

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 6/15

MOG 2015

Llangollen, Wales UK

June 5 - 7, 2015



My 2015 summer plans were set long ago, actually in 2013. I had this plan to go to Ireland with a few of my college classmates for what has been advertised as a *mini-reunion*.

Andrea and I had been to Dublin before, but for only three days, and it was pouring down rain the whole time we were there, so we barely left the hotel. Not much of a visit to Ireland, so we jumped at this opportunity to visit a country we had already been to, but sort of . . . well didn't really visit. The 'mini-reunion' was scheduled for June 7 - 14. Not wanting to go all that way for just a week, we thought we might take in Wales the week after Ireland. Wales has castles and I like castles.

Then my almost complete vision of the trip . . . fell off the table! The Morgan Sports Car Club - MSCC (aka the Factory Club) was having their annual gathering, their MOG for 2015 in Llangollen, Wales, June 5 - 7. That was the weekend we were supposed to fly to Ireland to start our vacation. Wales?? We plan to go to Wales! Can we adjust and flip the trip? Go to Wales first, then attend the MOG 2015, and then travel over to Ireland? Yup, that could work.

So Andrea set about to make the arrangements that would put us in Wales the week before Ireland, and I booked a tour through the Morgan Motor Company factory for Friday morning, June 5th. *[Now you have to pay and reserve space on the tour. The last two times I have been there is was free and open. Ahhh, progress . . . Ed.]*

The plan was to visit the factory (see the pictures and my notes on the MMC tour elsewhere in this issue of the newsletter) and then drive over to Llangollen, Wales, getting there Friday evening, June 5th, for the festivities. Then on Saturday we could take a canal tour and participate in any of the Morgan stuff scheduled. Sunday, unfortunately was reserved for travelling back to Ireland. The distance between Wales and Ireland, albeit not all that great, is about 300 miles, but it would take us all day to navigate and involved a ferry, a cab ride and a train, so if we wanted to arrive on Sunday (dictated by the ferry and train schedules) we had to allocate the entire day to travel.

So in keeping with my usual adventures, things deteriorated quickly. First we had to fly to the UK (London - Gatwick), go through customs in the UK and then transfer to another flight to Dublin, Ireland and go through customs again (Ireland is a different country . . .) We were going to Wales, also in the UK and only a short drive from London - Gatwick, but no, we had to go to Ireland first, and then catch the ferry back to Wales. If you can follow this, you're really good . . . There was some logic however, but it is a bit challenging to figure it out. It really is all about money (isn't it

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always?) Although, we didn't want to go to Ireland just yet, it would have cost us more to go to the UK, without the added leg to Ireland. (Even with the added cost of the ferry back to Wales.) Strange but true . . .

But, needless to say, the plan fell apart. The airline flights worked out fine but the bad weather across the Irish Sea caused the cancellation of the ferry we were booked on. We would have to wait on the next ferry to cross over to Wales. This in turn necessitated a change to our hotel plans, a change to the meeting time to pick up the rental car, etc. Finally, after a six hour delay, hanging out at the ferry terminal and spending our last Euro (€) (Ireland uses the Euro, while the rest of the UK uses the Pound) at the soda machine, we finally got going on the 8:40PM ferry. We arrived in Wales at nearly midnight. Now the fun (?) began.

The recommendation for lodging, the Travelodge, offered up by the ferry terminal staff was completely full. We thought momentarily about hanging out at the ferry terminal for some 6-8 hours, then a friendly cab driver came up with a plan. He knew a B&B that just might have a room . . . and still be open at midnight. Lucky for us his hunch paid off and with a cancellation by some other folks we got a room and he got a big tip. We had a bed and more importantly, a shower. Just what we needed after this troublesome start to our big trip. These things are never easy . . . or is it just us?

Now we were in Wales, with English Pounds (£) and a GPS that worked. So after the typical English breakfast of eggs, tomatoes, bacon and mushrooms, we headed out to find the rental car. Back to the Ferry Terminal by cab. Picking up a rental car in the UK can really only be done when the desk at the terminal is staffed, and this is something beyond logic, or you can make some other arrangements. We changed our original meeting for an appointment for 0800. It worked.

The rental car we got was sort of interesting. A French Peugeot and a Diesel. We had booked a Ford but that car was unavailable, so the Peugeot was provided. It was an upgrade to the basic Ford we had booked. It came with fancy warning sensors, a back up camera and a built in navigation system. It also had a frightening (at least initially) habit of shutting down completely at stops. I mean the engine stopped completely and all went silent. When my Morgan shuts down, it's never a good thing. The first time it happened I thought that the car died right there at the intersection. What now, I thought? Then it started right back up when Andrea pressed on the accelerator pedal. Whoa, that was strange?

Well, I guess this stop and start method worked. We got some 35+ miles to the gallon. With fuel prices through the roof (something like 8\$ a gallon) this was all good. It was a bit unnerving, but I finally got used to the car shutting down at the stops.

Tuesday, Wednesday and Thursday were all about castles and manor houses and formal gardens. I got my exercise walking up and down the spiral staircases in the castle towers, through the magnificently decorated rooms of the manor houses and down the many paths in the gardens. Frankly, I was pretty much exhausted. (Just in case you were wondering, Tuesday we toured the Beaumaris Castle and Goal (a preserved regional Jail) and then went on to visit the Plas Newydd Country House and Gardens. On Wednesday we found Caernarfon Castle and the Whistling Sands of Porthor (don't ask) settled in the town of Betws Y Coed for the evening. Thursday was all around Conwy, Wales visiting Plas Mawr, a restored home of typical upper class resident, the Conwy Castle and the beautiful Bodnant Gardens surrounding another serious manor house. We saw a lot but there is so much more . . .)

As often as I have been to the UK, I really don't have that many British friends. Certainly Ian and Barbara Sheldermine, MOGSouth and GatorMOG members, who I have only seen in Florida are on my list. But also, George and Julie Proudfoot count. George is the MSCC's technical rep for Series 1 4/4s. It would seem obvious that I knew George, after having Morgan Series 1 4/4s for that last 20 years. The last time I saw George was when he and Julie visited with us in Atlanta. That has to be well over 10 years ago. Well, on Wednesday evening we were downtown Betws Y Coed, Wales, which is part of the Snowdonia National Park, looking for dinner and pulled into a 'car park.' We were standing there trying to figure out if we had to pay for parking (you don't have to pay after 6PM) when George and Julie pulled in next to us . . . in his Series 1 4/4. It sounded great!



George's S1 - taken at MOG2015. My pic in Betws Y Coed was not good.

Except as marked, all pictures by M. Braunstein

George and Julie were on a day trip to Snowdonia, hours from home and stopped at Betws Y Coed for a drink. We were both in a country neither of us live in, on a Wednesday evening, just site seeing and we found ourselves in the same parking lot, at the same time. How weird is that? So, we did the only sensible thing we could do. We found a pub, a pint and chatted about Morgan stuff. We confirmed that we would both be at Llangollen and we parted ways.

On Friday Andrea and I got up early and drove to Malvern to arrive just in time for our Morgan Motor Company tour. Actually we were late and we parked in the employee parking lot instead of the visitors parking lot. They have added a completely new building to deal with the visitors (and an adjoining parking lot) that was to me 'out back' of the factory. After going to what I thought was the right spot (now a Spare Parts reception) I found that I should have been down the hill and at the new visitor building. As we were 'late,' Andrea and I raced down to new facility to find the tour beginning with a short orientation and history of Morgan. We stopped briefly in the WC and then joined our tour group. .

The tour was good (see the report later in this issue of the newsletter) and very much like Disney World, it ended at the gift shop. Go figure!

From there we headed back to Wales. We were going to the MSCC's MOG2015 in Llangollen and I was excited. We finally arrived in Llangollen and sitting at the outdoor table in front of our B&B were Ian and Barbara Sheldermine. They were staying a few doors down from us, but their B&B didn't have a pub. Meeting them there saved us from having to make a phone call with cell phones that didn't work outside the U.S. (We were pretty sure this was going to happen but didn't have time to figure out an alternative strategy. We bet on there being phone booths and believe it or not there were still a few around.)

Ian and Barbara had already figured out the MOG2015 registration process and knew the ropes. They showed us the way to the Llangollen Show Grounds and Pavilion, really just down the street and up the hill. We were soon official attendees, with green wrist bands, at the big Morgan event. I was pretty excited.

It was a bit cool (cold really) and windy, but that didn't stop us from looking at all the cars. The girls, however, quickly headed inside to peruse the vendors and their wares. As Ian has a Plus 4 DHC in restoration, and I have the Series 1 DHC, we both were drawn to the DHCs at Llangollen. There were Series 1s, Plus 4s and even a 4 Place DHC.

There were quite a few Morgans at the Llangollen Pavilion (the site of the weekend's events) Friday evening, but I knew many more were out and about. The MMC had the newly announced Aero 8 and a M3W sporting a red dragon for Wales. The majority of cars there however were the traditional bodied cars, and mostly, the newer variants.

For us vintage four wheeler fans, there were some Series 1s and a number of older TR engined Plus 4s. The newly announced new Aero 8 was there and of course several earlier model Aero 8s. Surprisingly most of the Aero cars were the earlier convertible sort, not the Coupes or Super Sports. Actually, I don't remember seeing an AeroMax, Aero Coupe or Aero Super Sports. Perhaps, this is part of the reason the MMC has gone back to the convertible?

Friday evening's activities included a BBQ dinner. I do have to say that their idea of a BBQ dinner is not exactly the same as we might envision. An over cooked lamb chop, some chicken skewers and a bit of salad. I have to say that the food was just ok, but the company was great, as was the beer. (Something tasty called Black Sheep, I think,) We met lots of



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folks that Ian and Barbara knew from previous Morgan meets and their years as marshals for motorsports events.

The MOG2015 schedule had scenic drives planned for Saturday, but without a car we couldn't play. I can certainly understand their thinking though. There were absolutely wonderful Morgan roads everywhere. As we motored on in our diesel Peugeot, I kept wishing for my Morgan.

In lieu of a Morgan drive, we thought we would take advantage of a trip down the historic canal in Llangollen. Following the trip we headed to the Llangollen Pavilion where all the MOG2015 activities were located. Saturday was the day they had scheduled the 'pride of ownership' activity (the Concours) that I very much wanted to see.

Surprisingly, only a dozen or so cars decided to participate in the 'pride of ownership' judging? This event was inside the tent, away from the wind and it included a few very nice cars. Ian and I were drawn to a Series 1 DHC that was well prepared. We spoke with the owner who had recently purchased the car. Oddly, Ian had to show him how to erect the hood!

One atypical Concours car was a well traveled Flat Rad Plus 4. This car belonged to David Spurling and Ross Shallcross. It was a very appropriately used Morgan, having been all over the world. Stickers, like badges of honor, adorned the car. The '*London to Lisbon*' Rally. The '*Peking to Paris*' Rally, and many more. The car looked as it should, not shiny but well used. This just reinforces what I have been saying to folks bemoaning the fragility of their supposedly 'old' car. There is nothing fragile or unreliable about a TR engined Plus 4. I believe that if it is well maintained, it will go anywhere, do it with style and do it safely.

Ian and Barbara had their 1995 4/4 at the event and I have to say it looked superb, and the car sported the MOGSouth and GatorMOG badges!

Saturday evening was the big formal dinner. Well attended, with folks dressed up with neck ties and the like. There were those, however, like me that chose to wear what they had. No space for fancy clothes when you are travelling for two weeks! Again, the vendors were there with all things Morgan. Lots of apparel, especially for the colder climes. Leather and fur and bulky comfort (no room in the luggage!). Not too much good in Florida either, so I passed. They had jewelry, handbags and footlockers festooned with Morgan cars, also neck ties and scarves, books and patches and even a vendor selling car badges . . . I had a few car badges to trade for Rick Frazee and found a vendor primarily wanting to sell badges but was quite eager to trade for the scarce GatorMOG badges. What they didn't seem to have were many parts. A few used spot lights and mounts, but that was about it.

I had figured that I would at least see Melvyn Rutter or one of the other dealers peddling stuff. But they weren't there.



Picture taken from Llangollen Press Materials.

The formal dinner was again a buffet. No complaints but not very memorable. (In fact, I don't actually remember what it was we ate?) Perhaps this is why Ian and Barbara chose to eat dinner elsewhere and only joined us in the pavilion after the buffet?

The entertainment after dinner, however, was pretty good. They had a 'band' of sorts with a number of musicians and singers. They played mostly cover songs, pretty much sticking to the era and/or vintage of the crowd. (Everyone seemed to know the words!)

The singers would change costumes to reflect the original singer of the songs, such as Elton John, Freddy Mercury, Elvis, etc., and then did their best to sing and lampoon the original artists. Pretty amusing. The collective crowd enjoyed it quite a bit and believe it or not the dance floor was full. Again, Ian and Barbara introduced us to many of their friends, and we had quite a good time.

After we had our fill of the dinner / dance we opted to find a quieter spot and headed back to our B&B for a night cap. Well, it appears that our B&B was the best pub in town as we could barely get in the door. The outside tables were full and the bar area was packed. We finally found an open spot in the bar area. Just as we sat down we were joined by George and Julie Proudfoot. More good discussions and a very enjoyable way to end a great weekend.

This MOG event is a yearly thing for the Morgan Sports Car Club (MSCC). They have to cover a fairly large geographic area so the events are moved around each year. Also, there is typically a regional 'center' engaged to help plan, staff the event and act as host. This year's event was hosted by DEVAMOG, the Welsh center. All those involved are to be commended as the planning and hosting an event such as this is a tremendous undertaking. Great job and thank you!!

I understand that the MOG 2016 event next year will be 19 - 21 August 2016 in Milton Keynes, only about two hours northwest of London, and will be supported by CRANMOG.

This event is highly recommended and a great opportunity to see Morgans of all colors and vintages, as well as meet many great Morgan enthusiasts. Don't feel that you can't attend as you aren't a member of the MSCC (I am not a member!). Since both MOGSouth and GatorMOG are clubs affiliated with the MSCC, your US Morgan Club affiliation will get you in the door. Also, the locations are chosen for their regional beauty and other attractions, so don't feel as if all you will do will be Morgan related. There will be lots of other things to do, just in case you or your traveling partner needs a slight reprieve. Cheers!



Mark

[Lots more pictures on the MOGSouth Web Site, www.mogsouth.com and click on Photos. Ed.]



MORGAN FACTORY TOUR - FRIDAY JUNE 6, 2015

It's all changed! Something to be expected. It's been 10 years. The start of the tour used to be at the top of hill, in the front of the factory, but now it's at the back! Things seem to be more measured, less hectic? Certainly, less noisy. We now had to make a reservation and pay money? Are we in the right place?? I guess so. It looks right and the GPS says we have arrived! Well, we were late. We had driven all morning, after getting up before the roosters, just to get to Malvern. Not only were we late, we needed the facilities. Everything is harder when you need the facilities! Ok, let's park here and head up the hill. What?? 'Spares Reception' ?? Where are we supposed to be? Asking kindly, we were pointed back down the hill, and over to a 'Visitor Center.' Well, that's new. The visitor facility is quite the place, with a reception area, a briefing hall, a museum, a cafe and of course the requisite 'gift shop'.

Once we checked in and found the needed facilities, we joined our tour already seated and attentive in the briefing hall. The guide was going over Morgan history and providing an orientation about the marque. Nothing new here for us, so we really didn't miss anything. We sat down for a few minutes and then we were up and walking down the path to the factory buildings we remember. It was as we left this new visitor facility that we noticed the adjoining visitor parking lot. It appears we had parked our rental car in the 'employee' lot.

The first thing I see, at the bottom of the hill outside the building, was the 1000th M3W adorned with the names of all the builders. The guide never even stopped to point it out. Not today's news, I guess. Also outside was a Aero Chassis that was going under the new Plus 8 body. (Most of the Aero Chassis I saw, seemed to be destined for Plus 8s?)

The first stop was into a bay that houses a few historic or significant cars. Included in the mix was the yellow Plus E electric car, the 2004 Le Mans Aero 8, the Aero 8 GT3 racing car, the first production Plus 8, and a maroon Plus 4 Plus. Perhaps this is where the 1000th M3W was stored (perhaps outside for a bath?) or is destined to go?



Then we went into the bays where the work gets done. Starting with the assembly shop. Lots of work fitting engines in chassis. BMW motors going into the bonded aluminum chassis for Aero 8 and Plus 8 cars, as well as the Ford V6 motors being fettled for the Roadsters. Didn't actually see the Ford 4 cylinder motors of the 4/4 and Plus 4 being actively worked on, however there was one already mounted in a galvanized chassis. Interesting, the new Roadsters had power steering units fitted, and I was told that they were now standard on the Roadsters. The rotating cylinder or 'ball' gas pedal has given way to a blade shaped thing. Most likely a move to improve long distance driving comfort? Lots of modifications for safety were evident. There is an anti penetration bar in the doors, metal door hinge mounts and a metal roll bar up under the scuttle. (Aka the Bill Fink U.S. federalization modification of the 1970s.) Also, the seat belt reel mounting on top of the rear wheel arch has been strengthened and relocated to provide a more secure mount. The older locations were always a bit suspect to me.



The Metal Shop or body paneling bay seemed a bit different. Now it appeared that most of the metal panels are pressed in some sort of CNC machine and procured (?) in large batches. There were racks of all sorts of panels, just waiting to be grabbed and installed. I also saw lots of stacks of panels, inner valences, bonnet halves, etc., for



All pictures by M. Braunstein

cars that were no longer being produced. Some might be needed for spares but there were quite a few? For example, there was a huge stack of AeroMax body panels. Not sure where these will ever go? Not that many Max's on the road, so a lot for spares.

It is wasn't all scripted and sterile however. Had it been, I would have been sorely disappointed. A loss of magic, as it were. Luckily there were still a good number of craftsman filing off burrs, trimming the edges with metal shears or happily hammering away at some deserving metal panel to get proper fit - it now just seems a bit more precise. Perhaps the Morgans now being produced will be more consistent, from car to car, than what we have become accustomed to? This should make restorations and repairs easier.

The traditional metal working tools, like the louver cutters, were dormant? Hopefully, their roles haven't been outsourced.

One thing I did see that was being manually 'crafted' was the strengthening wire wrapped into the spare wheel recess. They were still hammered the metal over the wire. Perhaps they have yet to find a better (automated?) way to do this.

The paint shop and Pre Dispatch Inspection (PDI) bay were just across the driveway. I didn't really see a whole lot of QC being applied in the PDI bay. I looked more like a final cleaning and polishing bay. Hopefully, it's more than just that.

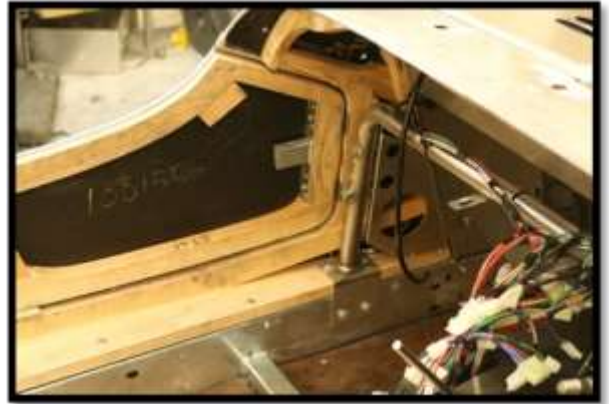
Then we crossed back across the drive way to the wood shop. Again, lots of stacks of prefabricated components, 'supposedly' made in the wood mill, which we didn't see.

We did see the creation of some of the more refined wooden bits, like the wood caps on the Aero 8 dash, and the full dash of the traditional bodied cars. The application of walnut veneers were hand selected and positioned to match colors, grains, etc., and was quite impressive to watch.

Again, the traditional wood working tools were not in apparent use. The wheel arch bending jig didn't get mentioned. Again, I hope we haven't lost this to modern processes and cost cutting.

Here in the wood shop we got the first glimpse of the M3W being created. There were a number of wooden M3W frames in work.

Then to the trim shop. The modification to the interior of the doors interested me. No longer could they use the cavity in



door frame for a map pocket now that there is an anti penetration beam in taking up space. Now the pockets are on the outside of the door cards. Also, the black plastic covers over the door handle mechanisms are covered, now matched with the interior leather and door stops have been fitted. The leather straps have been 'made redundant.' But, where are the sewing ladies? None to be seen?

Finally, we toured the shop where the three-wheelers are fully assembled. It would appear that most of the components are produced elsewhere. There was a bit of a buzz in this shop. Perhaps demand is driving the workforce and motivating management? There were quite a few finished M3Ws in and around the shops, perhaps being tested or in some other way prepared for delivery.

Then we went back to the Visitor Centre and the Museum. The museum was interesting and the Plus 8 DHC created for Jane was there. Also, they have moved Peter Morgan's office to the museum. And, they did a good job. It looked just as it did. Then out though the gift shop, of course.

Change is inevitable, but some things are sacred and shouldn't change. I hope MMC realizes this and balances the mix of new and old. I fear the 'essence' of the car can be easily lost to modernity. **MMC take care!** It's a shared treasure!



[Lots more pictures on the MOGSouth Web Site, www.mogsouth.com and click on Photos. Ed.]



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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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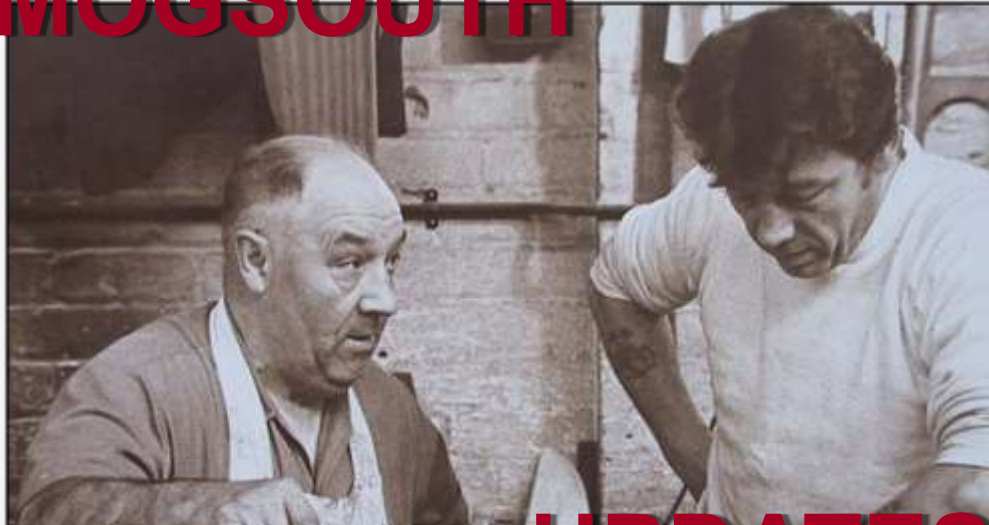
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MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Look for the Club survey results elsewhere in this issue. We haven't really had much time to digest all the comments, but we do appreciate everyone taking the time to complete it.

This survey should give us some insight into what you want the club to provide to you, with respect to a newsletter, web site and periodic events. Without your feedback we are mostly guessing and hoping and that is never a good way to proceed.

Huge amounts of regalia were sold during the Aiken meet. We still have some left, so if you missed out, now is the time!

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 SURVEY RESULTS

The results of the MOGSouth Membership Survey are provided elsewhere in this issue. A big thanks to everyone who responded. This survey provides us with insight into the wants and needs of the membership. These responses will be studied and will help determine just what we include in the newsletter and on the website.

It will also influence our decisions about meet activities and regional event participation. As is normally the case the responses to the questions we included in the survey generated more questions. This could lead us to another survey, perhaps next year. Maybe we want to do this annually? Change is inevitable, even for us, as the membership demographic, and each of our own personal situations, with respect to MOGSouth /GatorMOG and our Morgan cars, evolve.

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. Contact Randy or Mark if needed.

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 !!



MOGSouth Membership Survey Results Summary

The following survey was distributed on May 28th and responses were collected through June 15th. The results of this survey are provided below. From our perspective, the responses re the Newsletter, Web Site and club operations are still being assessed and the conclusions made here are preliminary. If you see something in the data that we should consider or something we missed, please send a email to the editor at mogsouth@yahoo.com. A big thank you to all that responded! We toil in the dark most of the time and it's good to have your feedback!

Member Profile. How Long Have You Been a Morgan car owner?

Check the one that fits your situation best.

<input type="checkbox"/> Less than one year.	5	7%
<input type="checkbox"/> One year to Five years.	9	12%
<input type="checkbox"/> Five Years to Ten years.	8	11%
<input type="checkbox"/> Ten to Twenty years.	19	26%
<input type="checkbox"/> More than Twenty years.	32	44%

- With 81% of the respondents having owned Morgans for more that Five Years, our membership is clearly seasoned in the ways and methods, foibles and charms of the Morgan car. This should affect just about everything.

Member Profile. How Long Have You Been a Member of MOGSouth / GatorMOG?

Check the one that fits your situation best.

<input type="checkbox"/> Less than one year.	6	8%
<input type="checkbox"/> One year to Five years.	21	29%
<input type="checkbox"/> Five Years to Ten years.	16	22%
<input type="checkbox"/> More than Ten years.	39	41%

- The response to this question reflects a membership that is somewhat mixed. Certainly there are those that have been here for a long time, but also a good number of relatively new members. This is good but I am not sure what it means.

Member Profile. How Many Morgans Do You Own?

Check the one that fits your situation best.

<input type="checkbox"/> One.	55	75%
<input type="checkbox"/> Two.	10	14%
<input type="checkbox"/> More than two.	7	10%
<input type="checkbox"/> None at the moment.	1	1%

- Not really sure what this means, but it is good information.

Member Profile. What 'type' of Morgan enthusiast are you?

Check all that apply.

<input type="checkbox"/> Vintage Three Wheeler.	13	18%
<input type="checkbox"/> Vintage Four Wheeler.	49	67%
<input type="checkbox"/> Modern Four Wheeler.	41	56%
<input type="checkbox"/> Modern Three Wheeler.	4	5%
<input type="checkbox"/> Motorsports.	9	12%

- This represents the percentage of folks interested in specific categories of Morgan cars. Many checked more than one of the categories so the percentages add up to more than 100%.

Member Profile. Do you have other classic / collector cars?

Other than Morgans. Tin tops count if a collector car.

<input type="checkbox"/> Yes.	44	60%
<input type="checkbox"/> No.	22	30%
<input type="checkbox"/> Blank.	7	10%

- To me, this means that many in our club are not myopic. They like cars, beyond just the Malvern offerings.

Member Profile. Are you looking to buy additional Morgans soon?

<input type="checkbox"/> Yes.	17	23%
<input type="checkbox"/> No.	54	74%
<input type="checkbox"/> Blank.	2	3%

- This doesn't really shed much light on anything. At best, this tells us that for the most part, folks are content with their current Morgan fleet.

Member Profile. How much maintenance work do you do on your own Morgan?

Check the one that fits your situation best.

<input type="checkbox"/> None.	5	7%
<input type="checkbox"/> Just the basics.	32	44%
<input type="checkbox"/> All of it.	35	48%
<input type="checkbox"/> Blank.	1	1%

- These responses indicate that we are a relatively 'hands on' group. Suspect this is out of necessity in many cases but . . .

Member Profile. If your Morgan requires repairs, where do you take it?

Check the one that fits your situation best.

<input type="checkbox"/> Morgan Dealer.	4	5%
<input type="checkbox"/> Local Mechanic.	27	37%
<input type="checkbox"/> Other. (or DIY)	38	52%
<input type="checkbox"/> Blank.	4	5%

- Finding expertise is not always easy, but finding the time to DIY is not always possible, either.

Club Participation. Do you regularly attend Club Meets?

Check the one that fits your situation best.

- | | | | |
|-----------------------------------|-----------|------------|--|
| <input type="checkbox"/> Yes. | 22 | 30% | <ul style="list-style-type: none">• We need to look hard at this. Not sure what we can do to solve the problems indicated (see below). |
| <input type="checkbox"/> No. | 21 | 29% | |
| <input type="checkbox"/> Depends. | 30 | 41% | |

Comments Provided for 'No' or 'Depends' Answers Above.

Time and **Distance** are the two most significant reasons provided for either a 'No' or 'Depends' response to the prior question. **Competing commitments** are also a big factor (e.g. family commitments like baby sitting.) Many folks still work and can't get away. Prior successes (or failures) were mentioned a number of times. This indicates experience and willingness out there. A number of folks mentioned **age** and **health**. And some stated that they just were **not Interested**.

Club Participation. Have you organized / hosted a Club Event in the past?

Club events include Spring and Fall Meets, or the Christmas Party.

- | | | | |
|-------------------------------|-----------|------------|--|
| <input type="checkbox"/> Yes. | 31 | 42% | <ul style="list-style-type: none">• This club is run by volunteers. I think we need get more folks involved. |
| <input type="checkbox"/> No. | 42 | 58% | |

Club Participation. How many times have you organized / hosted a Club Event in the past?

Club events include Spring and Fall Meets, or the Christmas Party.

- | | | | |
|--|-----------|------------|---|
| <input type="checkbox"/> One to Two. | 22 | 30% | <ul style="list-style-type: none">• 45% of folks have raised their hand. Many on numerous occasions. Time to get others involved. |
| <input type="checkbox"/> Two to Five. | 8 | 11% | |
| <input type="checkbox"/> More than Five. | 3 | 4% | |
| <input type="checkbox"/> Blank | 40 | 55% | |

Club Participation. Are you willing to organize / host a Club Event in the future?

Club events include Spring and Fall Meets, or the Christmas Party.

- | | | | |
|-----------------------------------|-----------|------------|---|
| <input type="checkbox"/> Yes. | 25 | 34% | <ul style="list-style-type: none">• Again, we need to look hard at these numbers as they appear to mirror the prior Club Meets participation response. It appears that folks would be happy to help but are constrained by the reasons given. |
| <input type="checkbox"/> No. | 22 | 30% | |
| <input type="checkbox"/> Depends. | 26 | 36% | |

Comments Provided for 'No' or 'Depends' Answers Above.

Again, **Time** and **Distance** are the two most significant reasons provided for either a 'No' or 'Depends' response to the prior question. The comments received seem to echo the prior comments, again **Competing Commitments**, **Age** and **Health** are mentioned. A few comments indicated a lack of understanding about just **what was required** in organizing or hosting an event.

Newsletter. Are you happy with the MOGSouth Newsletter's overall design?

Check the one that fits your situation best.

- | | | | |
|---------------------------------|-----------|------------|--|
| <input type="checkbox"/> Yes. | 71 | 99% | <ul style="list-style-type: none">• Well, some good news. Folks like the Newsletter. The only suggestion was a desire for possibly "more advanced graphics and layout....could be only electronic or mostly electronic". This is something to look at. |
| <input type="checkbox"/> No. | 1 | 1% | |
| <input type="checkbox"/> Blank. | 1 | 1% | |

Newsletter. What is your preferred quantity of advertisements in the Newsletter?

Check the one that fits your situation best.

- | | | | |
|---|-----------|------------|--|
| <input type="checkbox"/> 10% or Less (where we are now) | 26 | 36% | <ul style="list-style-type: none">• I personally don't want to have a newsletter that is overly burdened with advertisements, however we do need to support those Morgan vendors in the Country (and our region) best we can. This response appears to provide me with some maneuver room. |
| <input type="checkbox"/> 10 - 15%. | 30 | 41% | |
| <input type="checkbox"/> More than 15%. | 13 | 18% | |
| <input type="checkbox"/> Blank. | 4 | 5% | |

Newsletter. Have you purchased anything from any of advertisers in the last 12 months?

- | | | | |
|---------------------------------|-----------|------------|--|
| <input type="checkbox"/> Yes. | 43 | 59% | <ul style="list-style-type: none">• We really do need to support those vendors that choose to advertise in the Newsletter. When you find you need some shiny something or the latest Morgan book, do call one or all the vendors to see what you can find. |
| <input type="checkbox"/> No. | 29 | 40% | |
| <input type="checkbox"/> Blank. | 1 | 1% | |

Newsletter. Is the Newsletter Too Long, Too Short or Just Right?

The question is about number of pages . . .

- | | | | |
|--------------------------------------|-----------|------------|---|
| <input type="checkbox"/> Too Long | 6 | 8% | <ul style="list-style-type: none">• The newsletter has grown to the current size over time. This was a function of available content (keep it coming, please!) and need to provide added information about the Club's activities. It seems to meet all the needs at the current page count so it should stay this way for the foreseeable future. |
| <input type="checkbox"/> Too Short. | 1 | 1% | |
| <input type="checkbox"/> Just Right. | 66 | 91% | |

Newsletter. Is the Newsletter File Too Big to Download?

File Size Dictates time to download over your internet. Big files take longer.

- | | | | |
|---|-----------|------------|--|
| <input type="checkbox"/> Too Big. | 3 | 4% | <ul style="list-style-type: none">• Ok, This is a balance of color photos, the quality of the photos (higher resolution photos are larger) and the amount of fancy graphics and such. I will try to maintain the status quo and limit the newsletter file size |
| <input type="checkbox"/> Could be Bigger. | 11 | 15% | |
| <input type="checkbox"/> Just Right. | 58 | 80% | |

Continued Next Page

Newsletter. How much of the Newsletter do you read each month?

Check the one that fits your situation best.

<input type="checkbox"/> None.	0	0%
<input type="checkbox"/> Just a few pages.	5	7%
<input type="checkbox"/> Usually Most of it.	33	45%
<input type="checkbox"/> All of it.	35	48%

- *Well, this makes me happy. This indicates that the content is mostly appropriate. I need to fine tune it a bit.*

Newsletter. What Newsletter Content matters to you most?

Check all that apply.

<input type="checkbox"/> Club Updates	60	82%
<input type="checkbox"/> Factory News	40	55%
<input type="checkbox"/> Car Tech	55	75%
<input type="checkbox"/> Wants and Sells	48	66%
<input type="checkbox"/> Events Calendar	59	81%
<input type="checkbox"/> Did You Know	35	48%
<input type="checkbox"/> Historical Features	40	55%
<input type="checkbox"/> Club Event Features	53	73%
<input type="checkbox"/> New Car Reviews & Press Release	19	26%

- *This helps tremendously. I can tell what folks like, just tolerate or dislike. Thanks!*

Web Site. Are you happy with the MOGSouth Web Site's overall design?

Check the one that fits your situation best.

<input type="checkbox"/> Happy with Design.	71	98%
<input type="checkbox"/> Needs to Change.	1	1%
<input type="checkbox"/> Blank	1	1%

- *The web site is clean and easy to navigate. I personally would like to see more interactive features, but not sure what would make sense and certainly don't want to incur any costs.*

Web Site. What specifically do we need to change?

"How about a members only section or forum with classifieds, tech questions/answers, etc."

"How about a members profile featuring stories about members and their cars."

Web Site. How often do you access the Web Site each month?

Check the one that fits your situation best.

<input type="checkbox"/> Never	0	0%
<input type="checkbox"/> Only once a month.	33	45%
<input type="checkbox"/> More than once a month.	35	48%
<input type="checkbox"/> All the time.	4	5%

- *Obviously the newsletter is a draw, but the following question about web site content sheds some light on what folks are interested in.*

Web Site. What web site content matters to you most?

Check all that apply.

<input type="checkbox"/> MOGSouth History	60	82%
<input type="checkbox"/> MOGSouth Newsletters	40	55%
<input type="checkbox"/> MOGSouth Photo Galleries.	55	75%
<input type="checkbox"/> MOGSouth Event Calendar.	48	66%
<input type="checkbox"/> Web Site Search Feature.	59	81%

- *I am a bit surprised by this response. Certainly food for thought.*

From my perspective, as Newsletter Editor of the MOGSouth newsletter and Web Master of the MOGSouth web site, this first attempt to survey the membership has been a tremendous success. The response rate was well beyond my expectations and the responses to the questions were enlightening. I realize now in hindsight that my questions were not as specific as they should have been, which may lead me to again, in the future, ask for your input.

Again, I want to thank all of you for taking the time to respond to this survey. MOGSouth / GatorMOG is all about you. It is your club and everything we do in the Club, e.g. the Newsletter, Web Site, Club events, etc., are only there to meet your requirements. We certainly don't want to be doing something you have no interest in, and don't want to miss providing you with something you want from the Club, if we can.

You don't have to wait for a formal survey to speak your mind. Please feel free to communicate with us, with positive or negative (we have thick skin) feedback, at anytime, via the MOGSouth email in box, mogsouth@yahoo.com.



An account of the MOGSouth 40th Anniversary Meet

And, A *Celebration of Car Badges !!*



When I got off the plane from England, (where I had just spent a week launching the Morgans of Hawaii badge at the MMC with Hermen Pol) I figured that I would be homebound for months to come. After all, my previous trip to Malvern was 10 years prior! Therefore when my stepdad received an e-mail asking him to step in for Steve Morris as the Honored Guest at MOGSouth's 40th Anniversary meet, I focused on convincing him to attend.

It took some prodding - among the Honored Guest's duties were judging the Concours event and making a speech at the Banquet Dinner. Uh oh, I thought. The speech will be a deal breaker. But when I booked Bill's flight and printed the ticket without delay, he relented and agreed to make the trip.

I was very pleased that Bill would be able to reconnect with some MOGSouth members, as so many of them are aware of my dad's contributions to Morgan cars in the States, and still own Morgans purchased from Isis back in the day. With no new traditional Morgans coming our way any time soon, the event would be a good way to lift the spirits and have some Morgan related fun. And it did sound like fun. South Carolina in the spring. Magnolias in bloom, sweet tea on ice, Morgans everywhere....wait a sec, what about me? I wanted to smell the magnolias! I wanted to drink sweet tea! I had never been to South Carolina and surely someone should be there to share in the festivities and cheer when Bill made his speech. So I quickly booked a second ticket and concentrated on coming up with any excuse to justify tagging along with him so soon after my UK trip. I decided I could spread the word about my badge designing ventures with Hermen Pol (never mind that this was easily achieved with a smart phone from my office) and call it a business trip. Then it dawned on me to have a secondary Concours for the badges themselves. I could offer some of my own designs as prizes, and include the event in an article I was writing on the process and history of badge making. There! With business trip facade in place, I could focus on choosing what to wear when sipping mint juleps.

Meanwhile, Hermen was so taken with the idea of a Badge Concours that he volunteered to donate some badges to use as prizes. This was becoming a joint effort as we came up with various categories on



1. If you are going to sport a single badge, make it mean something. Your club/region/event rules! 'Nuff said.



2. A Jim Baker badge positioned asymmetrically on trike implies an individualist, leaning towards an understated display of only the highest caliber ornamentation.



3) Double clubbing. When doing so, make one your true blue local clubbing. The second badge should be of secondary allegiance while also being incredibly awesome. This yellow 4 seater won the award for best badges on a 4-seater (as well as oldest badge at the meet.)

Continued Next Page

which to base the awards, and so Morgan Car Badges became the "sponsor" the surprise contest, with certificates for the winners and badges all the way from Holland to add to the offerings. With permission from the MOGSouth coordinators granted for my mini-event within their event, Bill and I set off for Aiken, South Carolina. But first North Carolina - thanks to my lightning fast flight booking skills.

The Concours was held on what seemed to be a movie set out of a Tennessee Williams play. The hospitality was on cue. Everyone was friendly and warm and this was despite my home made (home-grown?) T shirt which could have been a political statement, but instead garnered requests for purchasing the shirt - even Bill wore one to my surprise! I examined the badges with the aid of the knowledgeable Ed Zielinski. I could not have recruited a better co-judge, as he assisted me in determining which badges met criteria (such as oldest badge) and which badges featured other, non-aesthetic attributes out of my area of expertise.

I grew up in what I feel to be the most beautiful place in the world. Still, I have to confess something. That part of the country is absolutely gorgeous - I mean really, it took my breath away. I was awestruck by the beauty of South Carolina. The weather cooperated and I fell in love with Aiken. Joe Speetjens gave me a lift after the Concours in his +8+ and it was glorious to drive through that area in a Morgan with the top down. The Banquet Dinner was graced with a full moon at least triple the size necessary and I was so proud that the club selected 3 Pickersleigh Road badges (my very first badge design for Hermen Pol) to give out as prizes at their very first Awards banquet. (Thank you Hermen for contributing badges to this worthy event!) Bill gave a speech at long last. Sitting with the Ecklers, who had graciously dined with us the previous evening (and even more graciously assisted in locating my rental car) I was misty eyed as Bill related some facts about his friendship with Maurice Owen and also Peter Morgan. I know he misses both of these friends immensely. It must be difficult to soldier on without their support, but looking around the room, I saw how much respect was being paid to my stepdad who has devoted his life to the Morgan cause - and the standing ovation he received was the perfect ending to the balmy southern night. Thank you all who attended, especially Mark Braunstein and Randy Johnson, for choosing my hero as your Honored Guest. I think Bill would agree the honor was ours.

Tcherek Kamstra

P.S. To Mark & Randy: While the updater plaque is very clever, call me if you guys decide a new badge is in order for the 45th!



8) Clever placement. Badge enthusiasm should not hamper air flow.



4) We all miss eMog. Add two points if you are the first owner of your emog badge. Add 5 if you did not have to pay for it. (Like me!) Add 5 points if the badge is in a box signed to you by the moderators (yesss!) Subtract 50 if it's in a drawer. (darn!)



5) No lurkers here! Flanked by multiple affiliations, the social butterfly of badges - the eMog grille brings people together.



6) Whimsically off center yet color coordination is spot on. A do!



7) Winner of Jealous Judge award (aka Judge's Choice)





MORGAN MOTOR COMPANY NEWS

It was back in the spring of 2014 that we first reported on the MMC activities around an electric M3W.

It would appear now that their evaluation and testing of the car is successful and they have decided to officially announce the car at the Goodwood Festival of Speed this year.

Per the Press Release (included here) implies that the car is to be put into production in 2016, however, 'bespoke to order,' which means that they will only build it, if someone pays for it.

NEWS

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

MORGAN 3 WHEELER EV3 CONCEPT - THE RETRO ELECTRIC CAR

Surprise reveal for Morgan's second electric car prototype



For a firm with over a hundred years to its name and a factory where history virtually drips from the walls, Morgan Motor Company is a surprisingly forward-looking manufacturer. There's no better indication of this than the car Morgan has just announced for this year's Goodwood Festival of Speed – the EV3.

As you can deduce from the pictures, it is in fact a Morgan 3 Wheeler, but rather than the usual S&S V-twin found up front, the EV3 uses electric power.

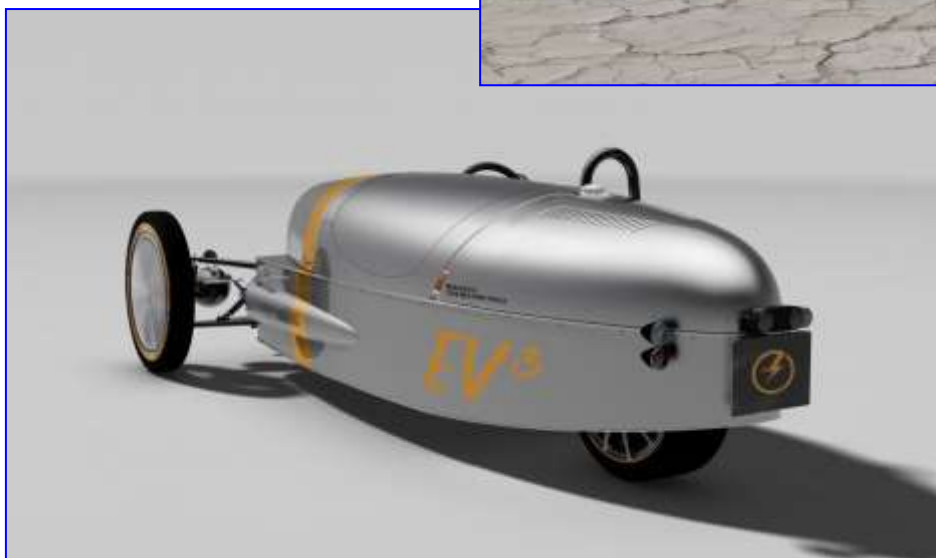
It's the second electric car prototype the company has developed, following 2012's Plus E, launched at that year's Geneva motor show. The Plus E was based on the company's aluminum Plus 8 architecture, and like the new EV3, maintained the vehicle's classic styling.

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If anything, the EV3 is more of a shock to the system – losing the distinctive tailpipes that run along the 3 Wheeler's flanks (creating quite a noise when awakened) and the pug-nosed appearance of the air cooled cylinders.

Instead, it's powered by a 75kW electric motor at the rear wheel – that's just over 100bhp, 20bhp more at the wheel than the standard car's output.

No range is quoted though it's unlikely the 3 Wheeler has been able to accept many battery cells – particularly given that the car weighs less than its 450kg petrol-engined counterpart.



The model is set to go into production on a special-order basis towards the end of 2016. The company will release further details of the car when it makes its public debut at the Goodwood Festival of Speed.

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

**MORGAN EV3 IS THE
ZERO-EMISSIONS
VERSION OF THE M3W**

Following the Morgan Plus E, the Malvern-based Morgan Motor Company is preparing its second zero-emissions vehicle. To be showcased at the Goodwood Festival of Speed, the Morgan 3 Wheeler-based EV3 will enter production at the end of 2016.

You've heard that right! Morgan tells that it's "bespoke to order, hand crafted and most of all fun, the EV3 looks at the world of zero emissions motoring with an entirely new approach." Wait, does that mean no 56-degree V-twin motorcycle engine that's chuffing 82 bhp for a 0 to 62 mph (100 km/h) run of 6 seconds?

Spot on! With the EV3, Morgan is trying to see how the public reacts to the demise of the internal combustion engine on one of the manufacturer's most appreciated models. Don't worry though - the 1,989 cc two-cylinder engine will soldier on in the £25,950 Morgan 3 Wheeler runabout alongside the new EV3.

According to the British manufacturer, what you're looking at and what they'll bring at the Goodwood Festival of Speed is a prototype. After R&D duties and final testing are wrapped up, Morgan will start production late next year. On the technical side of the deal, we're told that there's a rear electric motor that's providing 75 kW (102 PS / 100 horsepower).

Not bad!

But you know what's better than the power bump compared to the V-twin-engined 3 Wheeler? The Morgan EV3 will be lighter than the 3 Wheeler, some 75 kilograms to be more precise. If you will, try to imagine what 75 kW and instant torque feels like on a three-wheeled runabout that weighs 450 kg (992 lbs). Oh, almost forgot: **look forward to 150 miles (241.4 km) of range.** *[150 miles is probably just about as far as one might want to go on a single trip in a M3W. Ed]*

Continued Next Page

MORGAN TO UNVEIL ELECTRIC 3

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

The EV3 is a prototype electric version of the Morgan 3 Wheeler, a vehicle which helped redefine the marque when it was launched in 2011

Morgan is set to fuse the vintage with the modern when the Malvern car-maker unveils its second electric vehicle at this month's Goodwood Festival of Speed.

The EV3 concept is the second full electric vehicle produced by the Morgan Motor Company following in the wake of the Plus E. The firm said the vehicle aims to offer a fresh and fun take on zero emissions motoring and is set to go into production next year.

A Morgan spokesman said: "Bespoke to order, hand crafted and most of all fun, the EV3 looks at the world of zero emissions motoring with an entirely new approach. Morgan is excited to announce that this prototype version is currently undertaking a full testing and development programme and is expected to go into production towards the end of 2016."

The EV3 is powered by a single rear electric motor, which provides 45kw of power and is expected to have a range of 150 miles.

The car-maker said the EV3 would be even lighter than the standard 3 Wheeler, which weighs 450kg.

It gets its first outing on the Niche Vehicle Network stand at the Goodwood Festival of Speed in West Sussex, which runs from June 25-28.

The original 3 Wheeler was launched at the same event four years ago and within just a few months became a best seller for the company with 500 orders taken. Speaking to the Post at the time, its designer Matthew Humphries said the bulging order book was "way more than expected".

The 3 Wheeler represented something of a revival for Morgan as it was inspired by a cyclecar launched in 1910 which first got the company going.

"We were trying to get quirky humour into it too, with elements like the starter button being the bomb release button from a Eurofighter jet. At the end of the day a three-wheel car is a product of humour. All great British products have an element of humour about them."

Despite its humorous element the 3 Wheeler also stood out as a performance vehicle, with a 0-60mph time of 4.5 seconds and a top speed of more than 120mph. The real thrill, according to Mr Humphries, came courtesy of its diminutive stature and compact dimensions.

"It is certainly a fast, fun car but the great thing about it is that because you are so low and close to the ground you feel quite cocooned," he said.

"With a lot of supercars these days you don't really feel the speed – you don't have excitement from it – but with this you can cruise along at 50mph and it feels like you are doing 100mph." He added: "It is going back to the simple principles of what Morgan is about, making simple, lightweight, hand-crafted, bespoke products. The 3 Wheeler does make sense in terms of getting right back to our roots. People like the simplicity of it and the honesty of its design."

Did You Know?

What MMC Changed in the 2014 M3W

Technology - In response to customer feedback, the extended 30 months or 30,000 mile warranty became standard. Morgan subjected an 2014 upgraded car, to a punishing 5000mile road test and 160hrs of constant idling.

Timing Belt - Morgan, working in collaboration with S&S, has adjusted the engine to suit the unique properties of the Morgan 3 Wheeler. The timing belt has been fine-tuned, to lower the overall temperature of the timing belt, significantly reducing damage and the need for replacement.

Urban Cooling Pack - The newly designed cowl draws air across and around the engine. During hot idling or speeds lower than 10 MPH, the fan activates and continues to cool the engine, improving performance and extending engine component life.

Chassis - To improve handling and braking MMC increased the torsional strength of the chassis by introducing a welded, tubular, front leg cross bar.

Pedals - To suit customer needs, pedal positioning is now fully adjustable.

Bevel Box - To ensure every Morgan driver has the ultimate driving experience, the bevel box is now mounted on rubber bushes which isolate it from the chassis. This reduces noise significantly.

Steering - In response to customer feedback, Morgan endeavored to improve drivability. To do this the height of the steering arm has been raised, ensuring a more responsive and comfortable drive.

The compensator - The compensator has been replaced with a new, state of the art design, the 'Centa Drive'. The new assembly requires no lubrication and is more robust. 4 rubber barrels roll concentrically between an inner core and an outer drum in tear drop shaped pockets. This means there are no bearings and no metal on metal contact. The whole system has reduced noise for a smooth and pleasant ride.

PRESS RELEASE - MORGAN ANNOUNCE ELECTRIC 3 WHEELER – THE EV3

Morgan are excited to confirm that a prototype model electric 3 Wheeler, The EV3, will be shown at the Goodwood Festival of Speed later this month.

The Morgan EV3 concept is the second full electric vehicle produced by the Morgan Motor Company. Following the Plus E, the EV3 is based on the standard Morgan 3 Wheeler that was reintroduced back in 2011. Bespoke to order, hand crafted and most of all fun, the EV3 looks at the world of zero emissions motoring with an entirely new approach. Morgan is excited to announce that this prototype version is currently undertaking a full testing and development programme and is expected to go into production towards the end of 2016. A single rear electric motor provides 75kw of power and the overall weight is less than its combustion based counterpart at 450kg. Range is expected to be approximately 150 miles.

The EV3 first prototype will be on show later this month at the Goodwood Festival of Speed as part of the Niche Vehicle Network stand (Premier row, stand 7). *[Given that the FOS is scheduled for 25 - 28 June 2015, we should hear quite a bit more about this car very soon. A image of the front of the car taken off the TalkMorgan blog. 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 air flow study (this is an interesting video and one can conclude a few bits of wisdom, re the radiator flow. Done by Austin resident and Morgan enthusiast Duncan Carlton)

Modified 4 Seater Morgan Car (2000) (This gives a bit of a view into the configuration of the newer 4 seat cars and their hoods. There have been several variations in recent years, with some like this necessitating the removal of head rests or having the rear seats come forward, but other designs don't require the rear seats to be tilted to raise the hood. Per talk morgan - 1997 - bench rear seats, no headrests as standard so hood can be raised, 1997-1998 no 4 seaters made, 1999 - new design as the video with Chris Goffey where the hood can only be raised with just tipping the seats forward a bit because the frames are right to the back of the seats, 2006 - new design with new easy(ier) up hood and longer rear where the hood will go up without tipping the seats forward.)



BILL COULD LAUNCH NEW AMERICAN CLASSIC CAR INDUSTRY

FoxNews.com

[Rick Frazee found this on line and as he says 'We may yet be able to buy a NEW Morgan one day!!!!!!'. Based on this, I think it could just apply to Morgan. Ed.]

There could be more classic cars hitting the road soon. Cars that look like classics, that is.

The Low Volume Motor Vehicle Manufacturers Act of 2015, introduced this month in the House of Representatives, would allow small companies to produce and sell ready-to-drive replicas of classic cars without subjecting them to the prohibitively expensive safety and emissions tests the major automakers' vehicles must undergo.



Superformance MKIII (Superformance)

Hobbyists build hundreds of Shelby Cobra, Ford "Deuce Coupes" and other vintage clones each year. State-by-state laws today allow the sale of component "kits" which must be assembled by the buyer or a third-party shop. **Under the new rules, registered companies would be allowed to produce and sell up to 500 finished cars in the U.S. each year that would carry a federally issued VIN.**

The bill, H.R. 2675, co-sponsored by Reps. Mark Mullin (R-Okla.) and Gene Green (D-Texas), is supported by the Specialty Equipment Market Association (SEMA), which represents the kit car and aftermarket parts industry. **It would require these cars to use modern engines that have already been certified by their suppliers to meet current emissions standards, but it would exempt them from the most stringent federal safety regulations.**

Perhaps most importantly, **the cars will have to be exact visual replicas of vehicles that are at least 25 years old,** *[Now this is an interesting requirement and I wonder just how Morgan would approach it. Ed]* and their original manufacturers must license the designs. Stuart Gosswein, SEMA's senior director of federal government affairs, said previous attempts to create this type of low volume classification were stymied in part by opposition from some major automakers. Allowing only classic, and not unique, designs should make it more palatable for the industry to accept, he said.

A spokesman for The Alliance for Automobile Manufacturers said the group was reviewing the legislation and had no comment at this time. "The current law does not take into account the unique challenges that small auto manufacturers face when it comes to recreating historic cars," Mullin said in a press release accompanying the bill's introduction. "We can't expect these companies to be able to comply with a law that was established in the 1960s for automakers that mass-produce millions of vehicles every year. We need to encourage growth in our manufacturing market, not create unnecessary barriers."

Gosswein predicts the impact on the auto industry will be small, eventually accounting for only about 1,500 cars a year, but even that number could create hundreds or thousands of jobs nationwide.

Lance Stander, whose company, Superformance, sells Shelby Cobra, Ford GT40 and Chevrolet Corvette replicas without drivetrains, expects his business will expand within a year from 20 to 100 people if the bill passes, and that it will make it easier to export its California-assembled products. He said a business like his would have to invest over \$100 million under the current regulations to become a fully-fledged manufacturer, even at the low volumes being targeted. He said he's excited by the prospect of potentially dozens of companies building new cars, likening it to the pre-World War II automotive industry before it consolidated into the Big Three.

David Smith, owner of Massachusetts-based Factory Five Racing, the largest manufacturer of kits, said he will continue to focus on that end of the business, but he added that the law would open up new avenues of innovation by allowing small companies to develop cutting-edge automotive technologies by using these replica platforms.

Smith, who sells several products that feature modern, original designs, said he thinks the restriction to classics is unfortunate, but he added that they attract people to car shows and other events, so the more out there, the better.

H.R. 2675 has been referred to the House Committee on Energy and Commerce, where it awaits further action. To qualify, **companies would have to sell fewer than 5,000 cars worldwide each year.**





This article comes from long term Morgan owner Duncan Charlton in Austin TX. He has added some science or at least some formal studies to the subject of Morgan aerodynamics.

We all know that our cars are not all that aerodynamic, have a drag coefficient something akin to a brick. However, this is the first time I have seen a treatise comparing the supposed corrective actions. Duncan does a great job (and don't forget to watch the accompanying video) of assessing the options and his conclusions dispel some 'old wives' tales, while confirming others. Thanks Duncan!

AERODYNAMIC STUDY OF A MORGAN TRADITIONAL BODY, BY DUNCAN CHARLTON

MAY 2015, DUNCAN.CHARLTON54@GMAIL.COM

Introduction

Morgan enthusiasts have sometimes wondered how airflow is routed around the elaborate Morgan bodywork as it is being driven. Overall aerodynamic drag of a Morgan is determined both by the amount of frontal area and the shape of the body itself. The body is somewhat wing-shaped, and wings create lift, and lift creates drag.

If one decided to reduce aerodynamic drag in a Morgan the most significant change is also one of the easiest: remove the windshield! Notice that I didn't say it would be a practical change. Reducing a traditional-bodied Morgan's drag would require that the shape of a Morgan move in the direction of a resembling a used bar of soap, so most enthusiasts would quickly agree that reducing aero drag significantly would risk losing the point of having a Morgan.

Observations and Conclusions from 2002 to 2004

To briefly address what I know about airflow around the rear of the car I will point out what I was told by Anatoly Arutunoff, who successfully raced a 1967 Morgan 4/4 in the SCCA from the mid 1960s to the late 1980s.

After replacing the sloped rear deck panel with a new piece of aluminum sheet without a hole for the spare tire, he reasoned that the filled-in area was probably contributing to a noted loss of top speed on the track. The hole was cut out to the typical size found on a road-legal Morgan and engine speed in top gear increased by 300 rpm. Air clearly wants to exit from this hole, and some creative race car designers have placed an engine radiator in this hole with good results. Unwanted lift and drag were both being created and allowing air under the body to exhaust through this hole in a turbulent state (usually not a good thing) created a net improvement.

My initial testing in 2002 using short tufts of yarn on the bonnet of a 1963 4/4 (with bonnet-top louvers) revealed that air was being pushed out of the four or five louvers at the front of the bonnet and being forced into the rearmost four or five louvers, with "indifferent" flow around the remaining middle area. As air encountered the grille some of it was displaced upward and as it passed the highest point of the cowl it was still traveling upward due to its inertia and it created a low pressure area, drawing air out of the front louvers. *[Ok this makes sense so far. The air being pushed out at the front should help cool the motor, and the air being sucked into the bonnet goes into the fan/heater duct. Ed.]*

The windshield diverted air upward and to the sides. As air slowed down to change direction it created increased air pressure upstream of the windshield over the rear portion of the bonnet, causing air to be forced downward through the louvers since the air pressure inside the engine compartment was lower. Side louvers showed air exiting only throughout, and since some Morgan owners prop open the rearmost edge of the bonnet by one inch to improve cooling flow, I tried this too. I made no



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attempt to measure the amount or degree of air flow but I could see that air continued to exit the side louvers and pass outward through the gap at the rear edge of the bonnet. *[This is a strategy I have considered to cool my Plus 8. There are manufactured bonnet extension devices around but I haven't seen any for sale lately. I was told a old wine cork would work as well. Any of those about . . . Ed.]*

I experimented with controlling entry of high-velocity air into the cockpit from the side. I knew that air was hitting me in the back of the head after having passed over the windshield (nowadays we are all familiar with air blockers seen on many sports cars, mounted behind the front seat passengers) but wanted to understand why side curtains were so effective at improving comfort in the cockpit. I knew what it was like to drive with the window slid open on a side curtain, so I decided to simulate the lower half of a side curtain with a plywood panel. I reduced its size in three increments until I got the best improvement in comfort relative to the least amount of area being blocked. The photo shows the second iteration.

Rather than passing horizontally around the side of the windshield as expected, the most objectionable section of the air stream was passing upward and rearward over the forward edge of the door and arriving at my outboard ear at high velocity, producing an annoying level of buffeting and noise. I realized that I could block the most annoying portion of the blast by placing my hand into the wind stream just above where the top of the door meets the scuttle, so I tried to come up with a solution that would block this area but not look too dorky.

Thanks to a suggestion from Bob Nogueira, the solution was to fabricate a simple mount from aluminum angle, attach it to the side curtain mount knob, and mount a wing mirror on it. This is more effective than the typical wind wing solution, particularly since the ones most often seen were designed for a vehicle without cut-down doors, leaving the bottom edge of the wind wing with an upward sweep, so the problem area is not blocked at all. *[This has been my experience, as well. I have ridden in cars, both with the common wind wings and without, and have noticed no real difference. Ed.]* It is easily dismantled when the side curtains are necessary, and since the car has wing mirrors, I am not without rearward visibility when they have been removed.

The image to the left shows a good wind wing design for a Morgan, which I spotted at Bodega Bay, California in September 2003. To produce the strongest effect it needs to be kept swung in close to the top edge of the door. My palm-of-



-the-hand air flow test suggests that the biggest benefit to passenger comfort comes from air blockage done by the bottom four or five inches. One disadvantage of this solution is that it has some effect on the passengers' view of the scenery and unless it is removed before using side curtains it interferes with them when the door is opened.

Recent Testing

My latest test (May 2015) was to intended to record observations of several things: 1) which portion of the oncoming airstream goes where, 2) the direction of flow over various portions of the body and 3) the degree to which air bypasses the grille (and therefore the radiator).

The accompanying video can be found in the listing of 'Great Morgan Videos' feature in this issue of the MOGSouth Newsletter or alternately, on YouTube at the following link: <https://youtu.be/uomfVKFBJ44>.

I found that almost all of the oncoming air 5" above the ground (indicated by pink

Continued Next Page

smoke) continued under the car, and air 26" above the ground (the purple smoke) passed entirely over the bonnet (and plenty of it went into the cockpit).

Air arriving at the front of the car 16" above the ground (indicated by the gray smoke) struck the bumper and grille. Some passed through the radiator, but a significant volume passed above and around the cowl.

I used short lengths of yarn to observe airflow direction. It is smooth and continuous in some areas but inconsistent in others, effects much more clearly seen in the video.

Where airflow was displaced upward or sideways around a part of the body, a low pressure area was created which caused yarn tufts to swirl around and sometimes point toward or perpendicular to the direction of vehicle travel. In other places airflow seemed



to be barely affected by the oncoming 70 mph stream of air. I was surprised at the degree to which airflow bypassed the grille opening. Air strikes the radiator core and meets some resistance, increasing the pressure in front of the radiator, causing air to "back up" in front of it. Air striking the center area of the grille 4" below the top was clearly not entering the grille, and was diverting around the side of the cowl opening just above headlight level.

Since I wanted to know how to most efficiently gather cooling air for racing our 4/4 I decided to pursue this further with shorter pieces of yarn placed at various points over the grille to determine where the flow transitions from passing through the grille to passing around the cowl. Photos and video show the extent of air bypass.

I have seen photos of racing Morgans that had the top 3 or four inches of grille opening blocked off without any apparent negative effect. I can see how it could create a positive effect, preventing air from escaping from the edge of the grille opening, passing up and over the top of the cowl. Based on my observation, I could fashion a crescent-shaped blocking plate (behind the grille, not in front) for my 4/4 race car to allow the oncoming air stream to encounter an opening only where air was observed entering through the grille. This may not be necessary unless the engine is overheating at high speed since the pieces of yarn are laying flat instead of standing proud of the grille slats, suggesting that there is little outward



Red Text - Low pressure areas where flow is not in a straight line or there is very little flow. Green Text - Note upward direction of flow here.

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flow occurring.

Additional discussion through May 27, 2015:

From Gordon Craig: The video plainly shows that airflow into the radiator is a vexing proposition at best, despite all the things I thought I was doing right, ie, blocking off the gaps around the rad, creating with rubber skirts a cavity inside the cowl to direct air to the rad core. It leads me to think the only thing working to some extent is the pusher fan I installed in the front of the rad...at least it is pulling "dead air" into it?

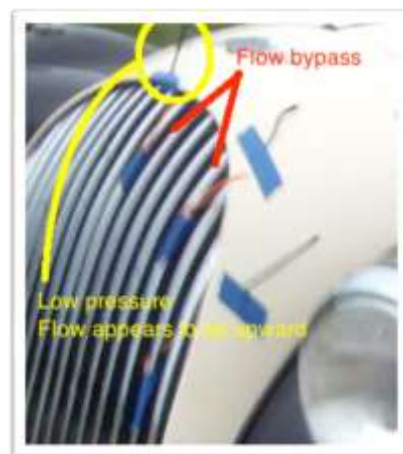
From Brent Meeker: The radiator and engine compartment provide resistance to flow. This is only overcome with pressure ahead of the radiator. Unless you're going supersonic (not likely in a Morgan) this pressure is communicated ahead of the cowl opening and air starts to deflect well before it gets to the grill. You need this pressure difference across the radiator to make air flow through it. The best way to deal with this is to drop the pressure behind the radiator. [. . .]

My reply to Gordon Craig: Just because not all of the approaching air molecules can't enter the grille opening doesn't mean what you are doing isn't working. Blocking the gaps around the radiator (which I did on my Plus 8, the one in the video and most of the photos) causes a greater pressure differential between the front and rear of the radiator, so more air is getting through the radiator. [. . .]

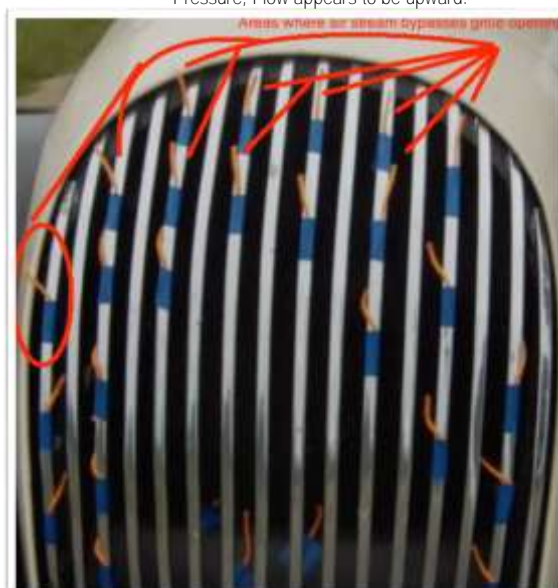
Air flowing through the radiator core encounters a lot of drag. If the radiator is out there in front like a flat-rad, some air spills off the surface because pressure behind it is less than in front of it. If the radiator is too small for the engine's cooling needs, one can either increase pressure on the input side or decrease pressure on the back side. A large opening in front of the radiator could conceivably funnel more pressure to the radiator but a reverse funnel shape on the back also could do the same. You have increased pressure on the front with a pusher fan and others have done the flip side. Bob Nogueira, Button and others have added a shroud to the back side to reduce clearance around the engine driven fan blade tips so that fan's blades draw air only through the radiator core and not from the sides of the blades; in other words they are not recycling air through the blades that's already in the area behind the radiator. [. . .]

The grille opening on a Morgan is probably bigger than necessary. if cars typically traveled at one speed, a more efficient cooling system would be easier to design. [. . .] Unfortunately one look at a Morgan's engine compartment makes this idea pretty ludicrous... all those louvers with air going out the fronts, in the rears, out the sides, etc... and then there's that huge hole in the bottom of the engine bay, with high pressure air building up under the car and in the wheel wells (note the yarn pointing outward at the edges of the wheel wells in my photos). *I have concluded that blocking air flow under the car is the second biggest improvement (removing the windshield being the greatest/easiest) one can make in controlling drag and making air go where you want it to go.* [. . .]

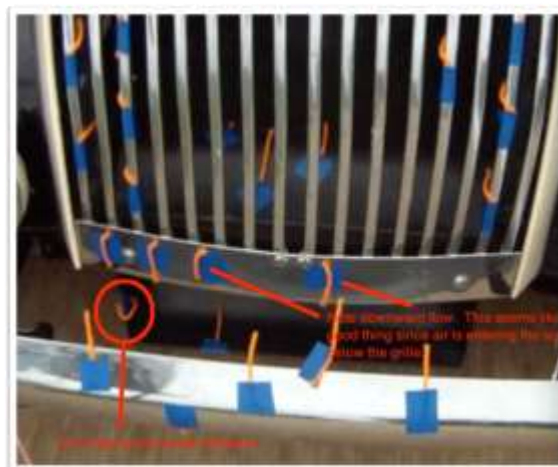
What this analogy leaves out is 1) air molecules are what air "is", and molecules like to be evenly dispersed, so if there are some missing over there (low pressure), the nearby ones (in a higher pressure area) try to fill the hole, and the ones behind those take up the slack, etc. outward, upward, and downward until the effect spreads out enough to be locally insignificant. An aircraft wing on a little Cessna disturbs air molecules at least 5 feet above the wing when in level flight because the relative vacuum on top of the wing invites the air molecules above to come fill that vacuum. So perhaps air might be imagined as a mass of magnetized bb's that are trying to stay a certain distance away from each other... not too far away and not too close. And they all



Red Text - Flow Bypass. Yellow Text - Low Pressure, Flow appears to be upward.



Red Text - Areas where air bypasses grille opening.



Upper Red Text - Note downward flow. This seems like a good thing since air is entering the scoop below the grille. Lower Red Text - Air is bypassing scoop entrance.

want to be the same distance away at a given temperature.

2) We really should be thinking in terms of pressure differentials when it comes to things like engine cooling air or vehicle aero drag. When a Morgan is at speed, it is cramming air molecules out of the way, inviting the air molecules behind this "bow wave" to take the positions of the displaced molecules. This lower pressure behind the car generates a pull (one might just as easily call it "suction") toward the rear.

The windshield forces air up, drawing air molecules in the cockpit upward. I think if I taped some yarn pieces to the inside of the windshield near the top, they would be standing straight up at speed. This low pressure "hole" in the cockpit draws from (or is "pushed to from") anywhere that the concentration of molecules is greater — from the rear and from the sides. When the top is erected, a following vehicle can see the center of the fabric ballooning upward. However, air can't really escape upward from the cockpit because of this fabric and therefore there is not much relative vacuum to be refilled in the cockpit. The lift and drag are still there, but it occurs above and behind the fabric top instead of where the passengers' heads are.

But... man, this could go on and on. We just need to accept our Morgans (mostly) the way they are and try to tackle specific air flow issues one at a time, remembering the principles of identifying high and low pressure areas and not getting sidetracked into visualizing streams of molecules.

From Jim Taylor: I have a minor comment regarding the airflow through/over the grillwork. I have a '94 +8 that I acquired last year. The PO had installed the more modern wire mesh behind the grill bars. When I took the car to Bill Fink to ask some questions about it (he had sold it new to a customer in SC) he commented immediately on the grill mesh -- something to the effect that he had heard "... that it was supposed to improve the airflow through the grill."

My reply to Jim Taylor: I can't see how it could improve flow if added to an existing grille, but my test results suggest to me that the grille opening is bigger than it needs to be (and it is around, what, 25% blocked by the grille bars?), and maybe adding the mesh has little influence on flow since it is already slowing down as it passes through the grille bars. If the car is going 75 mph, the air passing through the radiator core is going a lot slower — but I don't have the means to measure the speed differential, but I'll take a guess and say it's perhaps 35 mph. [. . .]

All that said, the newer grille bars look different to me so maybe Bill Fink's was indeed referring to the entire new type grille assembly. Mine are just chromed sheet metal ribs folded to a simple squared-off "C" shape cross-section and I think the new ones have a more rounded leading edge, which likely cuts drag compared to the earlier squared-off type.

From Chris Towner: The Aero (i.e.: Aero 8...Duncan) offers several layers of cooling devices. Yet the nose panel which holds the grill is solid, only below it is the air inlet! Quite a different approach compared to older Plus 8's. Also the bonnets offer way fewer louvers. It all obviously works.

From Bill Button: It is interesting that blocking the spare tire hole with sheet aluminum was counter productive. I wonder what Duncan's Analysis would look like had he blocked the area below the radiator as Dwight Smith suggested in His article many years ago.

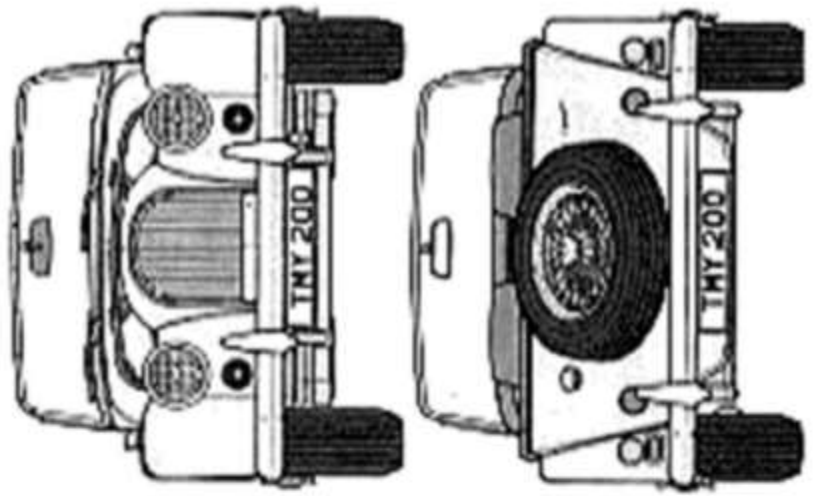
My reply to Bill Button: I think blocking the area below the radiator would work to increase flow through the radiator core, mainly because it creates a buildup of higher pressure in front and a lower pressure area behind. Extending a dam all the way across would work even better.

From Bill Button: At one time I hung a rubber mat between the bumper brackets to the lower crosshead tube. Based on Dwight Smith's findings. I think it helped the heat issue a bit. Jim Walters fabricated a fan shroud using information I received from Bob Nogueira which really helped the heat issue. Heat issue is one thing but drag is another. I wonder if the radiator could be moved to the spare tire hole solving both problems. Not sure how I would run the water pipes thru the cockpit. Now a days a spare tire seems to be redundant. *[I have to agree with Bill here, as I haven't had a flat on any of my Morgans since the late 1980s. And, now I simply use some green slime like stuff for a temporary fix. Ed.]*

My reply to Bill Button: I would not be concerned about drag in this case because reducing the amount of air traveling under the car likely reduces drag significantly. [. . .] A radiator core might be better protected from road debris there (perhaps not from hail...) and a honeycomb layer below it would likely do a very good job of preventing small foreign objects from piercing the core.

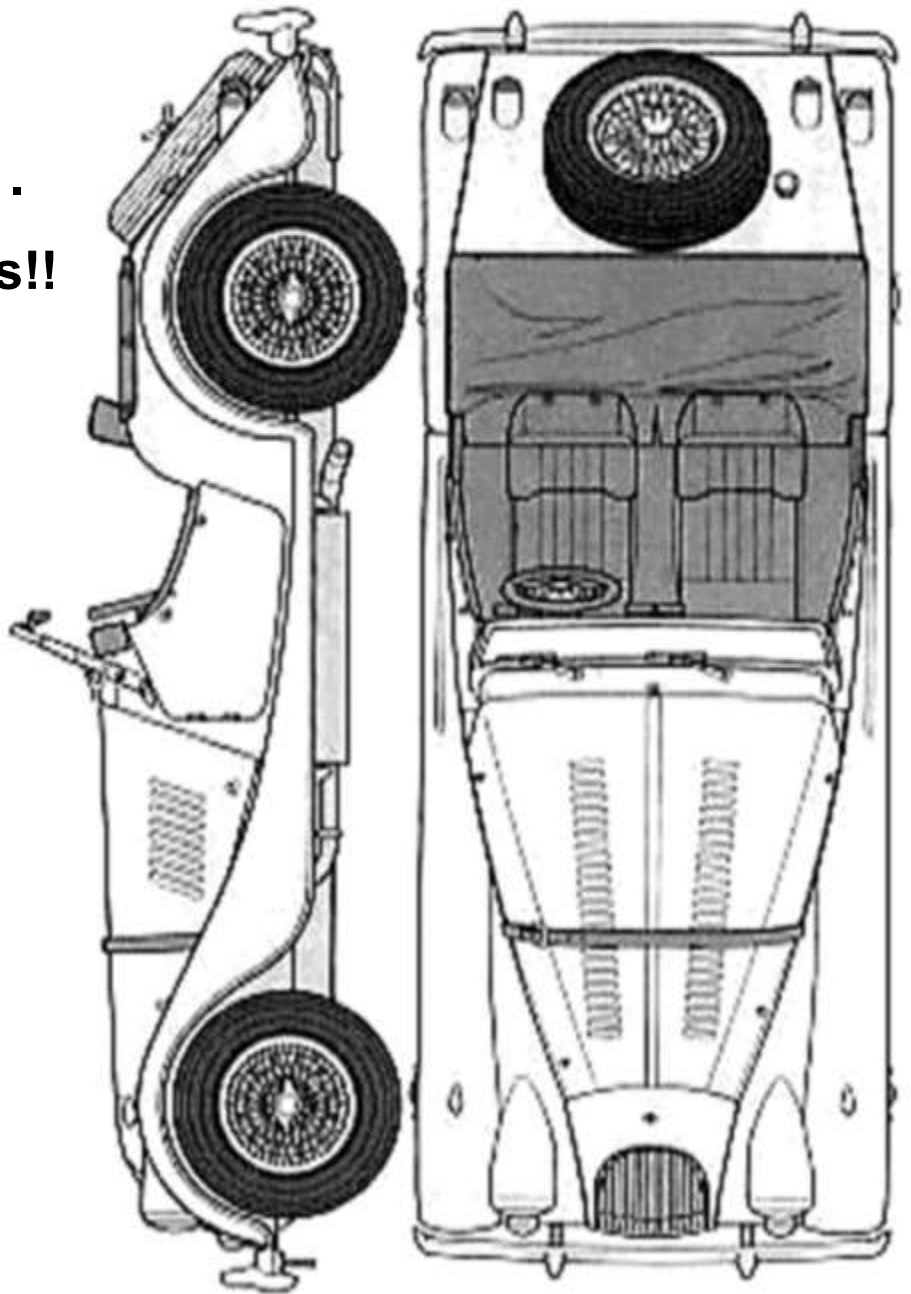
Long coolant pipes would add weight and perhaps some complication (more cockpit heat?) although it might allow more options for plumbing a heater. Weight of radiator plus coolant would be moved to the rear, so chassis balance might be affected to the good or to the bad. Cooling ability would probably not suffer since one would be using an electric fan anyhow. Drag might be improved since the volume of air flowing through a radiator core might exceed that of air flowing through and around a spare wheel (a non-wire wheel, that is), and filling this low pressure area with high pressure air from under the car would be a good thing for killing both drag and lift. [. . .]





Morgan Coloring Book Fun

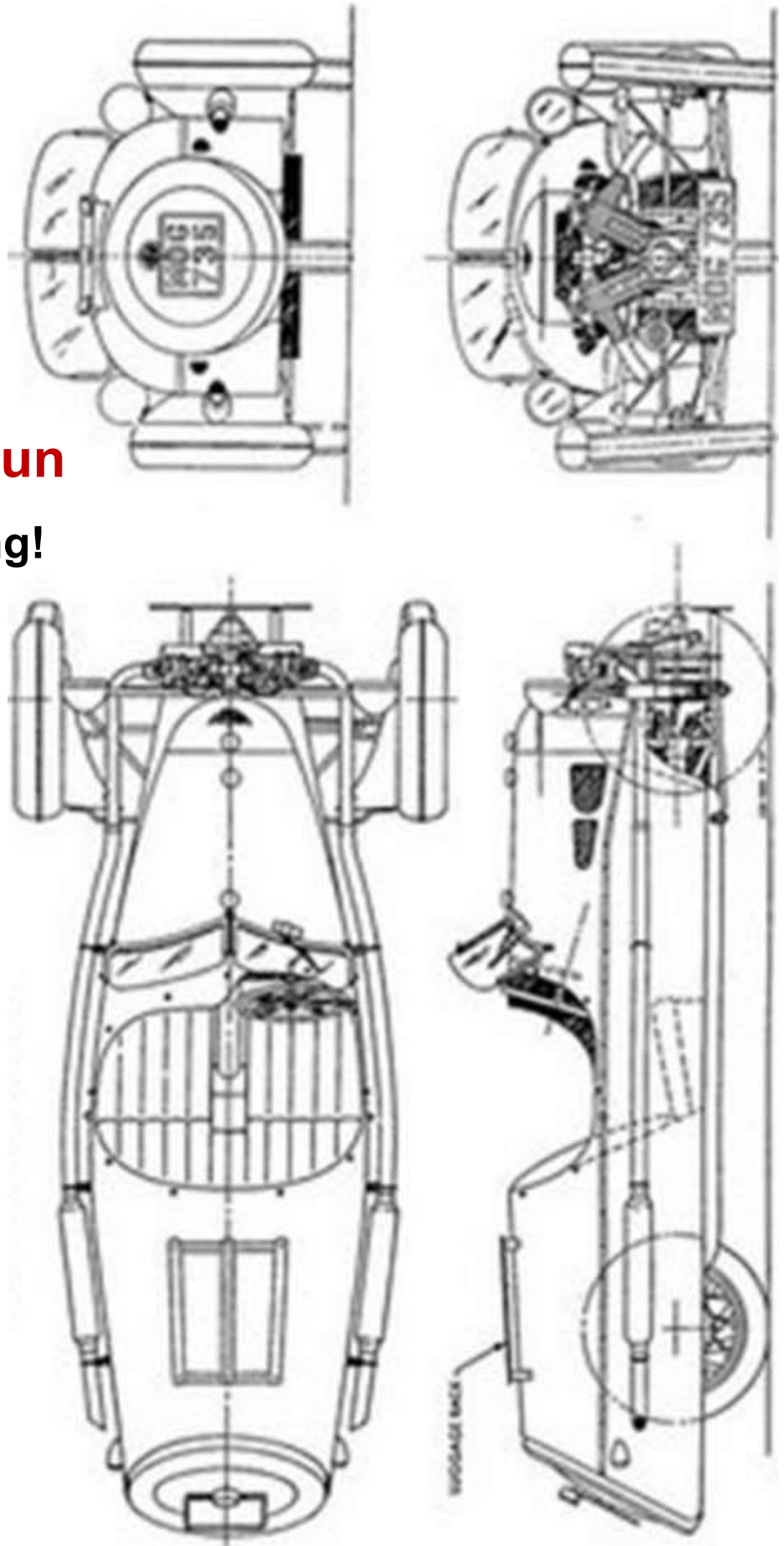
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2014 US (and a few International) EVENTS

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

- **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

Letters to the editor!!

[We received quite a few accolades for the 40th Anniversary Meet, actually too many to reprint here. Thank you. We all appreciate the feedback The following is a note from Dorothy and Glenn Moore and is representative of the others. Ed.]

Mark, Randy and Super Dave,

This thank you for the great weekend in Aiken has been too long in coming, but I hope you will accept our thanks (although belated) for the fabulous 40th anniversary time in South Carolina.

So many great Morgan owners, good food, the many, many activities were so well planned; it was a very special time.

I know you spent way toooo many days and hours putting this extravaganza together. We appreciate all you accomplished and everything came off so nicely.

Thanks again for some great memories and special experiences and for all you do and have done for our Morgan Group.

Dorothy and Glenn Moore (Atlanta, GA)

[David and Lynne Hornby (Canada) provided the following link of photos taken by a professional photographer at the MMC. He had access to places I didn't get to go on my tour, 5 June. Great stuff!! Ed.] <http://www.elliottnewtonphotography.co.uk/morganmotorco>



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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. 6/15

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

