.8-litre BMW V8.

That's not all that's radical in Morgan terms here, either. As well as the missing roof, the Speedster becomes the first Morgan to be offered with paddleshifters. So much for being retro – although the paddles are only attached to a conventional six-speed automatic gearbox, rather than a dual-clutch or sequential unit.

Morgan Plus 8 Speedster: standard equipment, technical spec, price

Reassuringly, a six-speed manual gearbox is standard, however, joining a spec list that includes a choice of 12 paint options, two leather finishes, 18-inch wheels, blue detailing (including for the towing eyes – this is a track car, dontcha know?), distinct "100 years of Pickersleigh Road" chassis plate and, somewhat incongruously, cruise control and Xenon headlights.

The price of such eccentricity – and we don't mean that as a bad thing – is £69,995, for which you get a crazy, old school - looking sports car that can do 0-62mph in 4.7 seconds and has a top speed of 148mph. But no door handles.



Morgan Plus 8 Speedster: V8 engine, paddleshift automatic gearbox



Morgan Plus 8 Speedster: optional extras

If you do want door handles, those will set you back £100, which is the tip of the iceberg when it comes to Speedster option pricing. The automatic 'box is £2,500, for example, or £3,000 if you want the paddleshifters – while anyone ninny enough to be requiring a roof will be forking out over at least £3,500.

We're particularly fond of the optional 18-inch Speedster wheels, which cost £1,600 and look like old-fashioned steelies. All of the option prices are plus VAT, by the way.

Anyway, if you want one, act fast. The length of Morgan's waiting list is quite literally legendary, and in spite of its idiosyncrasies we expect the Speedster to be in strong demand.



[What I like about this article is that they have used what appear to be real, or at least closer to real, pictures of the new car and not pure artist renderings. (there may be a little digital magic going on, but it's pretty hard to tell for sure. At least the interior picture looks close to being real. You can see the new steering wheel, which is a big improvement over the Plus 8, and the reconfigured dash layout. You can just see the limited windscreen in the pic. I do think it looks great! Ed.]



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2014 MORGAN PLUS 4 REVIEW <http://www.topspeed.com/>



OVERALL SPECIFICATIONS:

Year: 2014
Make: Morgan
Model: Plus 4
Engine: inline-4
Transmission: 5-Speed Manual
Horsepower @ RPM: 154 @ 6000
MPG(Cty): 29
MPG(Hwy): 51
Torque @ RPM: 148
Displacement: 2.0 L
0-60 time: 7.5 sec. (Est.)
Top Speed: 118 mph (Est.)



The 2014 Morgan Plus 4 prides itself on its old school looks that frankly hasn't changed all that much from the models in the 60's. It's quite charming, really, that Morgan continues to roll out a car that looks like this.

There are some redeeming qualities about Morgan and the Plus 4. A lot, actually. One thing we've come to appreciate about the company is its dedication to its classic sports car roots. Whereas other brands may have caved in to produce cars with designs that are up to the times, Morgan is sticking to its guns, determined to cater to that specific market that still appreciates a retro-looking burner when they see one. And in a lot of ways, the Plus 4's design actually makes it stand out these days. Thankfully, Morgan understands that just because the car looks like a '40's hot rod, it doesn't mean it should carry an engine from those times. It has 154 horsepower under that elongated bonnet, more than enough to enjoy the thrill of riding in style with the Plus 4.

Exterior

The extended bonnet, the circular lights, and the wave-like arches aren't exactly what you'd call modern design cues. In all the years that the Morgan Plus 4 has been around, it really hasn't changed its appearance. It kind of even makes the word 'retro' redundant because the entire look of the Plus 4 really feels like its been transported from the '40's. The extended bonnet, the circular lights, and the wave-like arches aren't exactly what you'd call modern design cues.

The Plus 4 does have an easily operated convertible roof, which is a welcome and slightly modern change. A huge range of options are also part of the entire Plus 4 experience, including various road wheel designs, luggage racks, and a wide range of extra features.

Continued Next Page

Interior

Length: 4,010 MM (157.9 In.)

Width: 1,720 MM (67.7 In.)

Height: 1,220 MM (48 In.)

Dry weight: 927 KG (2,044 Pounds)

You really have to admire Morgan for continuing to offer the Plus 4 in its current guise. Even the car's interior is pretty spartan compared to the rest of the auto world. The 2014 model does have a revised dashboard layout with a new instrumentation, which really is as much as you can say about the Plus 4, other than the choice of getting a two-seat cabin or a bigger four-seat version.

It's safe to say that the Plus 4, like the rest of Morgan's lineup, really caters to a specific client base. It's not a mainstream model by any means, and can you even imagine what today's younger generation would say when they find out that the Plus 4 doesn't even have air-conditioning.

Drivetrain

As uniquely retro as the Plus 4 is to look at, it does have a modern powertrain, which Ford was kind of enough to build for it. It's a 2.0-liter, Duratec GDI unit that produces 154 horsepower and 148 pound - feet of torque. This Ford-sourced engine mates to a Mazda - built five- speed manual gearbox. It's snappy enough to cover 0 to 62 mph in 7.5 seconds to go with a pedestrian top speed of 118 mph.

Engine: Ford GDI 1,999 CC

Gearbox: Mazda 5 speed

Max Power: 115 KW (154 BHP) @ 6,000 RPM

Max Torque: 201 Nm (148 LB-FT)

Performance (0 - 62 MPH): 7.5 Seconds

Top Speed: 118 MPH (189 KM/H)

Power to weight: 165 HP / Tonne

Fuel Economy (City/Highway/Combined): 29 / 51 / 40

CO2 Emissions: 164 G/KM

Prices

Morgan hasn't released pricing details for the 2014 Plus 4. That being said, we're not going to be surprised if the price is still close to the £30,237.50 (\$50,800) price of the 2013 model. Our best guess is probably £32,000, which would be about \$53,750 based on current exchange rates.

Competitors

Caterham Seven - For a car that looks like this, it doesn't leave a lot of other options for a specific competitor. If there is one that can rival the Plus 4's "old-school" appearance, you can look in the direction of the Caterham Seven. Clearly, it gives the Plus 4 a run for its money as far as aesthetics go, even if it looks a little more stripped down the Plus 4.

Conclusion

We understand that the Morgan Plus 4 is a car that isn't for everybody. But there are lots of people who do like the Plus 4 solely for nostalgic reasons. That's something none of us can take away from them, so if they're willing to spend for the Plus 4, give them a salute and say "more power to you."

Reasons to Love It - Retro look is nice but isn't for everybody, Catered to a specific clientele, Nostalgic aura

Reasons to Leave It - Spartan interior, Priced really high, No appeal to younger buyers



Muscle Cars and More

The Florida School for the Deaf and the Blind May 17th, Saint Augustine, Florida

[Ancient cars, classic cars, vintage cars, hot rods, replicas and other assorted automobiles gathered for the 12th Annual St. Augustine Cruisers (SAC) Car and Truck Show on Saturday May 17th. MOGSouth was represented by Chuck and Karen Bernath of Jacksonville, Florida and their 1963 Plus 4 Seater. Chuck's report follows. Ed.]

The Florida School for the Blind and the Deaf campus is downtown Saint Augustine. The Spanish style buildings rimmed the tree covered show grounds so it was a beautiful clear day and we were in the shade.

Dennis and Kathy DeMar, Morgan owners from Saint Augustine, met us at the gate with their lovely white 1967 Plus 4. We were included in the All European Car Class which included a Jaguar, a few MGs, a Ferrari, an Abarth, and an old Toyota.

As is the norm, a lot of the attendees had never seen a Morgan before so it was interesting and fun answering questions and showing off the cars.

Dennis and I met another guy who lived in Saint Augustine and was in the process of rebuilding a Morgan. He and a group of his friends had Morgans and worked on them in one of their garages. We gave him a card of ours and asked if they belonged to a Morgan club. None of them belonged to a club so we encouraged them to contact us. Apparently there are more Morgan owners hiding in the back of garages than we think!

Chuck Bernath

[We are trying to locate these St. Augustine folks and get the into the MOGSouth / GatorMOG community. This situation comes up a lot. It would seem that Morgan folks are everywhere, hiding in plain sight.

We made up a batch of MOGSouth business cards so that you can have something to hand out, other than your own personal cards, when queried about the club. We distributed a good many at the Mitty but if you want some, let us know via mogsouth@yahoo.com. Ed]



Did You Know?

'CLASSIC MORGANS ARE NUTS !!'

British Standard Whitworth (BSW) takes its name from Whitworth, the British engineer who invented it. Commonly found on older (pre 60's) vintage, veteran and classic cars, bikes or early machinery. There are two 'standards' of Whitworth, as during WWII the sizes of nuts and bolt heads were reduced to save metal. They were all reduced by one size, so that the same spanners and sockets can still be used.

The size marked on a Whitworth or BSF (British Standard Fine) spanner refers to the size in inches of the threaded portion on the bolt it fits. Both Whitworth and British Standard Fine were phased out by the 1960s, but some manufacturers carried on using both on applications much later than this. Whitworth thread is coarser than a BSF of the same diameter, but the same spanners are used on both. A Whitworth spanner or socket is larger than one marked with the same size in BSF for example a 1/4 inch Whitworth is the same physical size as a 5/16 inch BSF. This occurs through the sizes so a set of Whitworth sockets or spanners will fit an equal number of BSF nuts and bolts.

BA (British Association) are smaller sized fastenings found on older vehicles electrical fittings, magnetos, dynamos, motors, pumps and instruments etc.

AF (Across Flats) indicates the distance apart the jaws are on an open end wrench. Usually the smallest increments are 1/16 inch. Imperial AF spanners are normally used on nuts and bolts threaded UNC or UNF (Unified Coarse or Unified Fine). This was introduced as a 'new' standard around the 1940s and was supposedly phased out by the 1970's in favor of metric threads and sizes. It is very common to find an older car or bike that left its maker with a mixture of imperial and metric nuts and bolts holding it together.

[I have seen it all and have wrenches and sockets to fit it all. Ed.]





MORGAN TECHNOLOGY INFO

TECH

Bonnet Stays? Ok, so not the most technical of topics, nor is it the most interesting. It is relevant however when it changes from simply routine to a issue of safety.

I have always followed the easy, cheap route and used simple wooden dowels as my bonnet stays. This was fine and I didn't give it a second thought until . . . something bad happened.

Now my requirements have changed and I am in the market looking for bonnet stays that will not subject inquisitive folks to that sudden gust of wind or the wayward hands of a child.

BONNET STAYS

OK, SO WHO CARES?

We all need them at times, either in the garage or out on the road. And, our solutions are as varied as our cars. Sometimes it astonishes me to see just how ingenious we can be. Some use ceiling mounted bungee cords that affix to the bonnet knobs when in the garage, but nothing more than the back of their heads when on the road. Some don't care about the paint and just flop the bonnets halves over when needed. Some use an old broom stick or other bit of wood. Again, these solutions are all over the map. From the very basic, like mine, to the 'Rolls Royce' of bonnet stays from Wolf Performance Ltd cain@wolfperformance.co.uk (more about these later.) And, when choosing your options, you need to be careful. The ones available from the approved Morgan vendors are not always the right answer.

Lately, however I have been more interested in bonnet stays. Why, you ask?? Well, I had a bad situation. I like going to shows and quite often I have my bonnet open. Folks always want to see the shiny bits under the bonnet. They especially want to look at the Plus 8 with the Holley or the propane plumbing on the 4/4. At a recent show, however, I had a small child hit one of my wooden dowels when I was talking to someone else, and this caused the bonnet to come crashing down, very loudly, frightening the small boy.

The child was unhurt, and there was no damage to the car, however the thought of the falling bonnet actually hurting this child, or anyone else for that matter, has made my very wary. Checking to see what others have done to solve the problem left me a little dissatisfied.

'I bought a pair of bonnet props from a breaker's, glued a small piece of rubber pipe to the end of each one to locate them, and then if it's windy secure them with an elastic band'. (mogtalk.com)

Similar to this, I have always used is a simple wooden dowel, sourced from the local big box hardware store and to be fancy I added rubber dowel ends. I have a slew of them in the garage and always take two on the road when I travel.

The problem with this solution is the dowels are just propped in the



The traditional Braunstein dowel.



Similar solution, but w/ upgraded rubber band security.

Continued Next Page

corner of the wing and the side of the fire wall, and in the corner of the raised bonnet half. Nothing positive about this and very susceptible to a sudden gust of wind or and an inquisitive child. Definitely time to look beyond the basics.

I now want a bonnet stay that has a **positive connection to both the car and the supported bonnet**. One that will not allow the wind or any other influence (small child?) to cause it to fall. Also, I have broken a few of these wooden dowels getting them into and out of the back of the car so the preferred material is something that I won't break. And, like everything else in the Morgan, avoiding the opportunity for rust, it would appear that **Stainless Steel is the way to go**. Another requirement I have is that I want them **attached to the car, under the bonnet, secured with a clip**, so that I don't have to search for them or unpack the car on the side of the road. Done that too many times. And, finally, I have to be able to **open both sides of the bonnet at once**, so I need one for each side. And, just to make things interesting, I have three Morgans now and another on the way! So **value for money** is paramount.

So now that I have my requirements set, the search begins. There are lots of options and lots of solutions. I don't want to craft my own (I know my limitations!) so I focused on the commercial offerings at all the usual sources. I compared what I found to my set of requirements.

- (1) **Positive connection to both the car and the supported bonnet.**
- (2) **Stainless Steel. Wolf Performance Stays use Stainless brackets and fasteners. Joints are cadmium coated. Stay rods, Aluminium for Light weight in the true Morgan tradition!**
- (3) **Attached under the bonnet and secured with a clip.**
- (4) **Open both sides of the bonnet at once.**
- (5) **Value for money.**

All the offerings appear to be viable and just about all of them met my requirements (2), (3) and (4), w/ my requirement (5) being subjective. And, do keep in mind that these are **my** requirements and your requirements may be different.

Many of the options reviewed however don't meet my first requirement, the one requiring a 'positive' connection to both car and bonnet. ***This is a personal thing, a safety consideration for me.***

Most of the offerings reviewed physically connect at the bottom of the rod, on the rearward bonnet catch, but only just loop over or fit into the bonnet itself, at the rear latch spring. Kept there by friction or tension. This won't work for me.

One offering that meet all of my requirements is Wolf Performance Ltd (www.wolfperformance.co.uk). Key is that;

- ***"Wolf Performance bonnet stays are locked into the open position and can only be released when the bonnet is to be closed i.e. not affected by the wind or being knocked causing the stay to fall."***

These stays connect to the lower bonnet catch (yes, you will have to drill a hole through the catch) and have a nicely designed and fabricated connector that attaches to the bonnet latch itself. Also available and not pictured, a fabricated connector for riveted bonnet latches. The connector accepts a ball joint at the end of the bonnet stay rod. Only by pulling on the spring loaded connector can the ball joint be removed, allowing the bonnet to be lowered and the stay stored along the Morgan wing. This is the sort of positive connection I need. And, that many of you might need as well.

Now all I have to do is discuss the use of these Wolf Performance Bonnet Stays on my three four wheeled cars with Cain, the inventor. (I'll worry about the F Super when it is closer to being finished.) Now it's time to revisit my **value for money** requirement!



[Note the small metal hook in the picture, parallel to the wing, is a bonnet catch extension used by some folks to gain added engine cooling. Ed.]





MORGANCARS-USA.COM 415.433.1344



Letters to the Editor . . .

LATEST MYSTERY CAR!! NO WINNERS YET!!

This mystery car is obviously a challenge for everyone. We haven't had a single guess yet. The hints provided in the last issue of the newsletter should give you some inkling of what it is. I also suspect that you young guns out there may be at a disadvantage. Another hint - This car was produced starting in the late 1950s. 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

Jackie Stewart / 'Weekend Of A Champion' Film - /SHAKEDOWN Trackdown (Long (25 minutes) video interview about the Roman Polanski film on Jackie Stewart at the 1971 Monaco GP and the 40 years that have transpired since.)

Unterbach - Saas-Fee (Mountain roads and a goPro . . .)

Review: Morgan 3 Wheeler (It's the one by The Hooniverse)

Morgan Sports car for steam (Some people have skills ... and time on their hands.)

Around Brooklands Race Circuit (Some current real world views and history, with a simulation of the entire circuit.)

Morgan 3 Wheeler Wows at 2013 Euro Fest Auto Show (New M3W in New Orleans. Now why aren't these folks in MOGSouth??)

Speedfest at the Classic Motorsports Mitty (The GRM's 2014 Mitty and the MOGSouth Morgans are in it!)



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 !!!

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

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

British Racing Green, Tan Leather Interior
3.9L Rover Engine, Original 3.5L included if desired.
Holley 390cfm, MSD Electronic Ignition
Right Hand Drive, 4 Speed Moss Box, Spot Lights, Bumpers, Weather Equipment.
Contact Peter Olson @ (404) 403-8197 for Price and/or more details.



Morgan Car Badge Collectors

[A note from Hermen Pol, in Holland. Hermen (plus4plus@live.nl) has updated the two websites he maintains, a Morgan History website (<http://morganhistoryinfo.com/>) and a Morgan Badge exchange (www.morganhistoryinfo.com/shop). They are still in work but definitely worth a virtual visit. The following talks to the Badge Exchange site updates. Ed.]

Friends, The website www.morganhistoryinfo.com/shop is evolving continuously. Badge collectors have shared their favourite examples on the page **COLLECTORS FAVOURITES** and anyone who wants to share his/her favourite badges and the story behind them is wholeheartedly invited to do so.

The page **WANTED** also has grown considerably. Anyone who is searching for a particular badge (or badges) can place up to 5 free ads, which gives you the right to place ONE bid, once the desired badge appears. If you are VERY keen, you can place a "TOP PRIORITY" ad, which means that once the badge in question comes available, you can do THREE bids - at the same time - and have a better chance to get the desired badge. Email with questions or for prices.

A new page is the one showing badges with a **THREE-WHEELER** connection, so if three-wheelers are your passion, check this page out. The page with **NEW ITEMS** gives the opportunity to secure one or more copies of the limited edition badges shown there, so don't be too late!

Also other types of Morgan regalia are offered, but if you are looking for a particular item, don't hesitate to drop a line. The item you want may be available, but not yet listed. Badges of other car makes or car clubs (like the AA, RAC, etc.) are shown on the pages MG items and Badges Other Clubs.

If you have any (selection of) badges which you would like to sell yourself, this can be done on commission basis, or perhaps we can agree on a comprehensive deal. Send me an email at plus4plus@live.nl to discuss.

Hermen Pol



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If there are fewer than three vehicles registered in a class, one trophy only will be awarded for that class. Participants are to pick their own class. BMCCF reserves the right to combine or add classes

Section "A" Pre January 1, 1985

Class	
01	Jaguar XKE
02	Jaguar XK 120, 140, 150
03	Jaguar Sedans/Coupe
04	MG T Series (All Models)
05	MG A Series
06	MG B Roadster - Chrome Bumper
07	MG B Roadster - Rubber Bumper
08	MGB/C GT Series - All Models
09	MG Midget & AH Sports
10	Austin Healey 100,3000 - Roadster Side Curtain
11	Austin Healey 3000 - Roll-up Window
12	Triumph TR Series: TR2, TR3, TR3A, TR3B
13	Triumph TR Series 4, 4A
14	Triumph TR Series TR6, TR250
15	Triumph Spitfire, GT6
16	Sunbeam Alpine, Tiger
17	Other British Sports Cars - not covered
18	MINI Original (all models)
19	British Sedans - not covered

Section "B" Post January 1, 1985

20	Jaguar Sports & Sedans (1985 to Present)
21	MINI - BMW (all models)
22	Other British Sports & Sedans (1985 - Present)
23	Foreign Sports & Sedans
24	American Sports & Sedans
25	Replica, R/R, Special Interest, Motor Cycles

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To sign up, go to: www.bmccf.org. Click on the tab at the far right - Car Show



Entry List for the 24 Hours of Le Mans

[Oak Racing returns in LM P2 with the Morgan-Nissan. Two other teams will run this P2 chassis / engine and two teams will run the P2 Morgan-Judd car which has BMW power. As of 28 April 2014 and may change. The race is normally televised, so check your local listings for channels and times. You can cheer on the Morgan Logo! Ed.]

N°	LM P1 - H	NAT	TYRES	CAR	Hybrid	DESIGNATED DRIVER	NAT	7
1	AUDI SPORT TEAM JOEST	DEU	MICHELIN	AUDI R18 E-TRON QUATTRO	Hybrid	Lucas DI GRASSI	BRA	
2	AUDI SPORT TEAM JOEST	DEU	MICHELIN	AUDI R18 E-TRON QUATTRO	Hybrid	Marcel FÄSSLER	CHE	
3	AUDI SPORT TEAM JOEST	DEU	MICHELIN	AUDI R18 E-TRON QUATTRO	Hybrid	Filipe ALBUQUERQUE	PRT	
7	TOYOTA RACING	JPN	MICHELIN	TOYOTA TS 040 - HYBRID	Hybrid	Alexander WURZ	AUT	
8	TOYOTA RACING	JPN	MICHELIN	TOYOTA TS 040 - HYBRID	Hybrid	Anthony DAVIDSON	GBR	
14	PORSCHE TEAM	DEU	MICHELIN	PORSCHE 919 HYBRID	Hybrid	Romain DUMAS	FRA	
20	PORSCHE TEAM	DEU	MICHELIN	PORSCHE 919 HYBRID	Hybrid	Timo BERNHARD	DEU	
N°	LM P1 - L	NAT	TYRES	CAR		DESIGNATED DRIVER	NAT	3
9	LOTUS	ROU	MICHELIN	LOTUS T128 - AER		Christijan ALBERS	NLD	
12	REBELLION RACING	CHE	MICHELIN	REBELLION R-ONE - TOYOTA		Nicolas PROST	FRA	
13	REBELLION RACING	CHE	MICHELIN	REBELLION R-ONE - TOYOTA		Dominik KRAIHAMER	AUT	
N°	LM P2	NAT	TYRES	CAR		DESIGNATED DRIVER	NAT	18
21	STRAKKA RACING	GBR	MICHELIN	STRAKKA DOME S103		Nick LEVENTIS	GBR	
24	SEBASTIEN LOEB RACING	FRA	MICHELIN	ORECA 03 - NISSAN		René RAST	DEU	
26	GDRIVE RACING	RUS	DUNLOP	MORGAN - NISSAN		Roman RUSINOV	RUS	
27	SMP RACING	RUS	MICHELIN	ORECA 03 - NISSAN		Sergey ZLOBIN	RUS	
28	PEGASUS RACING	DEU	DUNLOP	MORGAN-NISSAN		Julien SCHELL	FRA	
33	OAK RACING - TEAM ASIA	FRA	MICHELIN	UGER JS P2 - HPD		David CHENG	USA	
34	RACE PERFORMANCE	CHE	DUNLOP	ORECA 03 - JUDD		Michel FREY	CHE	
35	OAK RACING	FRA	DUNLOP	MORGAN - NISSAN		Alex BRUNDLE	GBR	
36	SIGNATECH ALPINE	FRA	MICHELIN	ALPINE A450 - NISSAN		Paul-Loup CHATIN	FRA	
37	SMP RACING	RUS	MICHELIN	ORECA 03 - NISSAN		Kiril LADYGIN	RUS	
38	JOTA SPORT	GBR	DUNLOP	ZYTEK Z11SN - NISSAN		Simon DOLAN	GBR	
41	GREAVES MOTORSPORT	GBR	DUNLOP	ZYTEK Z11SN - NISSAN		Thomas KIMBER-SMITH	GBR	
42	CATERHAM RACING	MYS	DUNLOP	ZYTEK Z11SN - NISSAN		Chris DYSON	USA	
43	NEWBLOOD BY MORAND RACING	CHE	DUNLOP	MORGAN-JUDD		Christian KLIEN	AUT	
46	THIRET BY TDS RACING	FRA	DUNLOP	UGER JS P2 - NISSAN		Pierre THIRET	FRA	
47	KOMG	HKG	DUNLOP	ORECA 03 - NISSAN		Matthew HOWSON	GBR	
48	MURPHY PROTOTYPES	IRL	DUNLOP	ORECA 03 - NISSAN		Tor GRAVES	GBR	
50	LARBRE COMPETITION	FRA	MICHELIN	MORGAN - JUDD		Jacques NICOLET	FRA	
N°	LM GTE Pro	NAT	TYRES	CAR		DESIGNATED DRIVER	NAT	8
51	AF CORSE	ITA	MICHELIN	FERRARI 458 ITALIA		Gianmaria BRUNI	ITA	
52	RAM RACING	GBR	MICHELIN	FERRARI 458 ITALIA		Matt GRIFFIN	IRL	
71	AF CORSE	ITA	MICHELIN	FERRARI 458 ITALIA		Davide RIGON	ITA	
73	CORVETTE RACING	USA	MICHELIN	CHEVROLET CORVETTE - C7		Jan MAGNUSSEN	DNK	
74	CORVETTE RACING	USA	MICHELIN	CHEVROLET CORVETTE - C7		Oliver GAVIN	GBR	
91	PORSCHE TEAM MANTHEY	DEU	MICHELIN	PORSCHE 911 RSR		Patrick PILET	FRA	
92	PORSCHE TEAM MANTHEY	DEU	MICHELIN	PORSCHE 911 RSR		Marco HOLZER	DEU	
97	ASTON MARTIN RACING	GBR	MICHELIN	ASTON MARTIN VANTAGE V8		Darren TURNER	GBR	
98	ASTON MARTIN RACING	GBR	MICHELIN	ASTON MARTIN VANTAGE V8		Stefan MUCKE	DEU	
N°	LM GTE Am	NAT	TYRES	CAR		DESIGNATED DRIVER	NAT	18
53	RAM RACING	GBR	MICHELIN	FERRARI 458 ITALIA		Johnny MOWLEM	GBR	
58	TEAM SOFREV ASP	FRA	MICHELIN	FERRARI 458 ITALIA		Fabien BARTHEZ	FRA	
60	AF CORSE	ITA	MICHELIN	FERRARI 458 ITALIA		Peter Ashley MANN	USA	
61	AF CORSE	ITA	MICHELIN	FERRARI 458 ITALIA		Luis PEREZ COMPANIC	ARG	
62	AF CORSE	ITA	MICHELIN	FERRARI 458 ITALIA		Yannick MALLEGOL	FRA	
66	JMW MOTORSPORT	GBR	DUNLOP	FERRARI 458 ITALIA		George RICHARDSON	GBR	
67	IMSA PERFORMANCE MATMUT	FRA	MICHELIN	PORSCHE 911 GT3 RSR		Enik MARIS	FRA	
70	TEAM TAISAN	JPN	MICHELIN	FERRARI 458 ITALIA		Matteo MALLUCCELLI	ITA	
72	SMP RACING	RUS	MICHELIN	FERRARI 458 ITALIA		Andrea BERTOLINI	ITA	
75	PROSPEED COMPETITION	BEL	MICHELIN	PORSCHE 911 GT3 RSR		Francois PERROD	FRA	
76	IMSA PERFORMANCE MATMUT	FRA	MICHELIN	PORSCHE 911 GT3 RSR		Raymond NARAC	FRA	
77	DEMPSEY RACING - PROTON	USA	MICHELIN	PORSCHE 911 RSR		Patrick DEMPSEY	USA	
78	PROSPEED COMPETITION	BEL	MICHELIN	PORSCHE 911 GT3 RSR		Xavier MAASSEN	NLD	
81	AF CORSE	ITA	MICHELIN	FERRARI 458 ITALIA		Stephen WYATT	AUS	
88	PROTON COMPETITION	DEU	MICHELIN	PORSCHE 911 RSR		Christian RIED	DEU	
90	B STAR MOTORSPORTS	USA	MICHELIN	FERRARI 458 ITALIA		Vicente POTOLUCCIO	VEN	
95	ASTON MARTIN RACING	GBR	MICHELIN	ASTON MARTIN VANTAGE V8		Kristian POULSEN	DNK	
98	ASTON MARTIN RACING	GBR	MICHELIN	ASTON MARTIN VANTAGE V8		Paul DALLA LANA	CAN	
N°	CAR DISPLAYING NEW TECHNOLOGIES	NAT	TYRES	CAR	Hybrid	DESIGNATED DRIVER	NAT	1
0	NISSAN MOTORSPORTS GLOBAL	JPN	MICHELIN	NISSAN ZEOD RC	Hybrid	Lucas O'DRONEZ	ESP	

As of 28 April 2014



NEW 2013 **MORGAN ROADSTER**
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 w/blue piping, Blue mohair top
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 NEW 2013 **MORGAN 3 WHEELER**
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 Preowned 2013 **MORGAN 3**
WHEELER Graphite Grey Metallic/Red
 2005 **MORGAN ROADSTER**:
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 2003 **MORGAN PLUS 8** Royal Ivory/
 Red Leather 35th Anniversary
 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
 1959 **MORGAN PLUS 4**
 DROPHEAD COUPE Kingfisher
 Blue, stunning restoration.
 1935 **MORGAN 3 WHEELER** MX4/
 SS Barrelback, "spectacular
 full 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

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2013 **PERANA GT** by
 ZAGATO 730HP/65speed
 manual or 430HP/AT
 2011 **ZOLFE ROAD ROCKET**
 2011 **ROLLS ROYCE SILVER GHOST**

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 2002 **FERRARI 575**
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1909



2014 US (and a few International) EVENTS

2014

Well, this is the 5th Newsletter of the year and we are nearly halfway through 2014. Wow!!

They say *'time moves quickly when you are having fun'* and for us, that means playing with our Morgans.

The summer brings us great driving weather and lots of regional car events across the region. **All good stuff!!**

It's obvious by the reports in this issue, that many folks are out and about in their Morgans. But, if you're not,

Go out and Play!!



The 2014 MOGSouth Events Calendar Is Here!

These dates should help in your 2014 planning. We already have dates for the Spring GatorMOG Noggin, the MOGSouth Spring Meet and a few other events. We still need to include more of the local regional events.

- **24 Heures du Mans**, Jun 14 - 15, Circuit de la Sarthe, Le Mans, France
- **Tour Patterson Pump, Camp Toccoa, & Currahee Military Museum***, Jun 14, POC Jack Claxton. Send an email to Jack to confirm your attendance and for the latest info. iclax5817@aol.com **See Details In this Issue**
- **MCCDC MOG 44***, Jun 27 - 29, The Mimslyn Inn, Luray, VA
- **Charlie Miller's Northern Pub Crawl***, Jul 8 - 23, morganpubcrawl@aol.com
- **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
- **3/4 Morgan Group's Autumn MOG 36**, Sep 19 - 21, Hancock, Mass (3 hours from NYC and Boston).
- **MOGSouth Fall Meet**, Sep 19 - 21, Highlands, NC - Hosted by Jim and Collette Clark **See Details In this Issue**
- **GatorMOG Noggin, Date/Location TBD**
- **The Petit Le Mans**, Oct 4, Road Atlanta, Braselton, GA
- **Brits at the Beach**, Oct 11, 321 Causeway Drive, Wrightsville Beach, NC **See Details In this Issue**
- **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**

[I have tried to add a few events to the Events Calendar that may be of interest to some of our members. Make sure you check out the calendar on a routine basis to pick up on the changes (both here in the newsletter and on the website (I try to keep them synch'd up but . . .) The latest additions include Jack Claxton's tour of Patterson Pump and near by military sites. Charlie Miller's next great Morgan Pub Crawl (New York and environs), the 3/4 Group's Autumn MOG 36, and Brits on the Beach in Wrightsville Beach, NC. If you have ideas or interest in hosting a local event please let me know so that I can update the website and newsletter. Ed.]



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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. 5/14

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

