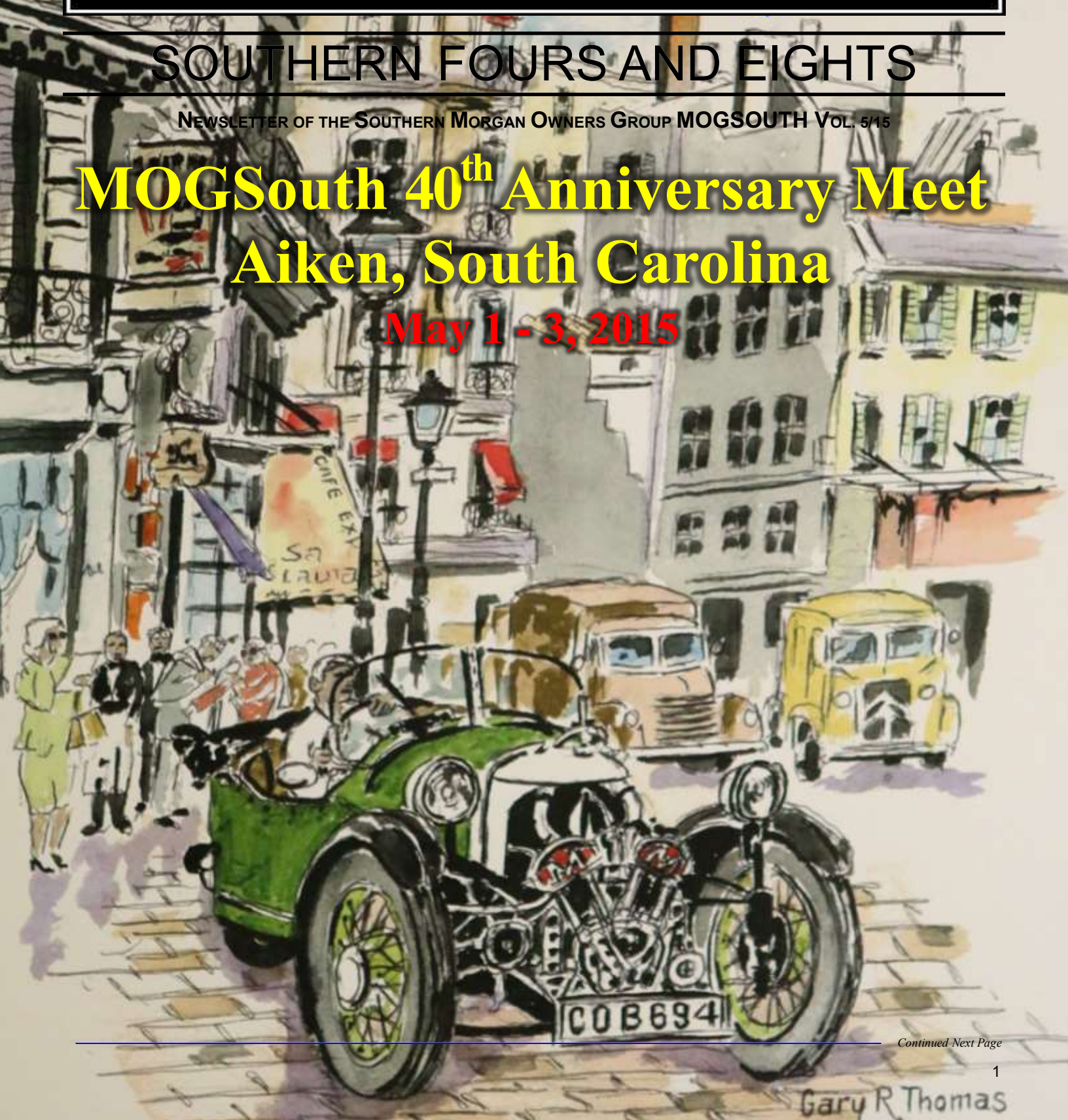


SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 5/15

MOGSouth 40th Anniversary Meet Aiken, South Carolina May 1 - 3, 2015



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Gary R Thomas

40

years. It makes you wonder. Some of us have been here all along. Some have only joined recently. So, why do we belong? Why did we join in the first place? Why do we stay? What is it about MOGSouth that attracts us, makes us want to participate, affiliate ourselves with others and sport a badge on our cars? Is it the activities of the club? Is it the aura of a collective group of Morgan cars that attracts us? Or, is it the people that gather every so often, that we want to see?

Or, is it all of these things?

But, what about tinkering? Is it the grease, the oil, or perhaps . . . the beer? Is it sharing knowledge and information? More like 'Misery loves company?' Is it just the company of others that have similar interests and desires? Others that have had those silly 'Morganesque' experiences, speak the same odd language? ***Or, is it all of these things?***

Maybe it's just the car? What is it about the Morgan that appeals? The history, the nostalgic nature of the beast? It is the character or the charm of something less common?? The David and Goliath nature of survival? Do we just revel in the smiles and waves of others? Like we have a secret we won't share. ***Or, is it all of these things?***

The forces of today's existence necessitate pursuits that support our subsistence and comfort, but are these vocations the fuel that really move us, or is it more likely the intangibles of mind, the visuals, the arts, the sounds, the loves, that drive our passions? And, is the Morgan one of these? **40 Years. It makes you wonder.**

Or, is all this philosophical nonsense, simply that . . . Nonsense? It's all just a good excuse for a party!! Regardless . . . Certainly 40 years is a milestone for the club and certainly a testament to the vision of the founders. We still survive, and are actually thriving, while many other Morgan clubs are fraught with in-fighting, political bickering and, as a result, shrinking membership. Certainly a shame to see.

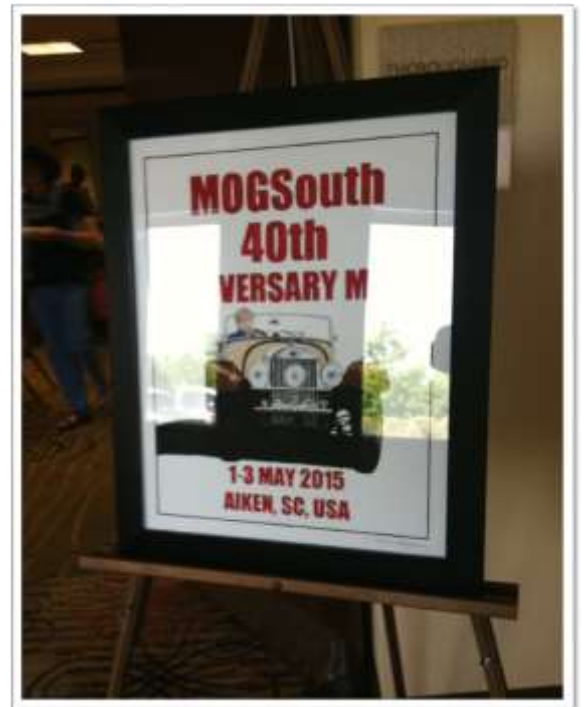
Our founders did us proud and it was our intention to thank them all at this meet. So, we researched the archives and, with a little help from Charlie King, we found them and invited them all to the meet. We were very pleased that 4 out of 5 attended. It was wonderful to see them. And just to remind you, the MOGSouth Founders are Mae (Councill) Ventress, Ed Zielinski, Larry Nelson, Charlie King, and Tom Badger (unfortunately Tom couldn't attend).

And, not only did our founders attend, but there were also a number of other Morgan community notables that attended as well. A true celebration of MOGSouth, but also a broader celebration of the US Morgan community. We had folks come from all over to play with us. There were folks from Canada, Morgan Sports Car Club of Northern California (MSCCNC), Ohio MOG, Morgans of Philadelphia (MOPS), Morgan Sports Car Club UK, Morgans Club of Washington DC (MCCDC), and of course MOGSouth and GatorMOG. Then, there was Bill Fink, our Honored Guest (and his step daughter Tcherek, all the way from San Francisco).

And, what a celebration it was! The 40th Anniversary meet was a fete beyond all others in MOGSouth history. We did things we've not done before (and are not likely to do again in the near future)! We had formal events, with real competitions, gave away real trophies and had a dinner banquet, with a real guest speaker. Wow! Maybe we've grown up?? . . . Ah . . . nope!

All in all, we had well over 120+ folks and 55+ Morgan cars at the meet. A few came and went per other demands on their time and only played for a day or two. Actually, there were a number of other Morgan people that registered for the meet but things came up at the last minute and they were forced to cancel. Had they all been able to come, our numbers would have been huge.

As for Andrea and I, this meet has been all-consuming for months. But, we weren't alone. It certainly couldn't have been accomplished without the help of a number of MOGSouth volunteers. Brian and Rosie Miller with meet registration, Carolyn and John Wade putting together the welcome bags, Chuck and Karen Bernath running the



An original Norris Haynes piece of Morgan Art. Norris painted this to commemorate the event, and it graced the door of the hospitality room all weekend.

All Photos, except as marked, courtesy of Lynn Craig.

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Gymkhana, Randy and Dale Johnson hoarding funds to make it all work financially, Dave Bondon and his great Concours judges and Graeme, Jenny, Emma and Robyn Addie who did everything possible to make this meet a success. Lots of onsite support from Ian and Barbara Shelmerdine and my sister Barbara, her husband Vince, and the world famous niece creatures, Colleen (and fiancé Aaron), Shannon, and Paige. And, it is only appropriate to mention the Hilton Garden Inn, Rose Hill Estates and Stables Restaurant, the Augusta Sailing Club and Woodside Country Club for all their support.

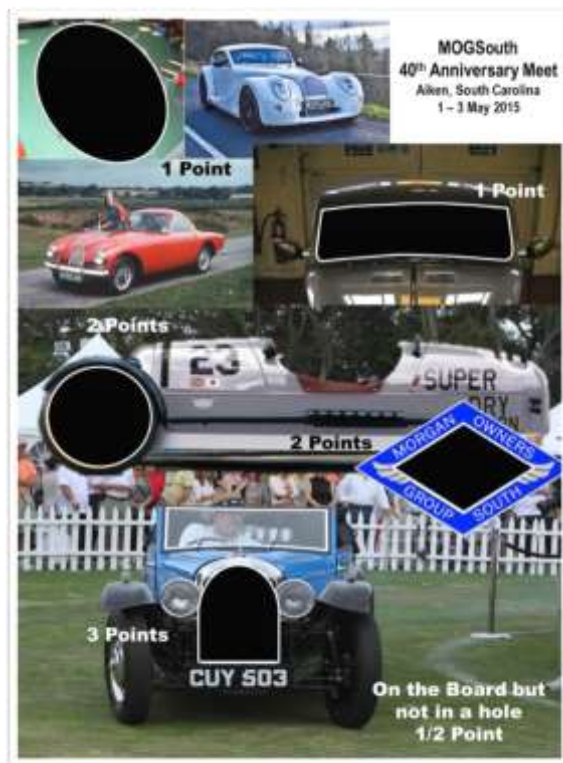
Ian and Barbara Shelmerdine were in country (they split their time between the UK and Florida) for the meet and it only made sense to offer them a ride to Aiken as we had two cars to take and could really use the company on the trip. It was best to start early from our house (I hate to drive all day and then arrive exhausted, late in the evening, in the dark), so Ian and Barbara came up on Wednesday and stayed the night. Lots of talk of Morgan things, a few glasses of wine and a barbequed steak. Good time.

On Thursday morning, Andrea and Barbara rode up in the . . . well, soft and fluffy, air-conditioned SUV, and Ian and I drove up in Ugly Betty, the Plus 8. About two-thirds highway and one-third back roads. The trip was basically uneventful, but reasonably long, some 8 hours with stops for gas and lunch. The Plus 8 was actually quite comfortable, but we did get a bit of sun and wind. But, after 8 hours, and the fact that Betty is true to her breed and is a Morgan, it took a good two beers before my butt recovered from the drive. We parked the Plus 8 in the hotel parking lot and surprisingly, there were already quite a few Morgans in the parking lot. We got there early enough to relax, knowing that the real festivities didn't start until Friday. We found a beer, a nice dinner and a enjoyed a bit of a rest.

Friday morning was a busy time. I had to get over to Graeme and Jenny Addie's home and then down to their dog park in Augusta to get my DHC and its trailer. I had driven it up to Augusta a few weeks earlier to ease the logistics of having two cars at the event. (I actually wanted to bring a third Morgan, my propane 4/4, but the needed king pins never got fitted.) After a bit of breakfast Ian, Barbara, Andrea and I all piled into the SUV and headed to Augusta. We stopped at Graeme and Jenny's home, played with their dogs some and then headed out to the dog park to collect the trailer and DHC. Graeme had played with the DHC's brakes some, as I had mentioned that they weren't all that good when I dropped the car off. Now they are great! I was actually a bit leery to drive the car in traffic for fear I would find myself in some situation that required brakes beyond those that I had. He also gave the car a good report card for engine and transmission. It is now fully roadable and those of you at the meet saw me running the DHC all over Aiken. Thank you, Graeme! I didn't however take it on the run to the Sailing Club. It had alternate duties.

But, more important things first. We needed to stock the hospitality Room. Off to Walmart and Publix and beyond. Beer, wine, coolers, ice, waters, chips, dips, nuts, plates and on and on. Folks traveling will be tired and thirsty and their butts will hurt. Yeah! That's it. The hospitality room is medicinal! The Shelmerdines helped Andrea and I with the shopping (and their help was absolutely invaluable!) so four shopping baskets and a very full SUV later, we were back icing down the beer.

Friday afternoon was a bit of an unknown (in terms of how many would be there or still traveling) so we scheduled the Gymkhana to amuse those that were there. We blocked off a sections of the Hotel's back parking lot and set up a drivers test, a mini bean bag toss and a Morgan car parts identification station. There were cones and tape and measurements and points, and everyone who played seemed to have great fun. I went through in the 1938 DHC twice, once with my oldest niece, Colleen, and once with my middle niece, Shannon. The youngest niece, Paige, was there somewhere but I couldn't find her at the time. The hardest bit was actually turning the Series 1 DHC. The turning radius on this thing is huge, it's seemingly twice the size of New Hampshire.



Mini Bean Bag Toss in the Gymkhana. The 1st Place Gymkhana winner took this board home! Photo MNB.

Dinner Friday evening was unscripted and folks went into downtown or went to the local restaurants surrounding the Hotel and the Aiken Mall. Some even opted to stay the Hotel and use the Hotel's restaurant or do like we did and ordered in pizza. We sat in the MOGSouth provided hospitality room drinking adult beverages and eating pizza. And, we were selling Regalia in the hospitality room. Regalia is really something atypical for MOGSouth. We had hats and visors, patches and pins, car badges, T-shirts and MOGSouth 40th Anniversary labeled red and white wine. Also, in lieu of having a commemorative car badge, we had a simple brass plaque to affix to the front of the MOGSouth badge that said "1975-2015 40th Anniversary." This brass plaque is definitely something unique amongst the Morgan clubs, and it saved everyone a few bucks and kept MOGSouth from carrying expensive inventory.



Photo MNB.

In order to be allowed to use the downtown Aiken Festival Center Saturday afternoon, with all the parking areas cordoned off for the Morgans, we had to be partnered with someone in the Aiken County government. That someone turned out to be the Aiken County Historical Museum. And, the Museum put together a very nice Morgan car exhibition Saturday morning and asked us for a speaker and a car. The speaker and car turned out to be Ian Shelmerdine, myself and the DHC. We spent the morning answering questions about the Morgan car and had a great time at the Museum while the rest of the crowd went up to the Sailing Club. Andrea and Barbara Shelmedine again went shopping. The hospitality room was completely depleted by the Friday night crowd. One of those 'strange but true' events. So we needed to restock. Thank you Andrea and Barbara!

The run to the Augusta Sailing Club was quite scenic. Although, I didn't go on the run on Saturday, I had run this route quite a few times before. The last was to verify the route and the 'Scavenger Hunt' questions Graeme's daughters Emma and Robyn had come up with. I was the 'test dummy' of sorts . . . how appropriate! The planned rest stop in Edgefield turned out to be quite the event for that small town. The town square was overflowing with cars (I think a local Corvette Club was there as well). Even the town's mayor came out. The response to the 'Scavenger Hunt' questions was universally positive and the competition was very tight. Some folks even tried to provide added data for 'extra credit.' In the end however the winners were an obvious choice.



Edgefield SC. The town was awash with Morgans and even the Mayor came out to welcome the crowds. And, it was only a 'rest stop' on the run to the Augusta Sailing Club.

We finished at the Museum just in time to get down to the Aiken Festival Center before all the cars returned. The mass of Morgans coming into town was quite a sight to see. Downtown Aiken is a treasure and our spot on Newberry Street, with the climbing vines, covered picnic table, statues and fountains was absolutely wonderful. I coerced my nieces into helping with the parking and passing out People's Choice ballots to the Aiken town folks and others ogling the cars. The ballot box was filled with a good number of ballots and the local Aiken folks and town visitors seemed to appreciate the opportunity to see the cars and to vote on their favorite. The source of my DHC's flat battery was my continual demonstration of the trafficators and starting the engine for the curious. I had the technology to charge it back up but never got around to it and instead spent the rest of the weekend push-starting the car.

A wonderful People's Choice Award was provided by Dave Bondon (I understand was assembled with help from the grandchildren) and presented Sunday night at the banquet to Graeme Addie and his lovely F4. Certainly a crowd pleaser and a lovely car. And, this car is no trailer queen - it went all the way to the Sailing Club and back!

For Saturday, we again left dinner up to the crowd. Just too many folks to try to plan anything. Many stayed downtown and took advantage of all the great restaurants and cafes in Aiken. Some came back to the Hotel and walked to the local restaurants around the Aiken Mall. It was Kentucky Derby Day and many folks wanted to see the race, so they frequented the many sports bars in the neighborhood. Then as is the norm for MOGSouth meets, the hospitality room filled up with Morgan stories and the natter and noggin continued late into the evening.

Sunday morning's Concours necessitated an early start. The Morgans left the Hotel at 8:45AM to convoy over to Rose Hill Estates. The route was simple but positioning the cars within the estate was like herding cats. Lots of cars, distributed all over the place. The estate was a walled, southern estate, right in the middle of downtown Aiken. A city block of formal gardens, out buildings and the stables from a past era. There were walls and steps and places cars couldn't go. Very pretty but not the typical Morgan Concours field. We had plotted out the spaces and the routes the cars could take within the estate, but once on the ground, everything changed. But, it was all good and the cars found spots and got arranged into groups so the judges could do their thing. Morgan Spares found an appropriate spot to set up a table of shiny Morgan piece parts and treasures which attracted a huge crowd of folks. Business was so good, Linda and Larry had all they could do to find time to eat.

Brunch was served buffet style in the main estate house and it was superb. This is the first time we (or any other club I know of) have tried a brunch and Concours together and it seemed to work out quite well. Normally folks sit around in camping chairs and wait for the judges to come look at their cars. Getting wet or sunburned, depending on the weather. This gives folks something else to do. Having brunch during the Concours got everyone up and away from the cars,



Lynn Craig's wonderful artwork at Rose Hill and the Concours Field. A Kaleidoscope of Morgans. What a wonderful scene!

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letting the judges poke and prod and do what they do. Everyone seemed to enjoy the change. There were folks all over the estate, looking at the flowers, trees and of course . . . the cars.

And, while we are on that subject . . . we had four (4) Series 1 4/4s there. We had three pre-war, vintage F4s. The most I have ever seen in one place! We even had a few 'modern' cars . . . with two 2005 Aero 8s and three M3Ws. Then there were the countless Plus 4s (to include two DHCs and two Flat Rads), both carbureted and injected Plus 8s and shiny new Roadsters. And, of course the wounded, unfortunately left in the Hotel parking lot, a 1936 Matchless Super Sports, a Plus 4 and a few more plus 8s. (One of the Plus 8s was mine. Ugly Betty's gremlins again! This time the fuel pump failed, but oddly enough, I had a spare fuel pump in the tool bag. How lucky was that! Fuel pumps have been an ongoing issue with this car. But that's a story for another time. It was fixed on Sunday afternoon, with the help of Chuck Bernath and others.)

After the Concours, folks returned to the Hotel to clean up, revisit the hospitality room and to get ready for the evening's festivities, the 'big' awards banquet. The banquet was held just a mile or so from our Hotel at the Woodside Plantation Golf Country Club. They prepared a wonderful buffet dinner for us. And eating was our first order of business. We played two videos for entertainment while we ate. One honored the MOGSouth members that have passed on, but are still fondly remembered and the other video was a slide show of historic MOGSouth pictures. Wow, some of us just have not changed at all! Some, on the other hand, are barely recognizable now?? After the dinner, we started the more formal acknowledgement of our Founders, the Club's Supporters, and the presentation of awards. Charlie King reminisced on the early days and the thoughts behind MOGSouth. All very much appreciated.

Many of the other clubs routinely have award banquets, but this was first for MOGSouth. MOGSouth doesn't really have competitions, nor does it typically give out awards. The only award the club normally gives out is the Mother Courage award at each year's Christmas Party. We had some 'fun' awards for the fun events, e.g. the Gymkhana and Rally/Scavenger Hunt, and the wonderful People's Choice Award that was provided by Dave Bondon.

Gymkhana winners took home pieces of the Gymkhana apparatus and Rally winners took home original Morgan artwork. All three of the lovely F4s were honored with special 100 Years at Pickersleigh Road car badges. Tcherek Kamstra (Bill Fink's step-daughter) designed this lovely badge and gave us these three special car badges so it was quite appropriate to recognize these historic Morgan veterans.

Dave Bondon presented the People's Choice award for the crowd favorite of the downtown Aiken show to Graeme Addie and his lovely F4. The awards for the Concours were somewhat fancy and a bit more formal. They were engraved glass and quite nice. Dave Bondon again made the presentations, with help from his wife, Marilyn. The Best of Show award was presented to Gene Spainhour and his 'just finished' F4. In presenting the Best of Show award, Dave was assisted by the Honored Guest and Honorary Chief Concours Judge, Bill Fink, whose responsibility it was to pick the Best of Show Morgan. Well done! It was a very, very pretty car!



The Plus 8s were positioned, tightly, into one of the few rectangular fields on the estate grounds, but when they started to leave it was a bit like the old sliding tile game we all remembered. Each car moving one way, so the next could move another way. (Tile game is courtesy of Gene and Betsy McOmber.)



Julie Craig with our Honored Guest, Bill Fink. Bill served as Honorary Chief Judge of the Concours.

Then Bill Fink provided a few words on his recollection of getting the Morgans to pass the bureaucratic morass of the late 70s, working with Peter Morgan and Maurice Owen to get Propane approved for use, and starting his business in San Francisco.

Most of you probably know the story of Bill Fink however, I'll provide a quick synopsis here. Bill rowed for Yale. In 1962, he competed in the UK and bought a Morgan. He was hooked. He then went to Keble College and rowed for Oxford University and was part of the famous "Yanks at Oxford" who were invincible on the river. In 1968, two things occurred. Oxford was unbeaten, and the Morgan was barred from entry into the U.S. Bill saw an opportunity and he was soon importing used Morgans to the U.S. He'd buy a 4/4 in London for about \$2000, convert it to left-hand drive himself, ship it to California for \$150 and sell it there privately for between \$3000 and \$4000.

Then came the Plus 8. It was initially legal in the U.S. due to exemptions and waivers, but by 1971 Morgan's exemptions ran out and Rover announced it was pulling out of the U.S. Bill went looking for solutions and settled on propane. Bill was able to convince Peter Morgan to go with propane, however, Rover would not warrant the V-8 on propane. Stymied again, an attempt was made to get a U.S. Pinto gasoline engine in a 4/4 but it was unsuccessful. Then in 1977 it all came together, a international gas crisis helped, and Bill was able to finally convince the DOT, EPA, and the folks in the UK that his design for a propane Morgan with modifications would work. In the end, Bill Fink spent eight years and oodles of his own money chasing the legalization of Morgans for the U.S. Without his efforts the U.S. would not have had Morgans for over two decades. As Car and Driver asked at the time **"Why - were these merely the compulsive throes of men obsessed?"** ***"Partly that," says Fink and partly the honesty of the car. They're good, simple things. I think anything that gets us back to basics is worth struggling for."***

We all are indebted to Bill for his extraordinary efforts. Having him as our Honored Guest made the evening all that more special. Thanks Bill!

And, I am one of many that is personally indebted to Bill Fink. I bought my first Morgan, my 1981 4/4 from Bill, new, and I still have it. Some 25 years and many miles later it still runs strong and still runs on propane. With all my other Morgan stuff, some say I am a bit possessed. **As far as I am concerned, however, it is all Bill's fault!**

Following the banquet we all headed back to the MOGSouth hospitality room and resumed the traditional noggin and natter. I was relieved that the weekend was over and had gone as well as could be expected. The weather had cooperated all weekend and all the many moving pieces fell into place like a well oiled Moss Box.

Monday morning came way too soon and it was somewhat anticlimactic for me. Nothing left to do except say goodbye to everyone and make the long trek home to Florida. At least I had company. Ian Shelmerdine was my again my copilot and his companionship made the drive seem a lot shorter than it actually was.

It was a warm drive with the sun beating down on us and the wind in our face. And, of course we had the top down. We probably should have had a bit of sun screen but it didn't seem necessary at the time. We had a bit of a disconnect with Andrea and Barbara in the SUV pulling the DHC. They went through a few yellow lights and, of course, we got stopped by red lights. Then we caught back up and all was good again. Then a few minutes later, it happened again. This time Ian and I never caught up with them, even though we exercised Ugly Betty a bit trying. Finally, we pushed on alone, not actually sure where they'd gone, but in the end, we both arrived back in Sanford some 30 minutes apart. It would have been smarter to have some contingency plans, working cell phones, semaphore flags, etc., but we failed miserably in doing any planning for ourselves. Well, we got home safely . . . and dare I say comfortably . . . in the Morgan.

Wow, what a weekend!! Hard to remember another meet quite as fun. Again, thanks to all for coming and a special thanks to those that helped make it all work. **Happy 40th Anniversary!**



The MOGSouth hospitality room with the ever-engaging noggin and natter. It was, as it typically is, the hub of communication and discussion at our meets. That and we like to socialize.



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For Sale - Rare 60's British "Giant-Killer"
1965 TURNER MK III Vintage Racecar - #65-647

Car is chassis number 65-647, one of the last cars actually produced by Jack Turner's shop. Turners were well regarded as fast and competitive racers that punched above their "weight class." This car came with the more desirable English Ford 1500, also used in the Morgan 4/4. Ted Wenz, at MWE (now of Savannah Race Engineering), built this fast, reliable engine. There are only around 53 examples of the Turner MK III known to survive worldwide. 65-647 is fast, nimble and fun. The engine pulls strongly from 3,500 to over 7,500 rpm. It has great brakes, good balance and always rewards good driving.



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MORGAN AERO 8 NEW DETAILS <http://www.pistonheads.com/>

Fifth-gen Aero 8 shown with the roof off ready for summer (but you can't buy it until autumn)

A flat cap, a V8 Morgan and a country road - looks rather idyllic, doesn't it? These are the first images of the new Aero 8 with the roof down, *plus a rendering of the car with the mohair hood up*. The car at Geneva was with the hardtop in place, obviously...



Unfortunately the car won't be available to enjoy this summer - production is set to begin in Q4 this year. Morgan says it will continue to update the Aero's development, including progress on that roof, over the coming months. The 19-inch wheels seen on the rendering are confirmed though, the multispoke design inspired by the Aeromax wheel while being lighter and more rigid than that rim.

A return to open top motoring (because driving is far too common a verb) for the flagship Morgan means *both the Aero Supersports and Coupe will cease production*. A design heavily influenced by those cars, plus the hardtop said to make the Aero a coupe, will have surely played a part too.

The clamshell is a fairly dramatic way of storing the roof, Morgan claiming the view of a long rear deck echos that of a boat while also 'enhancing the sense of adventure and escapism.' There's some luggage space left too, plus more effective air-con, so there's no excuse not to take a weekend in the country.

Morgan says *this latest Aero 8 is the most refined Aero product to date*, and a wider range of options than ever before will ensure every car is unique. Blue with tan already looks pretty good from here! Expect more from Morgan over the coming months before sales commence, including just what that roof will actually look like.



A MORGAN SPEEDSTER PROVES THAT ROOFS ARE OVERESTIMATED

<http://www.carscoops.com/>



Morgan has been building cars for a century now and in order to celebrate the occasion, they've built something even more theatrical, the Morgan Plus 8 Speedster.

Limited to just 60 units, the Morgan Plus 8 Speedster needs no roof or side windows or even a proper windshield to offer an entertaining experience behind its wheel. XCAR wears its goggles, fires up the heated seats and tries not to smile all the time.

If you like the unmistakable retro silhouette of a Morgan and believe in keeping things simple then you'll love their latest creation. And just look at those gorgeous wheels.

All you need after all is a big-hearted engine with side-exhausts singing its tunes and a nice manual gearbox to stir.

As long as it's not raining.

IS THE SPEEDSTER PLUS 8 THE COOLEST MORGAN EVER MADE?

<http://jalopnik.com/>

Morgan built just sixty of these speedsters to celebrate its centenary, and they are all sold out by now. Driving experiences don't get much purer than this.

Morgan's mission is to keep the tradition alive. It's up to them, it's their responsibility. Who else is going to do it?

Look at the Plus 8 Speedster. It's got a big, powerful V8, side exhausts and no windshield, because glass is heavy and should have no place on a sports car. Google it!

There will always be people out there who find even the Aero 8 a bit too modern for its own good, but want Morgan's latest technology in their cars, meaning the same aluminum chassis instead of the classic steel underpinnings, plus the correct number of BMW's horses under that long hood linked to a six-speed manual.

Since it's 2015 and not 1935, you can also opt for flappy paddles, but honestly, you might also want to get a windshield while you're there. The Plus 8 Speedster won't be your cup of tea.

Is the new Porsche Boxster Spyder a better "pure" sports car? Certainly. *But this is a wider grin.*



MORGAN THREE-WHEELER: CAR REVIEW <http://www.theguardian.com/>

White scarf? **Check.** Goggles? **Check!**

Then you are ready for take-off in Morgan's charismatic three-wheeler

While We're Young, the hilarious new film from Noah Baumbach, is about a pair of 40 somethings who develop a couple - crush on two freewheeling 20 something hipsters. The youngsters live in a house (well, a converted water tower in Harlem) filled with vinyl, typewriters and old VHS tapes. At one point, a gaping Ben Stiller turns to Naomi Watts and says in disbelief: "It's like everything we threw out – except it looks good..."

The same could be said of this wonderfully retro three-wheeler. Morgan has thrown out everything that makes driving a car the digitally mastered, electronically controlled experience it is today and gone right back to basics.

There's no stability control or traction control, no power assisted steering or power braking. Actually, there's no stereo either, or roof, or doors. A First World War flying ace would feel right at home in the stripped-down cockpit with its bare metal and snappy rocker switches. A white scarf and aviator goggles are almost mandatory.

The first thing that strikes you about the three-wheeler is just how small it is. It barely comes above your knee and when you sit in it you can reach out and put your palm flat on the curb. You step in and out of it as you would a small dinghy. You sit so close to the tarmac that you're terrified you're about to be steamrolled by a grunting Chelsea tractor. But, in fact, this car is such a crowd-pleaser that the traffic parts ahead of you. People wave, bikers give you the thumbs up, taxi drivers smile... *the Morgan is a happy pill on wheels, for passers-by and for you.*

The engine – a throbbing brute of a V twin – is built by S&S which also makes engines for Harley-Davidson. Legally speaking, this three-wheeler is classified as a motorcycle, but you can use it on a driver's license and you don't need a helmet. *[Depends on what State it is registered in, within the US. Ed.]* The polished, multi-vented 1,982cc unit sits out in the open, stuck on the front of the car between its two skinny front tires. It's air-cooled and it certainly gets plenty of air out there. It sits on rubber mounts and shakes and shudders alarmingly. The engine powers you through a five-speed gearbox that's been pinched from Mazda's MX5. So, part car, part bike, part plane...

Morgan has been building three-wheelers like this for more than a century at its family-owned, independent factory at the foot of the Malvern Hills. In fact, they didn't get round to building cars with four wheels until the end of the 1930s. When you enter the factory, the first thing you see are carpenters at work, which seems odd in a car factory. But Morgans have historically been built on ash frames. This means no rust. *[True, I have never see Ash rust! However, if there is steel attached, it will certainly rust. Ed.]* It also means it's very simple to rebuild a wrecked sports car and the workshop is full of 40, 50, 60-year-old barn finds being brought back to life.

This wee beastie is based on a similar model that dates from the 1920s. It has a steel frame and on top of that sits an all-aluminum fuselage. Inside the details are wonderfully period. At the center of the dash is a covered starter button (with a little flap to flip up like a bomb release). The cross-stitched leather seats are deep and comfy while the leather hinges and straps all add to the heritage character.

Press that bomb release and the fun really starts. The drive is thrilling and entertaining. The skinny tires jump about over ruts and bumps and you need two hands on the wheel at all times. *The engine snaps, crackles and pops. It's immersive. You feel everything.* You smell the petrol and the heat of the exhaust as you carve your lines. *It really is a blast from the past – an analogue auto for the digital driver.*



Chocks away: Morgan built its first three-wheeler in 1909.



Power of three: Morgan's epic free-wheeling 3 Wheeler is a real head turner.

BEAUTIFUL RETRO CARS SELL VINTAGE BRITISH COOL TO THE WORLD

<http://www.cnn.com/>



Beautiful retro cars sell vintage British cool to the world - British car maker Morgan Motors has been in business for 106 years, and its cars retain a vintage look.

Traders highlights the business of global trading by showcasing extraordinary individuals worldwide who are trading goods and services across borders.

In 1969, at the height of his powers and with "Sympathy for the Devil" filling dancefloors, Mick Jagger drove with girlfriend Marianne Faithfull to a London court to face the latest in a series of drug charges in a lemon yellow Morgan Plus 8 sports car.

The star's arrival at the court was captured by hordes of photographers and splashed around the world as an example of quintessential British cool.

Jagger may have displayed impressive longevity in his career, but his ride has also stood the test of time.

Morgan Motors is Britain's oldest independent car manufacturer, and since Henry Frederick Morgan's first three-wheeler rolled out of its Malvern factory in 1909, the signature wooden frames have stood for the best of British tradition from the racetracks of Le Mans to the fashion capitals of Europe.



Rolling Stone Mick Jagger in his classic Morgan Plus 8, in 1971.

Morgan has never changed its formula. Each car is hand-made at every stage, from fabricating the hood to stitching the upholstery, consulting the buyer at every step. The personnel also maintain the legacy, as this has always been a family firm -- despite the recent, bruising departure of former director Charles Morgan.

Expanding the empire

But to survive this long in an unforgivingly competitive marketplace has required a hard-nosed, internationalist outlook. Over 60% of the 1,000 cars Morgan produces each year are sold abroad to customers from Paris, Tokyo, Athens, Dubai, and dozens more dealers around the world. While sales have slowed in Europe, they are growing rapidly outside the continent, from \$10 million in 2012 to \$13 million in 2013. In 2013, the company launched a new showroom in Beijing, and partnerships in Latin America and the Middle East are imminent.

The company plays heavily on its illustrious past in developing the business, says managing director Steve Morris.

A lot of the interest in Morgan comes from us being very true to our roots," says Morris, who spent decades working his way up from the shop floor to the top job. "In new markets it becomes a nice selling point because the 106 years of heritage are fascinating for people when they do the research, and being family-owned adds another element."

Morris favors the personal touch when it comes to forming partnerships.

"With China, I just threw my laptop over my shoulder and went there for a fortnight," he says. "My approach is to make contact with possible dealers, meet them and look at their business plans ... I have to ask whether the customer will be sufficiently looked after.

"Dealer training is a massive issue and if you work with a partner you want to ensure they have the technical capability. This usually involves an intense training course at our factory."



Managing Director Steve Morris

Updating and adapting

Expansion can be fraught with regulatory hurdles. The company has long been frustrated with the United States, which imposes a variety of demands from state to state that require costly modifications, so it only sells lightweight three-wheelers there. In Australia, cars have been re-designed to meet noise restrictions, while China has a government distributor that must be worked through.

Morris stresses the need to roll with the times and produce innovative designs. The high-end cars, such as the imminent \$200,000 Aero 8, feature cutting-edge aerospace design and powerful modern engines. The company has also been at the forefront of green driving, with the hydrogen-fueled "Lifecar" among its design achievements.

"Carbon taxes have been a huge challenge," says Morris. "Like every manufacturer we must work toward these new technologies."

But by far the biggest hits remain the classic three-wheelers on which the company first built its reputation, accounting for over half of Morgans sold around the world. The distinctive trikes that sell for \$50,000 have become a favorite of private member's clubs.

"The three-wheeler represents driving fun at its most simple -- no power assistance, skinny tyres and an exposed driving position," says Jon Burgess of Classic Car Buyer magazine. "It looks like nothing else on the road and should you feel the need, you can decorate it with stickers from the factory. You can also watch it being built, which is a rare treat in the age of spreadsheets and slush molded plastic."

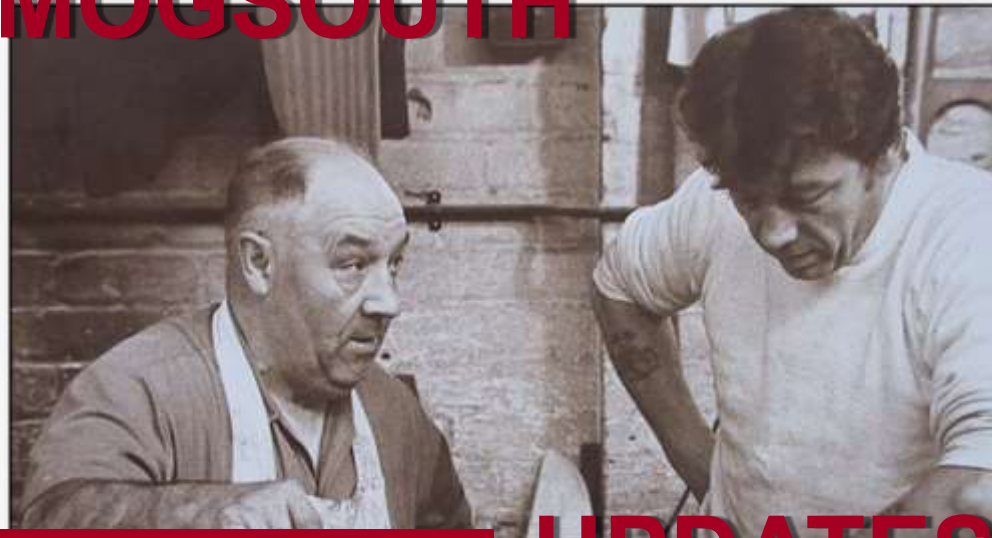
While competitors focus on speed and power, Morgan will keep capturing the market for time machines.



The hydrogen-fueled Lifecar



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

I don't know about you, but I am still recovering from the 40th Anniversary Celebration / Spring Meet. I am trying to get back into the routine but it's not really working.

There have been discussions around the next GatorMOG Noggin so watch the newsletter and the web site.

Getting GatorMOG together seems a lot harder than getting the much larger MOGSouth to convene somewhere. I wonder why that is??

Anyway, if you have updates we to share, send them in and we'll make sure everyone knows!!

MONTHLY CLUB GATHERINGS !!

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) - **897 West Town Parkway, Altamonte Springs, FL 32714**

OTHER ANNOUNCEMENTS OF INTEREST !!

MOGSOUTH MEMBERSHIP ROSTER UPDATE

The 2015 version of the MOGSouth Membership Roster has been distributed - three times. **You don't need to know what was changed in each revision, just discard the earlier Revisions (1 and 2) and use Revision 3.**

Please review these Membership Rosters immediately when distributed. If there are still issues with Revision 3, be advised that we won't update the roster again this year. Send any corrections to Randy however so that we have them in our database for the next roster. If there is information on the membership roster that you would prefer not be published, just let us know.

We use an **Email contact list for communication**, so in order to receive communications from MOGSouth about upcoming events, newsletter availability, etc., you must provide us with your email address or miss out.

MOGSOUTH AND MORGAN REGALIA

STILL A FEW THINGS REMAINING AFTER AIKEN

We sold out of many things in Aiken, but we still have a few bits left over. We still have a few **MOGSouth Car Badges** and **GatorMOG Car Badges** available. (Contact Rick Frazee for GatorMOG swag.)

And, to go with them, there are still **MOGSouth pins and patches**, as well as **GatorMOG pins**.

We also have the very popular little **brass plaque commemorating the 40th Anniversary**. This plaque fits on the front of your current MOGSouth badge.

Randy Johnson has a few **MOGSouth hats** remaining after the Aiken meet, as well as a few of the lovely **sequined Morgan silhouette sun visors**. There were only a few of these items available and they were quite popular at the Aiken meet. If you are interested, don't procrastinate, or you will miss out.



AND OTHER THINGS YOU SHOULD KNOW !!





5TH ANNUAL

TARTAN DAY SOUTH

HIGHLAND GAMES & CELTIC FESTIVAL

MARCH 26TH - 29TH 2015

THE 9TH ANNUAL CAROLINA BRITISH CLASSICS AND TARTAN FEST MARCH 28TH, COLUMBIA, SOUTH CAROLINA

What a great day for a British car show and Tartan Fest! After heavy rain the day before, we had our fingers crossed that the show day would have good weather. Though it was pretty windy, there was plenty of sunshine to dry out the infield of the old Columbia Speedway and the cars started to pour in the gate early Saturday morning. By the end of the registration period, over 122 cars had entered the show. Of those, there were 3 Morgans, only one belonging to a MOG South member- Darryl Beech from Charleston. The Morgans got a lot of attention all day and the owners had a good time chatting with the many visitors and each other! On the other half of the infield the Tartan Fest was running wide open. There were band and music competitions, dancing, lots and lots of bagpipe music and many vendors selling food and souvenirs too. I attempted to get more MOGSouth members to attend our British car show this year by sharing the hotel info and the hospitality suite the Sunbeam group use (they had 14 cars at this show and made a weekend out of this show) but not much luck this year. Maybe next year? Come and join us!

Eric Gibeaut



[This does look like a good time with all the other Tartan games and activities, beyond just the car show. Might be just the thing to plan on right as the weather starts to get good! Ed.]



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

The Morgan Motor Company is teasing pics of the new Aero 8 soft top and wheels. They have only released this artist's rendering so far. The top to me looks very much like the current traditional Morgan, so I suspect the bows and folding methods are pretty much the same as well.

And, the wheels . . . well to me, they don't look that different from the original Aero 8 wheels. Perhaps I am missing something?

AERO 8 LATEST NEWS: FIRST LOOK AT SOFT TOP AND WHEELS



<http://www.morgan-motor.co.uk/>

Following the hugely successful launch of our new Morgan Aero 8 at the Geneva Motor Show 2015, we are delighted to update you with the latest developments from our R&D team. As well as dynamic and visual changes, the Aero 8 also signifies a return to soft top motoring for our flagship range. The attached rendering is the first impression of how the stow-away soft top will look. The hood is undergoing our testing process and we look forward to bringing you images and video demonstrations very soon.

In addition to this we have also finalised wheel options for the new car. As well as the range of wheels we currently offer on our aluminium platform vehicles, we are also excited to announce the addition of a new 19inch multi spoke alloy wheel. This new wheel takes both classic and modern influences, whilst being lighter and more rigid than other wheels in the range. We look forward to bringing you further updates and information on the new Aero 8 very soon.

This image is a rendering – final production cars may differ slightly to the car shown, we will be releasing further images during the coming months.



ASTONISHING MORGAN MOTOR COMPANY SP1 CAR WAS CONSTRUCTED WITH 3D PRINTED PARTS <http://3dprint.com/>



Morgan Motor Company SP1

Dating back to 1909, family-owned British automobile manufacturer Morgan Motor Company has been hand building high quality, highly sought-after cars for customers in Europe and all over the globe. Over the past 106 years, the company has taken pride in producing automobiles which not only operate seamlessly but also please each customer on a one-to-one basis. Morgan Motor Company, founded by Henry Frederick Stanley Morgan, **doesn't manufacture 9 million cars a year like automotive industry giant General Motors does but, instead of focusing on quantity, they aim to focus solely on quality.**

With about 160 total employees, the company only makes about 650 cars per year. Their waiting list to have a car produced can range anywhere from 6 months to a whopping 10 years. Because of the fact that each car that Morgan Motor Company produces is for an individual customer, this would seemingly make 3D printing quite a useful tool for them to utilize, right? Absolutely!

In fact, next week at 3D Printshow in London, 3D printer manufacturer Stratasys will be on hand to show off how capable their 3D printers were in helping produce one of Morgan's limited edition cars, the SP1.

The SP1 (Special Project 1) is a one-of-a-kind bespoke creation, which was designed and produced in order to show off the capabilities that Morgan Motor Company has in producing custom vehicles. Featuring a naturally aspirated 3.7 liter Ford V6 Engine, a bespoke Engine Management System, and custom exhaust, the frame of the body on the car is amazingly constructed out of wood. But its uniqueness doesn't end there.

"For its luxury limited edition cars that are customized for one-off customers, such as the SP1, Morgan Motor Company is 3D printing bespoke parts directly onto the car," Stratasys representatives tell 3DPrint.com.

Continued Next Page

“These comprise various parts of the interior, wing mirrors, grills, logos and much more.”

Morgan uses Stratasys FDM technology to 3D print parts for the SP1, as well as other custom vehicles. However, it's not just the 3D printing of actual parts that has made Morgan so successful in an ever - changing automobile manufacturing sector. The production tools that allow engineers to handcraft most of their car parts for many of their vehicles are also 3D printed. The company has definitely found their niche, and 3D printing has played a huge role in providing them with the tools to stay atop that niche.

So if you are in London next week, you may just want to stop by and check out what Stratasys and Morgan Motor Company have in store for you!

What do you think about the SP1, and the fact that much of its manufacturing utilized 3D printing technology?



[Go to the internet to learn more about 3D Printing. Click here http://en.wikipedia.org/wiki/3D_printing Ed.]



CURRENT MORGAN 'CLASSIC' MODEL RANGE SPECIFICATION COMPARISON

This is an interesting comparison of the current Morgan range of traditionally bodied cars. This does not include the Aero variants, nor the M3W. Not that these cars are available in the US, but the comparison of these new car's various specifications does offer insight into some of the car's capabilities and the some of the MMC's current thinking about their manufacturing processes. A few things I noted in this comparison follows.

- (1) The 4 Seaters are taller. I guess this is windscreen height.
- (2) Interesting to note the use of the Mazda 5 Speed Transmission for the Ford Engine 4/4 and Plus 4s. Ford and Mazda have been partners since the late 1970s. At one point Ford owned some 33% of Mazda. Now it's much less, however.
- (3) Chassis appear to be basically the same. I would suspect modifications for various engines, etc.
- (4) Plus 4 - 4 Str is approx. 50 lbs heavier than the 2 Str, but the Roadster 4 Str is over 100 lbs more than the 2 Str?

I will try to gather up similar data on the - dare I say 'older' - cars we have in MORGSouth, to see what obvious or not so obvious clues this older car comparison might reveal. I suspect that there won't be much we didn't already know.

	4/4	Plus 4	Plus 4 (4 Seater)	Roadster	Roadster (4 Seater)	Plus 8 Manual
As of May 2015						
Engine	Ford Sigma 1595cc i4	Ford GDI 1999cc	Ford GDI 1999cc	Ford 3.7 cyclone V6	Ford 3.7 cyclone V6	BMW 4799CC V8
Gearbox	Mazda 5 speed	Mazda 5 speed	Mazda 5 speed	Ford 6 speed	Ford 6 speed	BMW Man 6spd
Max Power	110 bhp @ 6000 rpm	154 bhp @ 6000 rpm	154 bhp @ 6000 rpm	280 bhp @ 6000	280 bhp @ 6000 rpm	367 bhp
Max Torque	131 Nm (97 lb/ft)	201 Nm (148 lb/ft)	201 Nm (148 lb/ft)	380Nm (280lb/ft)	352Nm (300lb/ft)	490Nm (370 lb/ft)
0 - 62 MPH	8.0 seconds	7.5 seconds	8.0 seconds	5.5 seconds	6 seconds	4.5 seconds
Top Speed	115 mph (185 kph)	118 mph (189 kph)	110 mph (177 kph)	140mph (225kph)	135mph (217kph)	155mph (249 kph)
Power to weight	138 bhp / tonne	165 bhp / tonne	156 bhp / tonne	295 bhp / tonne	280 bhp / tonne	315 bhp / tonne
Urban mpg	33.6 mpg	29 mpg	29 mpg	19.2 mpg	19.2 mpg	18.2 mpg
Extra urban	54.3 mpg	51 mpg	51 mpg	40.4 mpg	40.4 mpg	32 mpg
Combined	44.1 mpg	40 mpg	40 mpg	28.8 mpg	28.8 mpg	23 mpg
Co2	143g / km	164g / km	164g / km	230g / km	230g / km	282 g/km
Length	13.16 feet	13.16 feet	13.16 feet	13.16 feet	13.16 feet	13.16 feet
Width	5.35 feet	5.64 feet	5.64 feet	5.64 feet	5.64 feet	5.75 feet
Height	4 feet	4 feet	4.33 feet	4 feet	4.33 feet	4 feet
Dry weight	1752 lbs	2043.7 lbs	2094.4 lbs	2094.4 lbs	2205 lbs	2425 lbs
Homologation	EU	EU	EU	EU	EU	EU
Fuel tank size	14.5 US Gals	14.5 US Gals	14.5 US Gals	14.5 US Gals	14.5 US Gals	14.5 US Gals
Chassis	Galvanized steel	Galvanized steel	Galvanized steel	Galvanized steel	Galvanized steel	Alum. bonded+riveted

Note - According to the internet, the 'Urban' mileage rating is at an average of 19mph, and the extra urban, at approx. 39 mph. This is the EU efficiency measurement method.



VILNER BUILDS A BESPOKE INTERIOR FOR MORGAN PLUS 8 <http://www.carscoops.com/>

[This really is an interesting exercise in interior design. If you have a car being refreshed and are looking to do something different, this might give you some ideas. Ed.]

Vilner continues to impress in the tuning business offering plenty of bespoke automotive eye candy. They even did some coachwork builds on a number of BMW 6 series, just like Fisker with its Latigo model, though we'll admit the Bullshark looks like a dog's dinner.

Nowadays, the Bulgarian studio specializes in restorations and custom interiors - with cars ranging from old BMWs, to rare supercars like the XJ220.

Their latest project consists of this special and brand new 35th Anniversary Morgan Plus 8, one of only 100 units to be built by the blokes in Malvern.

Vilner managed to leave their signature craftsmanship on this jewel thanks to its owner, who wasn't pleased with the original interior of the car. Vilner claims that the owner kindly asked Morgan to create something a bit more special, but was turned down due to "limited options".

As you can see, Vilner changed the standard white-gray leather of the interior with its own vision of materials and attention to detail. The quilted brown leather matches up perfectly

with the car's looks and paint, giving it a World War 2 fighter plane feeling. It also gives the car a classy feel, making it more British than Churchill's drinking habits, or a pipe.

As we all know, the Devil is in the details, and oh boy, this car has lots of them. Vilner replaced all the exposed bolts in the cockpit with new ones, matching the wood grain on the Moto Lita steering wheel.

We could go on and on with this fabulous interior, but you should check the photos and drool over them for yourself.



[I am not sure I would want this treatment. I, personally, find it a bit over the top, but it is interesting to note what can be done with a little imagination, and a good interior trimmer.

Also, I agree that the standard use of the white gray (or light stone) leather is not good. It doesn't hold up well over time. It gets too dirty, too fast and is dreadfully hard to keep looking nice. I have had to re-trim two cars with this color interior. Ed.]



[I usually have my interiors done professionally, specifically the parts that require sewing. I haven't the skills (nor the requisite sewing machine) to make a transmission tunnel cover, hide-em strips or re-cover a seat, however there is so much more to a Morgan interior that really is doable by a mere mortal with marginal skills.

Many of the Morgan interior components are simply flat pieces of leather or vinyl, cut to shape and merely stapled, tacked or glued into

position. Don't be afraid to do this part of the trimming yourself and save a good bit money in the process. Take off the old pieces as a pattern and ask the trim shop for pieces of leather sufficient to make new ones. (Make sure you add enough extra on the edges to compensate for any shrinkage that may have occurred over time.) The same thing applies to the carpet. You can measure and cut the carpet pieces to size and simply ask the trim shop to edge them for you, or give them the old ones as patterns and get the material to shape and cut your self, then ask for edging. Ed]

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. Be advised. Videos on YouTube may or may not be retained, so videos listed in old issues of this newsletter may have been removed for some reason and might not be available for viewing. Same thing might occur for videos on other internet servers. So best to watch them now !!

Morgan Plus 8 Speedster: Looks Retro, Sounds Like Thunder – XCAR (XCAR drives the limited edition Plus 8 Speedster, in January, in the UK?)

Love that Car- The Morgan 4-4 (This video actually features a prior MOGSouth Member and the eagle eyed viewer will see that MOGSouth badge still on the car.)

Morgan Motors Review Special Episode - Part 1 - Dubai UAE by Motopedia.ae (Interesting view of two of Morgan's latest, the Roadster and the M3W. This is what the UAE Morgan dealer is distributing.)

1937 Morgan Three Wheeler – Roadster (MOGSouth's own Lee Gaskins with Trike at Eurofest 2014)

Supercharged Grand Prix Cars 1924-1939 (full version) (Something for the early motorsports fans . . .)



SPRIT OF THE AUTOMOBILE - IT'S A BRITISH INVASION!!! May 16, 2015

Another Morgan First! Not for the MMC, but for me anyway. (More on this later!)

With all the long distance travels of late (Aiken comes to mind . . .) Andrea and I wanted to get out of the house, but didn't want to go too far. So, we went to Daytona Beach. From our house in Sanford Florida, this is all of 45 minutes away. Just far enough. There was a car event being held in Daytona Beach and our local friends, Chuck and Karen Bernath talked us into participating. Nothing really special but fun. Ok, it's a date.

We traveled up Saturday morning and it was clear, warm and getting warmer, but no clouds to be seen. We arrived and Daytona Beach was under construction. Barriers and barrels and one way streets and orange tape. After a few gyrations and U turns we found the entrance to the show. Down this way and left on the side walk. I have experience driving on sidewalks, (remind me to tell you the story of driving on the *'Public Foot Path'* in the UK some time . . .), so this was starting well. Lots of cars, not necessarily the sort I like, but lots of cars. The Bernath's Morgan was already in place and they had saved us a parking spot on the grass. Some sun, some shade, not bad at all.

Actually, it was great fun. We had typical, beautiful Florida weather, and we parked on the grass overlooking the Halifax River (I am not big on parking lot shows). Supposedly they wanted to attract more British cars, but the British contingent include our two Morgans, two Sunbeam Tigers, a MG TD, and Sprite and a few Jaguars. Not really a huge number, considering the vast numbers of muscle cars and other things.

There were lots of classic American cars, a few new car vendors, and a tent hyping the opening of the Orlando version of the Ace Café in London. The Ace Café folks gave us stickers and pins and were friendly to us as Morgan owners. They want to attract the British car and bike scene to the new restaurant. We'll see what it's like once they open in the fall.

The location is also used for the fall Daytona Beach Dream Cruise. This is a show in October (and we will probably go) as it is run by Rick D'Louhy, who just happens to be another Florida Morgan owner. Interesting enough, he likes the marque so well, he featured the Bernath's bright yellow Plus 4 on his flyer and web site.

Speaking of the bright yellow Plus 4, it is, and always has been, a Plus 4 *'4 Seater'*, and I have not, until now, been in the back of a 4 Seater. We had a short drive to 'Down the Hatch' a favorite watering hole of the Bernaths, in Daytona Beach, so I thought why not take just one car??

What a hoot! The car was quite capable of going 4 up and it certainly lived up to it's billing, transporting both Andrea and I, in comfort I might add, in the back seat. We traveled some 15 miles to Down the Hatch, which is a typical water side seafood restaurant, overlooking the Ponce de Leon inlet, with lots of boat traffic, tasty seafood and cold beer. What else is there?? Now, I dare say, Andrea and I were a bit more 'ballast' than the designers had anticipated when the car was created. Chuck did remark that the steering was a bit light (or non existent?) when we were both in the back. FYI, we did rearrange the 'ballast' a bit for the return trip.

It was all good and we had a delightful evening. It was a warm Florida day, and we topped it off with a stop at the local DQ for a spot of ice cream. Then the short run back to the Hotel for more chatting about senseless topics then off to bed. The morning came and we found ourselves headed home to Sanford in the Plus 8. The clouds were threatening and we were tired. What a great weekend and it's certainly something for the coming year's calendar. Thanks Chuck and Karen, great suggestion!

Mark



Photo courtesy of Karen Bernath.





I suspect that this treatise on ignition timing is a refresher for most of you Plus 4 owners, but I was recently in a discussion about how to obtain power and efficiency with these motors. Ignition timing is the key!

The bulk of this article was taken from the Triumph Register of America so I would have to believe that they know what they are talking about.

This article also addresses the question relative to the automatic timing adjustments within the distributor and the vacuum advance adjuster on the side of the distributor.

TIMING YOUR TRIUMPH ENGINED PLUS 4 *[Originally published in the Triumph Register of America' National Newsletter issues #95 and #96, and modified to fit Morgan Cars. Ed]*

GENERAL UNDERSTANDING

This is a look into the task of setting ignition timing on your TR2, TR3, or TR4 Engine. The Triumph method is different from the way timing is "set" for most other makes.

Timing tries to determines the exact instant that each spark plug will "fire" and light the compressed fuel and air mixture in each cylinder. This point is usually expressed as a certain number of degrees "before top dead center" (BTDC).

Top Dead Center (TDC) is the point where a designated piston has completed its rise to the top of the cylinder, and the fuel/air mixture has been compressed as much as it can possibly be squeezed. Any further rotation of the crankshaft will begin to pull the piston down and away from the spark plug (and cylinder head). What we'd really like to see happen is that the spark plug will fire at this exact moment, causing the fuel and air mixture to combust and expand, driving the piston down to create the power we need and the noise we love to hear. The combustion takes a fraction of a second to complete, thus the need to start the fuel burning a few degrees before the piston reaches the TDC position. The degrees that we're referring to are degrees of rotation of the crankshaft, with 360 degrees being the total number of segments (degrees) that define a circle.

Ideally the full burn should be completed when the piston has moved slightly downwards, or at about 20 degrees after top dead center (ATDC). The rate of burning for the fuel/air mixture takes a set amount of time, and the time required to complete this burn is fixed and does not change. For this reason, the timing is set so that the spark plug will fire a specific number of degrees before the piston reaches top dead center (BTDC) on the compression stroke, which allows the mixture to be completely burned at the correct point ATDC. As the engine speed increases, the timing must be "advanced" so that the spark plug will fire a greater number of degrees BTDC, allowing the fuel/air mixture the time necessary to be fully burned at the correct point for maximum power. When working correctly, the distributor will do this automatically as engine speed changes throughout normal driving. All we must do is set the starting point, the "initial timing", and the distributor should do the rest.

Our Triumph TR2-4A distributors are equipped with two separate systems for adjusting the ignition timing to meet changing requirements due to various engine speeds and throttle positions. First there are centrifugal weights inside the distributor which sense increased engine speed, and mechanically advance the timing to larger and larger numbers of degrees BTDC, giving the fuel/air mixture the time it needs to completely burn by the correct point ATDC. This mechanical advance starts working between 450 and 700 RPM and will be fully advanced, adding an extra 22 degrees BTDC, by 2400 RPM. (These figures are for a Lucas 25D4 distributor in a TR4. Other models are similar.) As engine speed slows down, the centrifugal weights don't spin as fast, and the timing "retards" back to a lesser number of degrees BTDC. There's also a vacuum advance chamber on the side of the distributor which can add another 6-10 degrees of

Continued Next Page

advance timing BTDC, depending on throttle position and engine load.

Now after hearing all of this, aren't you glad that we only have to set the "initial" timing? The automatic advance mechanisms of our Triumph distributors were a great improvement over the earliest autos, which usually had a "spark" lever on the steering column that required the driver to continually adjust the timing as engine speeds changed.

In days past, when setting the timing of a car was a routine procedure, a strobe light affair called a timing light was normally attached to the number 1 spark plug and the timing was adjusted while the engine was running at idle. On most cars, this procedure produced the desired results because the idle speed was lower than the engine speed where the centrifugal weights would start to advance the timing. The Triumph owner however, will not achieve the desired results when setting the timing with a timing light.

If you recall from above, the mechanical advance can begin between 450 and 700 RPM. Fortunately, the engineers at Standard-Triumph specified a method for setting our initial timing with the engine OFF. This is nice in that it can be done in a cool engine compartment, and it keeps fingers and tools away from spinning fan belts and fan blades.

SETTING THE TIMING

It all starts with the 12-volt battery, and electricity's desire to flow from the positive battery terminal to the negative battery terminal. Even though batteries were originally installed in our Triumphs with the positive terminal connected to ground, I'm going to explain this as if your car has been converted to negative ground, because it seems to make more sense (at least to me). In basic terms, electrical current flows from the positive battery terminal to the negative terminal. The engine's ignition system is one of many paths that the electricity can take. The current flows from the positive battery terminal through a wire to the ignition switch, and if the switch is "ON" continues to the "+" terminal of the coil. Of course if the switch is "OFF", then the current flow stops and the ignition system is disabled.

Now the coil is an interesting part, because it has the ability to turn the 12-volt electricity from the battery into the 20-30,000 volts (or more) needed to cause a spark to jump across the spark plug terminals. How does it do that? There are actually two coils (windings) of wire inside a "coil", a primary coil around the outside and a separate inner or secondary coil. When electricity from the battery flows through the primary windings it produces a magnetic field, which affects the inner (secondary) windings. If the current flow (from the battery) through the primary coil windings is suddenly stopped, the magnetic field collapses, which induces a current in the secondary coil windings. The much larger number of coil windings in the secondary coil cause it to produce the high voltage necessary to jump the spark plug gap, and ignite the fuel/air mixture in your engine.

How is it that we are able to stop this flow of electricity through the primary coil windings each time that we want a spark plug to fire? That's the job of the breaker points (usually referred to as simply "points") in the distributor. In our example of a negative ground battery system, a small wire from the "-" side of the coil goes to the distributor and continues inside where it connects to the points. (If your car is positive ground, then the connections to the "+" and "-" terminals of the coil should be reversed.)

The points in our 4 cylinder Triumph engines are mounted inside the distributor (under the distributor cap), and they have a small rubbing block that touches a square lobe on the distributor's shaft. As the distributor shaft turns, the square lobe also turns. When each of the four corners on the lobe move past the rubbing block, the electrical contact points are forced apart (open) and the flow of electricity stops. When a corner of the lobe is not pushing the points open, they touch and the electricity flows through to the engine/chassis/body (ground) and back to the negative battery terminal. By determining the exact moment that the points open and stop the current flow, we are able to know precisely when the coil will produce the powerful spark, and the spark plug will fire. This knowledge will allow us to precisely set the timing.

But before we can actually set the timing, we must be certain that the points are adjusted correctly. The points primarily stop the flow of electricity through the coil's primary windings, but they are also important for allowing the current flow through the coil as well. Current must be able to flow through the primary coil windings long enough to set up the magnetic field, or the high voltage the plugs need won't be created. To assure that the points are both open and closed for adequate amounts of time, the points must be adjusted properly.

To adjust your points, you will need a screwdriver (or two), and a .015" thick feeler gauge. Remove the distributor cap and rotor to gain access to the points, then rotate the engine until the rubbing block is resting on the highest point of any corner on the square lobe. To assure proper operation, we want to adjust the gap between the two contact points to be exactly .015" when they are separated the greatest amount, so it's important to have the rubbing block placed on a high point of the lobe.

Continued Next Page

Begin by inspecting the mating surfaces of the two contact points. They should be flat and smooth for best results, and if they appear burned or pitted, replace with a new points set. Points adjustment starts by making certain that the ignition switch is "OFF", then gently slide the feeler gauge between the two contact points to measure the gap between them. Watch to see that the feeler gauge does not force the points apart, which would indicate too narrow of a gap (less than .015"). Too wide of a gap is easy to see, and the feeler gauge will be loose and able to be move from side to side. If either of these conditions indicates that the gap is something other than .015", they will need to be adjusted.

To adjust the point gap, you'll have to loosen the mounting screw slightly, then move the points closer to or farther away from the cam lobe to lessen or increase the gap. There's a slot at one end of the points where a screwdriver can be placed and twisted with one hand to move the points in and out, while you drag the feeler gauge through the gap with your other hand and feel for a slight drag. (This is easier if you leave the mounting screw just tight enough that the points will stay where you put them!) Tighten the mounting screw and re-check the gap with your feeler gauge. I often think that Lucas designed these distributors to be best serviced by three handed mechanics, because it's not unusual for the points adjustment to change when you tighten the screw. If the points did move and your feeler gauge doesn't have the same slight drag as you slide it through the gap, loosen the screw and start all over again. Re-install the rotor when the points adjustment has been completed.

Once the points are correctly adjusted, you're ready to set the initial timing. There are two ways to manually change the initial timing on your distributor. One is by turning the external thumbscrew, and the other is by loosening the distributor clamp and rotating the distributor body itself. We'll use a combination of both to get the correct setting.

Because we'll be using the external thumbscrew later in the process, it's helpful to make sure it is resting in the middle of the adjustment range. Begin by turning the thumbscrew as far as it will go in either direction, then count the number of turns as you move it to the opposite stop. Divide that number in half, and return the screw to the middle of its range. Now you'll have adequate adjustment in either direction should you need it later.

We've finally reached the point where we can set the initial timing, and the next thing we must do is determine when the #1 piston is at Top Dead Center (TDC). With the gearbox in neutral, you should be able to turn the engine (clockwise when viewed from the front of the car) by hand until the timing mark on the crankshaft pulley lines up with the pointer on the engine's timing cover. As long as someone has not assembled the hub and pulley incorrectly the #1 and #4 pistons should both be at TDC. You can set the distributor cap loosely in place and if the rotor points to the #1 or #4 terminal locations, you can proceed with the timing adjustment. If you go past the place where the two marks line up, don't just back it up a small amount to align them. Back it up well past the correct location, and approach the spot again with a clockwise rotation of the crankshaft (to take up any possible "slop" due to a worn timing chain or gears inside the engine) or rotate the crankshaft another full revolution in the clockwise direction and try it again.

Now all that's needed is to position the distributor so that the points have opened just enough to stop the flow of electricity through the coil with the piston at TDC. To determine where this place is, you'll need a 12-volt test light (which can be purchased inexpensively from any automotive parts or tool store or home made). Because electricity is somewhat 'lazy', it will always take the easiest path as it tries to return to the battery. The current will flow through the points when they are closed as opposed to flowing through a test light where it would have to do some 'work' on the way back to the battery. When the points open however, the only option left for the electricity to get back to the battery is through the light and it immediately takes this new return path, lighting the test bulb along the way! Therefore, with the ignition switch "ON", if you touch one side of your test light to the distributor side of the coil, and attach the other side to a ground, the light will come on at the very instant that the points "open" and the spark plug would fire. Simply loosen the clamp at the base of the distributor, and rotate the distributor until you find the spot where the light just blinks on with any movement of the distributor. Remember that the square lobe rotates counter-clockwise, so you're looking for the spot where the points will just open, not the closing point on the "back side" of the lobe's rotation. Turn off the ignition, and tighten the distributor clamp. Add a tiny amount of lubrication to the rubbing block to reduce wear, and you're done.

You've just set the ignition timing to fire the spark plugs when each piston has reached TDC, but Triumph has specified that this setting should actually be 4 degrees before TDC. How are we going to do this? This is the easy part. Just turn the external thumbscrew in the "A" direction (advance) as indicated by the arrow. There is a reference line through the middle the thumbscrew, and one complete turn is equal to 8 degrees of adjustment. Therefore, note the position of the reference line and turn the screw ½ turn in the "A" direction to set your ignition timing at the factory recommended 4 degrees BTDC. ***Congratulations! Your timing is now set. Re-install the distributor cap, pick up all of your tools, and take that Plus 4 out for a drive.***



MOSS MOTORS CHALLENGE TO AIKEN

Kansas City, Missouri to Aiken, SC can be a long dull trip even in a Morgan. Anita and I decided to make the trip to the MOG South meet more interesting by participating in the MOSS Motoring Challenge on the way. For those who are not MOSS customers, the Motoring Challenge is a year-long photo scavenger hunt conducted by MOSS Motors. There is a whole page of different things to find and photograph with your car. The contest is open for all cars supported by MOSS motors. While MOSS doesn't have a specific catalog for Morgans, I called them about it last year and they said my Morgan +4 was eligible as they had many parts for it as it has a Triumph engine and Lucas electrics. We were the only Morgan participating last year and ended in the top 50 with signs and destinations we found within 100 mile of our house.

Since we were going to Aiken this year for the MOG South 40 we decided to include working on the Challenge on the way to Aiken. It took a little extra planning to try finding

as many items on the list as possible on our route. The list includes many locations - some that you can find on a map – states, county names, cities (one each for letter of the alphabet) and some you have to just watch for such *End of Detour* and *Falling Rocks* signs.

Finding 12 lakes and rivers is one of the more difficult parts of the Challenge this year. They are easy to find but the hard part is getting a photo of the car, the water and sign all in one photo. With some there is no safe place to pull off the road and compose the picture and with many smaller rivers you can't get the river in the photo with the car and sign. For more details you can check <http://www.mossmotors.com/sitegraphics/MotoringChallenge/home.html>.

It was a great week. Our route from Kansas City to Aiken was over mostly two-lane roads - great Morgan driving roads with plenty of scenery and lots of signs and landmarks for the Challenge.

We started Tuesday morning from Blue Springs, MO. One of the first stops was on the Morgan County line for a photo. (I'm sure other Morgan owners would do the same even without the Challenge.) A couple of hours and several planned stops later we



Did You Know?

Replacing Morgan Windscreens is Cheap & Easy

If you don't have one of the newer post - 1997 heated windscreens, your windscreen is quite simple to replace.

The glass shop simply needs shatterproof glass of the same or near-same thickness which should be no problem.

Tell the glass shop you would like a new windscreen cut from a piece of something like school bus glass.

School bus glass is flat, safety glass and is usually in stock. Older school buses use the glass in windows and for the their windscreen. Newer buses vary.

The costs are normally quite cheap. *[I paid under a \$100 USD a few years back. Which included having the glass removed from the frame and reinstalled. (Probably a few bucks more now, but . . .) Ed.]*

At this price you might want to do it more often as all these flat glass screens become lightly pitted over time. Some folks like using the rubber gaskets, but MOGSouth member Fred Sisson suggests discarding the Morgan rubber gaskets and fitting the glass using silicone - *'I like the silicone replacement method but buy the proper tools to remove glued-in glass from the frame. I use a combination of home-bent knife blades and old banjo strings to remove the glass. Even then it is not that easy, BUT... easier than removing some of the original glass gaskets. Be careful about bending the frame when removing the glass. I find it easiest to do a simple one-finger cleanup while the silicone is wet. Then I do the final cleanup after it is dry, using razor blades to trim the excess and clean the glass'*. Better yet, get the glass shop to do it for you.

WATCHPOINT: The older Morgan windscreens are held by 3 screws on each side. The lengths are different so be careful not to let the longer ones go through the frame and cause the windscreen to crack. *[Modified from dated GOMOG tip. Ed.]*

Continued Next Page

found a *Falling Rocks* sign in the Ozarks. We ended the day in Cape Girardeau, MO. Wednesday started with a photo stop for the Mississippi river before driving through Illinois and Kentucky into Tennessee stopping along the way for photos. The most memorable was stopping in Nashville for the Tennessee state capitol building. We got there in the beginning of afternoon rush hour. We parked in a state employee parking area and got our photo. We were concerned about getting back on the road as my Morgan does not like stop and go traffic. The State Trooper on duty at the capitol was very friendly. He said we were fine where we were parked. All the employees were gone for the day and no sense in fighting the rush hour traffic. No one would bother our car with him right there. We could leave the car there and walk around the capitol area. We relaxed and walked around for a while until the rush hour traffic eased up. We ended the day after leaving the Nashville area. Thursday we continued on through the mountains in Georgia, ending the day in Anderson, SC. And Friday we arrived in Aiken for the MOG South 40th Anniversary meet.



The return trip was fine until we got about 2-3 hours from home then we started running in to rain. It was mostly sprinkles at first but kept getting heavier. When I finally turned on the wipers, they didn't work! It rained on and off the rest of the way home but thanks to Rain-X we made it. The perplexing thing is that the next day I went to troubleshoot the problem and they worked fine.

Charles Hill

[Words and Photos Courtesy of Charles Hill, with his lovely wife Anita posing by the sites! Who says a Plus 4 can't travel?! Ed]

Morgan Aero 8 AeroMax - former owner Charles Morgan <http://suchen.mobile.de/> Close

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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.

Morgan Car Badge Collectors

Hermen Pol's website www.morganhistoryinfoshop.com has added a number of web pages for car Badge collectors. Also other types of Morgan regalia are offered. Want something special? Send Hermen an email at plus4plus@live.nl

Morgan Car Parts for Sale!!

48 spoke, splined hub, 15 inch wire rim fits early British cars. Clean and primed.

TR-4A engine. Includes empty block (no sleeves or pistons), complete head and rocker assembly, crank shaft, 4 connecting rods, cam shaft, flywheel, distributor, timing chain and cover, oil filter assembly, intake manifold, fuel pump, valve cover, oil pan, and more. All parts are cleaned and oiled. \$125.00

2 each reflector lamps and bulbs for flat rad Morgan head lights. Best offer. Contact Chuck Bernath at 904-210-5438 or chuckbernath@gmail.com



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2014 US (and a few International) EVENTS

2015

The 40th Anniversary Meet is behind us and now we have all the summer regional events, and then the MOGSouth Fall Meet at the end of October.

Lots of interesting things are being discussed and planned for the Fall Meet, so put it on the calendar if you can.

The Regional events seem to slow a bit during the hotter months of the late fall and summer but soon rev back up in the fall. Hopefully everyone has a busy Morgan schedule planned. I know I do. See ya' on the road!



The 2015 MOGSouth Events Calendar

- **MOG2015**, Jun 5 – 7, Llangollen, Wales (So, why do we care? At least four MOGSouth members will be there!)
- **24 hrs of Le Mans**, Jun 13 - 14, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 45***, Jun 19 – 21, Gettysburg, PA
- **Pittsburgh Vintage Grand Prix***, Jul 19 – 20, Schenley Park, Pittsburgh PA
- **Pebble Beach Concours d'Elegance**, Aug 16, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races***, Aug 31 – Sep 2, Put In Bay, OH
- **Atlanta British Car Fayre***, Sep 12, Norcross GA
- **Goodwood Revival**, Sep 11 – 13, Goodwood Circuit, Chichester, W. Sussex, England
- **Charlie Miller 'Big Muddy' Pub Crawl**, Sep 22 – Oct 4, Auburn IN to Cincinnati OH
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct. 3, Road Atlanta, Braselton GA
- **All British Car Show - Red Door Festival**, Oct 10, Pilgrim Mill Road, Cumming, GA
- **Euro Auto Festival***, Oct 16 – 17, BMW Plant, Greer, SC
- **United States F1 Grand Prix**, Oct 25, Circuit of the Americas, Austin, TX
- **MOGSouth Fall Meet**, Oct 30/31 - Nov 1, Rome GA - Hosted by Gary and Judy Heck
- **Hilton Head Island Motoring Festival & Concours d'Elegance***, Nov 1, Hilton Head Island, SC
- **SVRA Vintage National Championship**, Nov 4 – 8, Circuit of the Americas, Austin, TX
- **Winter Park Concours d'Elegance***, Nov 15, Winter Park, FL
- **Special Opening 'Wheels Through Time Museum'**, Dec 5, Maggie Valley, NC
- **MOGSouth Christmas Party**, Dec 5 - Waynesville, NC

24 hrs of Le Mans There are 56 entries for the 2015 24 Hours of Le Mans featuring 14 LMP1, 20 LMP2, 9 GTE-Pro and 13 GTE-Am entries. That number of 56 includes the full field of 35 cars competing in the full FIA World Endurance Championship, leaving only 21 at-large spots. Upwards of 70 cars were anticipated to file entry requests in December.

LMP1 will fill a quarter of the field for the first time in years. The 14-car LMP1 field includes the 11 full-season entries plus an extra third car apiece from Audi, Porsche and Nissan. This leaves Toyota the only factory entry running just two. **LMP2 has three Morgan 'badged' cars in the running**, two cars from Team SARD- Morand running the Morgan Evo SARD chassis and a single Morgan Nissan entered by Pegasus Racing.



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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Newsletter Advertisers The MOGSouth Newsletter has a great bunch of very appropriate advertisers, but we could entertain a number of additional ones. Don't worry, I will ensure we don't have too many. I look at the other club Newsletters each month and they seem to have a number of locale specialty shops, automotive body work or paint, etc., that have small advertisements and cater to British Cars or collectibles. If you know of a shop that might be looking to expand their presence with the MOGSouth membership or might otherwise benefit from advertising in the newsletter, please send us an email, with all the necessary contact information, directly to mogsouth@yahoo.com.

I believe our advertising fees are lower than any other Morgan club in the US, and haven't changed for over 10 years. The web site ensures global exposure. The ridiculously low advertising fees are as follows; Full Page Advertisement (7.5" x 10") = \$200 / year, Half Page Advertisement (7.5" x 5") = \$100 / year, 1/3 Page Advertisement (7.5" x 3") = \$70 / year, 1/4 Page Advertisement (3.75" x 5") = \$55 / year, Business Card Advertisement (3.25" x 3") = \$40 / year

Please Pay Your 2015 Dues!! We need to pay for the MOGSouth 40th Anniversary Meet Somehow!!

We use an Email contact list for communication, so in order to receive communications from MOGSouth about upcoming events, newsletter availability, etc., you must provide us with your email address. To read the electronic newsletter you need Acrobat Reader. Download it free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060. Or send us an email 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. 5/15

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