

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/13

## Peter Morgan Memorial Race V

### Put-In-Bay, South Bass Island, Ohio

### August 26 - 29, 2013



## Put-In-Bay, South Bass Island, Ohio - 27, 28 & 29 August 2013

This year as part of the Put-in-Bay Road Races, there was a gathering of Morgan Three Wheelers at the fifth annual Peter Morgan Memorial Race. The Morgans three wheelers participated in their own race on the Airport course on 28 August.

Time Travel is great fun and the August 28<sup>th</sup> vintage races took us back to the fifties via the Miller Island Ferry, sadly we have now almost had to revert back to real time. First off, the entire Bass Island and the town of Put-In-Bay has no brand name stores. NO Mickey D's, NO Wally Mart, just good old fashion small businesses. The airport track can almost be envisioned as an abandoned WW2 base with vintage planes and hay bales lining the course and our Morgan trikes and the many other British cars fitting into the time warp.

We arrived late on Monday and woke up Tuesday to a great welcome by the community. The two laps through the town on the original 50's area track brought out the citizens to enjoy our fun. The evening party at the Goat restaurant got us into the mood with great Morgan fellowship and MOGSouth was well represented by the trike crowd, with the Frazee, Addie, Wilson and Sisson participation.

Wednesday was our race day and started early. The highlight of the day was the 5<sup>th</sup> annual Peter Morgan Memorial Race with four *[three of which were MOGSouth cars. Ed]* of the 17 plus Morgan trikes that had come to the Island going at it with a scripted first four laps and a "go for it finish." Bob "Kermit" Wilson took home the first place trophy at the last minute. A close second place went to hard charging David Hodgson in our 1950 F Super followed by Fred Sisson and Duncan Charlton in his beautiful Matchless powered Super Sport. *[1-2-3 for MOGSouth! Ed.]*

The Group 1 race for MGs and Morgans saw Hodgson in Kermit's car move from last place on the grid to a resounding first place lead in the last lap, only to be foiled by an errant shift lever. However, Dave's effort had the crowd up out of their seats cheering wildly and earned Hodgson the coveted "Leaky Cup" for the fastest Morgan of the entire event. Later, the second Group 1 race with MGs and Morgans showed the true speed of Fred Sisson's Trike when he bested the field.

Thursday brought most all the cars together for a car show and valve cover races. While Lee Charlton's valve cover didn't win the valve cover race, the entry would have won best of show had there been such a prize. A beautiful MG Magna won first place in the Competition class, with Kermit's #3 F2 finishing second. We are now relaxing in downtown Fernandina on the way to our home in Winter Park, Florida and our thoughts go on to the future when we hope to do PIB again, next time as a driver. Pending formal agreement from the PIB Port Authority, which runs the airport; next years dates are 25, 26, & 27 August 2014.

Anybody out there know where I can find a good deal on a Austin/Morris Mini, Morgan 4/4, or Turner, already set up to race, that will get me through drivers school? Cheers All Ya'll,

*Rick Frazee*

Images - MMC



Photo - www.putinbayphotos.com





Rick Frazee's 1950 F Super w/ Rick (in Top Hat!) and Sam

*[Morgan ownership, whether it's a trike or a 4 Wheeler, is all about having fun. If you aren't having fun with your car, some things wrong! It may be racing or it may a simple drive through the twisty bits, or just motoring through town, but there is always some fun to be had. If aren't enjoying the car, then past it on. Ed.]*

Photo Courtesy of Rick Frazee



L - Rick Frazee's 1950 F Super w/ driver Dave Hodgson,

R - Bob Wilson in his F2

Photo Courtesy of Rick Frazee -

Photo - Jonathan Bird / <http://www.portclintonnewsherald.com>

*[Although Ohio is a certainly out of the MOGSouth Region, the Put-In-Bay races on South Bass Island included a really good contingent of MOGSouth Members. MOGSouth attendees includes Sam and Rick Frazee, Bob and Lynn Wilson, Fred and Roni Sisson, and Graeme Addie. Dave Hodgson (ok, a Honorary MOGSouth Member, was imported from the UK to support Rick and Bob and drove Rick's F Super. Rick had so much fun, he is looking to go back. Ed.]*

L to R. Duncan Charlton, Fred Sisson, Dave Hodgson in Rick Frazee's F Super and Bob Wilson.

Photo Courtesy of Rick Frazee

L to R. Fred Sisson, Dave Hodgson, Bob Wilson , Duncan Charlton



Photo Courtesy of Rick Frazee

Photo - Rick Frazee

## **'Lani' Steele, Beloved Wife of Bob Steele and friend to MOGSouth Died 23 August 2013**

*[I far back as I can remember, Bob and Lani were always present at the various MOGSouth events. Whether Bob brought a car or not, they were always there. Lani always supported Bob in his love for Morgans and even though she was a bit quiet and reserved at times, she interacted with us all, in her own way. She will definitely be missed by all that knew her. But whenever Bob is with us, we'll know she is there as well. Mark]*

A memorial service for Mrs. Lanetta Rae "Lani" Steele, age 66 of Delta will be held at 6:00 P.M. on Tuesday, September 3, 2013 at the Ashland Theater with the Reverend Wren Clanton officiating. Mrs. Steele passed away on Friday, August 23, 2013 at the Lineville Health and Rehabilitation Center.

A Bloomfield, Iowa native, "Lani" graduated from the University of Northern Iowa. After she met and married her husband, Dr. Bob Steele, the couple returned to Bob's hometown of Montgomery, Alabama where they lived for one year. In 1971, they settled in Delta where Lani was actively involved in Clay County life.

Mrs. Steele served for over 30 years as a Girl Scout Leader, was a practicing artist who enjoyed painting, sculpture and pottery and was a member of the Clay County Arts League, the Delta Community Club, the Inter Se Club and the Lineville High School Band Boosters.

She is survived by her husband, Dr. Bob Steele of Delta; two daughters: Lori Sewell (Shannon) of Ashland and Robin Thornhill (John) of Lineville; seven grandchildren: Luke, Emily, Logan, Sarah, Josh, Abby and Willow. Mrs. Steele was preceded in death by her parents: Joseph Raymond Leon and Goldie Fern Mincey Leon and her step-father, Charles "Chick" Swift.

The family requests no flowers; however, **memorial contributions may be made to the Ashland Theater, P.O Box 218, Ashland, AL 36251** <http://www.benefieldfuneralhome.com>

### **Note from Bob Steele (posted on his FB Page)**

*'Most of you never knew the whole Lani. She had always had a hearing problem so didn't do well in crowds but she was one of the most talented people I had ever met. We first met while I was in college in Davenport, Iowa and she was teaching school, Art Education. She drew, painted, and did some remarkable work in clay and sculpture. She read more than any one person I had ever meet and knew something about almost anything you wanted to talk about.'*

*'It wasn't hard to fall in love with Lani and after asking her to marry me at least a 100 times, she decided I was serious. After graduation we headed back South in a TR-3, a huge trunk on the luggage rack and the inside stuffed so you had little squirming room. Lani was an only child and her folks thought I was taking her to the end of the world.'*

*We practiced in Montgomery for a year before moving to Lineville where we had our 1st baby, Lori, born at home, delivered by me. She was a great mother and although we went everywhere, you always saw us together. To Lani, the office and our patients always came first, she would do without, if it was a choice between something for us or the office.'*

*'She did the girl scout thing for over 30 years. Ten years after Lori was born we had a second daughter Robin. Lani was a full time mother with both girls in the band, girl scouts, community theatre the Arts. Theatre was such a part of her life, she was so determined that Clay County should have a theatre she bought and restored the Ashland Theatre.'*

*'For 42 years we had entered various projects together and as they continue through our girls, Lani's memory will live on. I was with her when she took her last breath and like we always said, **LIFE SHOULD BE LIKE A CANDLE. BURN BRIGHT TO THE END, FLICKER AND GO OUT.'***

*'I want to thank all of you for your thoughts and prayers, We'll miss her'. Bob Steele*



Lani with her daughters and grand daughter.



## Voices of Speed: The Enthusiasts' TV Channel Goes Dark by Steve Mayer,

August 2013 <http://www.caranddriver.com>

*[Not sure everyone realized what happened here. Maybe I'm just getting old, but there is very little on TV worth watching. I found Speedvision to be the one channel I could enjoy. Well, I even watched when it morphed, as it had to better than 'Say Yes to the Dress'. But now we get another ESPN. I don't need another ESPN, so I guess I'll just watch fishing. Ed.]*

It was **our** channel. Whether you were a gearhead, a hot rodder, a racer, a rider, a pilot, a boater, or just an enthusiast of anything with a motor, New Year's Eve 1995 brought a television channel that was just for us. It was originally called Speedvision, later changing to Speed Channel before ultimately settling on simply Speed.



Started with a \$100 million investment, Speedvision originally broadcast to 3.2 million homes. On its first day, founder Roger Werner sat with his small team in the control room overlooking the harbor in Stamford, Connecticut. "We were all extremely excited about it. Personally, I felt that we had realized a dream, a dream rattling in the back of my head for a decade or so. We could create a channel for guys like me, an electronic campfire for gearheads and speed freaks." The key to the success of all incarnations of Speed was the passion of the people both behind and in front of the camera. That fervor fed the spirit that defined **our** channel.

But on **August 17, that channel goes dark**. Owner Fox will replace the red Speed logo with the blue branding of Fox Sports 1 (FS1), a 24-hour multisport network that will go head-to-head with ESPN. FS1 will operate under the mantra of "bringing the fun back." *[The writing was on the wall when the Formula 1 coverage left Speed. Not good now. Ed]*

In terms of motorsports, you will still largely be able to get your fix on FS1 and Fox Sports 2 (formerly FuelTV) via much of the same Speed programming. But save for coverage of the Barrett-Jackson auctions, the non-racing components of Speed are no more, **including Wind Tunnel and the highlight show Speed Center, two of Speed's signature titles**. Their 179,000 and 157,000 weekly viewers (as tabulated by Nielsen Media Research) on Sunday nights were not sufficient to ward off the axe. *[I personally liked Wind Tunnel. Not all NASCAR but other stuff and with some intellectual depth and perspective not usually seen on TV. Ed]*

The demise of Speed was purely economic. Earlier this year, Rupert Murdoch split his media empire into two separately traded public companies; Speed was parceled off to the newly formed Twenty-First Century Fox, Inc., where reinventing the channel as FS1 will be a key earnings driver, as will bundling FS1 and FS2 in contracts with content providers. Speed's built-in reach of 90 million subscribers made the decision something of a no-brainer. *[Yeah, but will we continue to subscribe? Ed.]* Laura Martin, an analyst with Needham & Company, says that Speed's monthly 25-ish cents per subscriber charge can be raised to nearly a dollar with the Fox Sports channels, "and that looks like a good deal to the cable operators, compared to the \$5.00 they have to pay ESPN."

For many viewers, though, the final straw came on February 11, 2002, with Speedvision's rebranding as Speed Channel. It was then, some months after Fox exercised its rights to buy out other partners for \$750 million, that the channel began to emphasize NASCAR programming; more than 65,000 people immediately signed a petition to minimize so-called "NASCRAP." ***The eclectic-ness of Speedvision—not the wall-to-wall stock-car racing of Speed Channel—is what had attracted viewers like Jay Leno.***

"You could see one of Alain de Cadenet's *Victory By Design* videos, and then you would see the rare footage of Frank Flockhart Speed Car," says Leno. "I liked the randomness of it. I like things that roll, explode, and make noise. I just like the fact that I learned something I didn't know. Like, 'Here's a bit on Corvairs, let me watch that.' That was kind of cool."

"Now, when it went to Speed [Channel], it just became all NASCAR. That's great, if you like NASCAR, but I'm more interested in the automobiles, the engineers, and the designs, and the personalities. That's really when it lost me. It became, 'Here's some stuff going fast.'"



## Help! Y'all Need to Come Forward and Speak Up! It's Your Club!

There has been quite a bit of discussion of late relating to the shifting nature of MOGSouth. Specifically, the aging of the membership *[anybody got a cure for this?? I personally could use a solution. . .]* but perhaps more importantly the changing mix of Morgan cars.

Like other clubs in the US we are beginning to see a division into two distinct groups of cars. For lack of any other moniker, I'd call these two groups - '**New and Fast**', and '**Old and Slow**'. As the cars are the catalyst that bring us all together, this division has a potential to change the overall characteristics of MOGSouth.

The Plus 8s, Roadsters and Aeros make up the '**New and Fast**' group and they obviously have all the advantages that come with newer technology, e.g. able to run at highway speeds, ability to travel long distances, potentially better reliability, etc. These are the cars that tend to make up the majority of the Morgans at our meets.

The '**Old and Slow**' group is made up of the 4/4s, Plus 4s and Three Wheelers. Given that they are older, they tend to be more fragile and potentially less reliable. Also, in a number of cases, they don't lend themselves to lots of travel on the highways or traveling great distances. There are a few later model 4/4s in the club that are only some 30 years old but the Plus 4s in the club are all well over 45 years old. The Series 1s and Trikes are older still.

Now all that being said, what should we, as MOGSouth, do to address this issue? Some comments to date - '*Split MOGSouth into two distinct clubs?*' '*Have MOGSouth meets with multiple agendas and routes to address the differences in the cars?*' '*On drives, keep the slower cars up front.*' '*Keep the speeds down to address the needs of the slower/older cars.*' '*Have more local Noggins and get together to allow the more fragile of the cars to come out and play?*' '*Do nothing - It's a natural thing, you can't fight progress.*' '*Have more but smaller meets, that are closer to home.*' '*Focus the Newsletter Tech Articles on the cars that need more TLC.*' Other thoughts?

MOGSouth is your club. Please voice your opinion on the subject. Call or Send a note to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)



## UPDATE ON THE ATLANTA BRITISH CAR AND MOTORCYCLE FAYRE

MOGSouth has always had a great presence at this fun event, and this year should be the same. Mark your calendar and shine up the Morgan! See [www.atlantabritishcarfayre.com](http://www.atlantabritishcarfayre.com) for complete event details and to pre register your vehicle for the September 7th Car Fayre. The Fayre will be located downtown in historic Norcross in the vicinity of Holcomb Bridge Road and Peachtree Street. There are maps and directions on the web site.

The event has grown over the past 12 years and last year became a highpoint because it marked the largest number of cars in attendance. Due to the increased attendance and the desire to have all cars prominently displayed along South Peachtree Street, the City of Norcross has approved the request to expand down South Peachtree Street and close the Holcombe Bridge Road crossing of the railroad tracks to thru traffic.

Cars will no longer be parked at Thrasher Park, instead all cars will be displayed on South Peachtree Street and on the T-section at Jones Street near the Iron Horse Tavern. This will help with registrations on arrival. The motorcycle section will be directly next to the Iron Horse Tavern.

*"Our goal for the 13th annual Atlanta British Car Fayre is to enjoy British cars and motorcycles, fun and fellowship with friends, and safety for everyone. This is a charitable event and your support makes an impact on the lives of others. We look forward to seeing you September 7th."*

**Motor On!**

**Atlanta British Car Fayre Team**







4 Morgan Trikes Raced at Put-In-Bay. 3 of the 4 came from MOGSouth, as seen here. L to R Rick Frazee's F Super, piloted by Dave Hodgson followed closely by Fred Sisson in his F Super Sports, and Bob Wilson in his F2. [All Photos This Page, Courtesy Christopher John Wilson.](#)

*[MOGSouth participation at the Put-In-Bay was tremendous! I certainly wish I had my F Super on the road. And, I suspect other MOGSouth three wheeler owners really wanted to be there, as well. (Ray, Pete, Gene ??)*

*Although there were other trikes from all over the US Morgan community at the festivities, 3 of the 4 cars that raced, were from MOGSouth. Well Done!*

*Others friends of MOGSouth included Tony Souza from Pennsylvania in his JAP Super Sports, and Duncan Charlton in his Matchless Barrel Back Super Sports, from Austin, Texas. Ed]*



Dave Hodgson in Frazee's F Super



Bob Wilson in the #3 F2



Fred Sisson in the F Super Sports



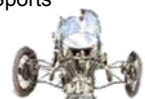
Graeme Addie Driving his new M3W



Duncan Charlton in the Matchless Super Sports



Tony Souza and Janet in the JAP Super Sports





## A TREATISE ON THE IMPORTANCE OF SMOKE BY JOSEPH LUCAS

*[A big thanks to Peter Ballard for educating us (or trying to ) on the matter of smoke. Whether it will stick or not is another issue. Collectively, we aren't considered to be all that trainable. Ed]*

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward. Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defence secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components - especially British units manufactured by Joseph Lucas, Ltd.

"A gentleman does not motor about after dark." *Joseph Lucas (1842 - 1903)*

*[I can attest to the reality of leaking smoke during recent work on my Plus 8. Rick Frazee was there. He saw it! Ed]*

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Have you inadvertently let the smoke out of the wires on your Morgan? This, then, is the solution to your problem! *Sourced from <http://www3.telus.net> - British Columbia Triumph Registry*

### NOS LUCAS REPLACEMENT WIRING HARNESS SMOKE KIT

*(As seen on ebay...)*

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare



Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size, It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced



## More Smoke . . .

cursing of the big three suppliers. These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the use of bullet connectors . . .

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car (147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there! So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

*[According to the British Columbia Triumph Registry website, it is believed that this item and auction was created by Craig Bolton, of Autodynamics in Belington, WV. Craig adds: "I have one confession to make - The unit was not actually destroyed. It's currently in Atlanta, serving as a trickle-replenisher to **keep the electrics going on Stacey Schepens' Lotus Twin Cam - Morgan race car**. One George Wolf purloined the thing from our display case at Import Carlisle and spirited it south so he could use the time he normally spent hooking up the battery charger for drinking beer and exaggerating his importance." Ed.]*

### Questions & Answers (Extracts)

**Q:** Maybe you can help me. I have an old generator that I have suspected of having a metaphysical ozone leak for several years. It's one of those things I feel I know to be true but cannot prove. Anyway, through an ingenious marriage of a Sharper Image Ionic Breeze air purifier and a breast milk pump, (by the way, both were obtained on ebay) I have devised a way to recharge the ozone that I can smell leaking from the generator. But, you guessed it, when I disconnect the wiring to introduce the replacement ozone I invariably cause a smoke leak. Do you think there is a way to mate our two machines in such a way that I could "kill two birds with a single stone" – if you will.

**A:** That's just wrong.

**B:** I note that you are also selling genuine Lucas wiring on another site. Are the wires intact or has the smoke already been depleted? If they are still unmolested, it would seem that they would provide a most convenient source for instant replenishment of the Lucas smoke canister. I know a variant of Lucas smoke may be obtained by marinating discarded Dunlop Bias (not radial and not steel-belted) tires in tar top battery acid, placing the tires in a large sealed zinc-plated container together with the now-depleted tar-top batteries. The container, may be set alight from underside. Insertion of a spiral copper tube into the top of the container will result in the production of a very high density liquid condensate of smoke which I understand has an unlimited shelf life. Under no conditions should this condensate be ingested.

**A:** I learned at the Walter Mitty this year that the heating process can be expedited by setting alight a VW Beetle (early) magnesium engine block.

**Q:** Is this the type of smoke one would use to blow up someone's ass? If so, I'll bid. I'm running low.

**A:** It seems the British motor trade did that for decades, so this must be the same stuff.

**Q:** I'm afraid you've become trapped in a classic Joseph Heller conundrum. You assert that this is an authentic Lucas part and offer substantial testimony that it works and is effective in many applications. It would seem impossible that it could work and also be a genuine Lucas product.

**A:** This is known as the Nuffield Paradox. It can't be helped. It is the reason BL finally adopted a clenching sphincter as their corporate logo.

**Q:** I'm a little skeptical about this being a genuine Lucas product . . . If it were real, wouldn't it be leaking?

**A:** See the discussion of the Nuffield Paradox belong. This ground has been covered already.



# MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details. You can reach us at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

## New Morgan Book !! (Christmas Gift?)

In 1938 Morgan appeared on the world stage, competing at the famous 24 hour race at Le Mans against the best sports cars of the day driven by the best international drivers. Two enthusiastic amateurs, Prudence Fawcett and Geoff White from the Winter Garden Garages brought the Morgan home to 13th place having covered over 1,350 miles.

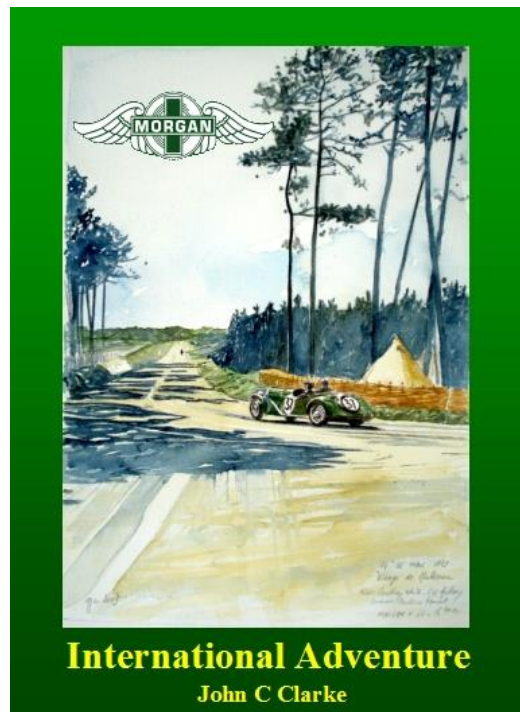
Now the story is being told in full together with Morgan's foray into other international pre war races, remarkably all in the same Morgan 4-4. This book tells the story of Morgan's adventures in the RAC Tourist Trophy races in 1937 and 1938 and at Le Mans in 1938 and 1939, together with extensive biographies of the Morgan competitors.

Numerous rare black and white photographs have been used to illustrate the races drawn from private collections of the personalities who were actually there.

The story unfolds over 250 pages. This book is available as a limited first edition of 250 books. It is printed on high quality paper and is bound in a hard case with a full colour dust cover.

It can only be ordered from the author and is not available through the usual channels of Amazon and car book retailers. The book is priced at £24.95 plus postage and packing. Go to the following website to buy a copy - <http://www.morganadventure.co.uk>

*[A must read for early Morgan history fans. I haven't read it yet, but it looks great! I sneaked a peek before it got wrapped for Christmas! Ed]*



## 'Fergus' Number Plaques Now Available !!!

Morgan owners of cars sold through Fergus who are looking for the Fergus stock number plaque now have a solution. Numbers will not be engraved in the plaque until there is at least 99.99% certainty about the number.

The cost per plaque is **USD \$60**, postage per plaque is **USD \$3**, world wide. If paid per PayPal, an extra **USD \$2** will be charged. To order a copy, or ask for information, please drop a line to [fergushistory@hotmail.com](mailto:fergushistory@hotmail.com) (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email [jclax5817@aol.com](mailto:jclax5817@aol.com)

## Wanted English Ford 100E Engines

Broken-Complete-Running or Not. I'll consider most any condition. Please contact Rick Frazee in Winter Park, Florida At 407-620-0507 Or [mog4@earthlink.net](mailto:mog4@earthlink.net). These motors came in Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961



## Morgan Parts for Sale

Series V 4/4, +4, 3.5L +8 - including lever shocks, +8 intake manifold & SUs, SU wedge air cleaner and more. See [www.morganstuff.com](http://www.morganstuff.com) for full list. I also get extra copies of the mother club's magazine, *Miscellany*. If you've never seen an issue, you should. Single copies of recent issues free upon request. Send your mailing address, lower 48 only, to David Crandall at [mogdriver@gmail.com](mailto:mogdriver@gmail.com).

## Morgan Library Additions

Need a Morgan gift? Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". David had a Holiday Season discount. He may still honor it. Contact David Crandall at [mogdriver@gmail.com](mailto:mogdriver@gmail.com).







## Another Mystery Vehicle

It looks like John Tuleibitz keeps stumbling over somewhat obscure cars. This one he found at the local 'Cars and Coffee.' Some odd attraction to weird cars must have infected John when he bought that *Porsche*.

*[Anyone have an idea what manner of beast this red car is? Send us a note at mogsouth@yahoo.com and we'll figure out how to get you your 15 minutes of fame, or we'll do something else. Ed.]*

**Gene McOmber** is the winner of the last issue's Mystery Vehicle. From Gene - "*The mystery car is a 50s Muntz Road Jet. Most had Lincoln V8 power.*" **Congratulations Gene!**

According to Wikipedia the Muntz Car Company was created in Glendale, California by Earl "Madman" Muntz, who bought the Kurtis Kraft design, modified the car and rebadged it as a Muntz Road Jet. It was in existence from 1950 to 1954.





**SuperDave's  
Garage**

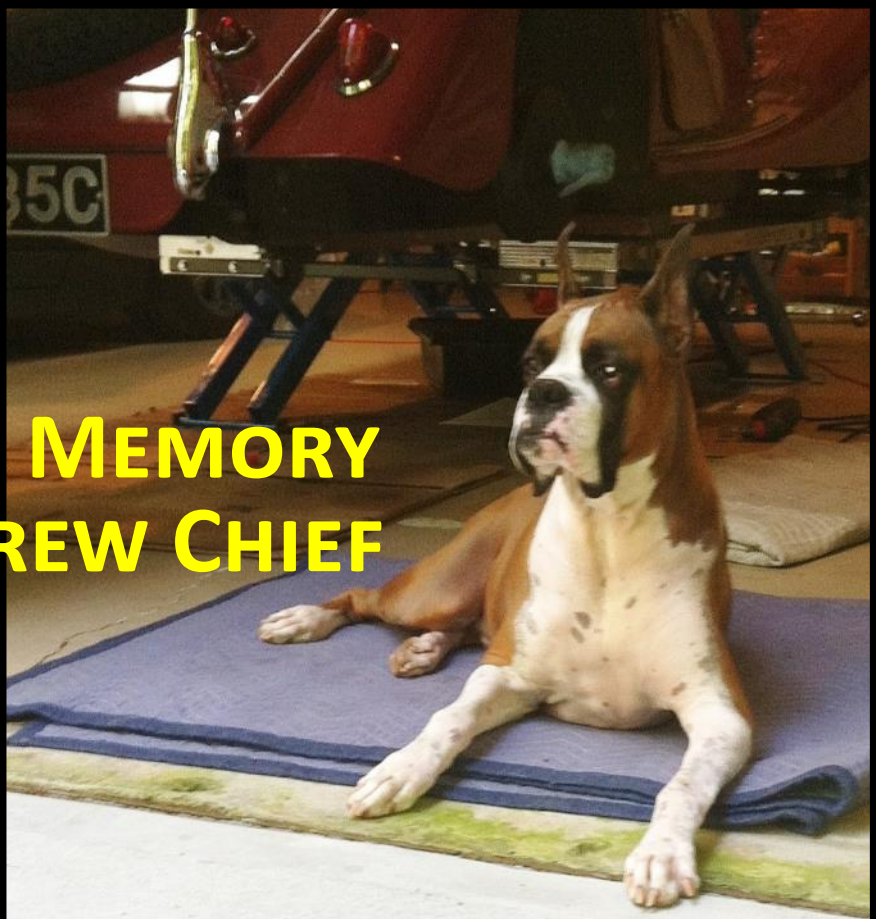
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[dbondon@bellsouth.net](mailto:dbondon@bellsouth.net)

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*Superior Accommodation  
For Ladies & Gentleman,  
With A Motoring Flavour*

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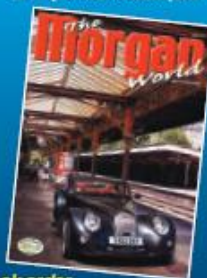
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## New Set of Stamps Feature British Cars

12 August 2013 [www.bbc.co.uk](http://www.bbc.co.uk)



**A set of postage stamps featuring historic British motor cars famous around the world has gone on sale [on 12 August 2013]**

A 1961 Jaguar E-Type, 1965 Rolls-Royce Silver Shadow and 1963 Aston Martin are on UK first-class stamps, and a 1962 MG, 1968 Morgan and 1976 Lotus Esprit are on international £1.28 stamps.

Images of the privately owned vehicles were captured by specialist photographer James Mann.

Royal Mail said the cars featured were "iconic".

Also on sale are stamps featuring classic working vehicles.

These are a Royal Mail Morris Minor van, Austin FX4 London taxi, Ford Anglia police car and Coastguard Land Rover.

Andrew Hammond, from Royal Mail, said: "This is a fantastic set of stamps that feature a collection of the very best in British motor car manufacturing in the 1960s and 70s.

"These cars are classic in every sense and we are delighted to be bringing a reminder of these iconic motor cars to the nation's doorsteps through this latest... issue."



## Did You Know?

### TRUING WIRE WHEELS

Equipment needed: one floor jack, one foot long piece of 4X4, one sharp pencil, a bit of duct tape, some chalk, one light source on a portable stand, and one spoke wrench. Also, probably a spray can of penetrant.

1) Jack up wheel and tire until free wheeling. Set 4X4 parallel to tire, tape pencil to the 4X4 angled so that it points just shy of touching the outer rim of the wheel, bottom of the radius. Using the jack up or down, have that pencil point right at the indent of the rim.

2) Rig the light behind and above the pencil, so that you see a trailing shadow of the pencil point in that indent. Spin the wheel, and you should see a fattening to thinning line (and back again) in that groove. This would indicate groups of spokes will need to be loosened or tightened depending.

3) Spin the wheel, with the chalk mark the fat line areas, once indexed, keep spinning until you identify a number of fat line segments. Now, with the spoke wrench, loosen a flat or two those identified spokes in the fat area. In the exact opposite thin area on the rim, tighten a flat or two, using the penetrant as needed. Pay attention to apply tightening and loosening to the ends of the same spoke, whether at the outside or inside of the hub and the corresponding outside and inside spokes mountings on the rim side.

4) You should begin to see fat areas thin out, thin areas fatten, until you get a uniform shadow line. In effect, you are straightening out the wheel as well as equalizing load bearing on all spokes as you go. It will be a bit of trial and error, but the more you get the shadow line uniform on the rim the easier it is to locate and adjust spokes that need it.

5) Of course, it helps to do the penetrant first on all the spokes, to loosen up any rust that accumulated on the threads.

Best Wishes, and happy wheeling, Gordon Craig "lismore" Editor, MSCC - Northern California

*[I haven't tried this method, but the logic seems right. And, having wire wheels that are true, will definitely improve your handling. Ed.]*



[Click here to go to Royal Mail to Purchase](#)



# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

The MMC is an interesting place, an anachronism of sorts and quite a departure from other car factories. It has however changed, more than one would expect. *Some think the changes are for the good, other lament the 'good old days'.*

We are even willing to enter into spirited debates on the topic, (the more spirits the better).

The pictures that accompany the following are included in a collection of photos, spanning some 35+ years of visits to the MMC, now posted on the MOGSouth web site.

*What side are you on?*

## A Visit to the Morgan Motor Company (MMC) Factory, August 1977

Early in 1977, Pat and I attended a Saturday morning wedding that was followed by an afternoon reception which featured, among other treats, a champagne fountain. After that, we had a couple of friends from the Jaguar club over for dinner. As the evening progressed, he and I had large quantities of beer and started babbling about how great it would be to take a trip to England and visit the Jaguar factory. I added the Morgan works to the itinerary and the wives, even without the aid of huge quantities of alcohol, chimed in with the idea that seeing some non-car sights would also be nice and we all agreed that a cars, castles and cathedrals trip would be great.

As sometimes happens, the next morning both he and I were faced with the choice of stating that we were totally serious about the trip, or admitting that we were so drunk we had no idea what we were talking about. Since that could only result in one answer, we soon began planning the trip. The other couple would contact Jaguar and we would try to set something up at Morgan. Surprisingly, we got positive responses to both requests. Our letter, from P. H. G. Morgan, Managing Director, let us know that the day we mentioned would be the factory's first day back from vacation, but that we would be welcome to arrive around 2:30 or 3:00.

The factory visits were about in the middle of our trip and we underestimated the time we'd spend along the way, so by the time we arrived in Bath it was obvious that we would never make it to Malvern Link the same day. I did the only polite thing, ***called the factory and asked for Mr. Morgan. He answered very quickly and had no problem at all with our visit being pushed back by a day. He did warn us, however, that they had no one free to act as a guide, so we'd have to just wander around on our own, but could feel free to ask questions of any of the workforce if we wanted to know what they were doing. And, we were welcome to photograph anything we found interesting.***

When we arrived there, we met the receptionist, who explained how to get to the beginning of the construction process and wished us a pleasant visit. We spent hours walking from building to building looking at every step in the process and talking to workers as we went. The best conversation of the day was with an older worker in one of the fabrication areas. In the course of the conversation, we mentioned that we'd be visiting Jaguar the following day. He immediately launched into a rant about the way Jaguar used to build great cars, but now made junk. When asked why he felt that way he informed us that, as hard as it might be to believe "they had air-powered wrenches, with the torque already set, and just ran the nuts up!" Another unexpected experience was seeing the afternoon tea break. Shop foremen walked down the lane between the individual shops handing out cans of beer. I guess it's best to buy a car built in the morning.

The visit to Jaguar was quite a bit more formal. Photos could only be taken in the small reception area/museum (which featured a variety of street and race cars plus a Le Mans 24 hour trophy sitting unsecured on an end table) and we would be escorted through the factory by a member of management who would answer any questions. The only contact with the workforce consisted of the howls and whistles as our wives walked through the shop. Our guide was very informative, however, and was very proud of their quality control program. After each car received its initial coats of paint, wooden bumpers were strapped to it and it was taken on a lengthy road test. Any problems were reported and repaired and the car was then sent back on the test. This continued until no more faults could be found, at which time the painting was completed and the final assembly was done. He ended the tour by giving each of us the initial build information on our E-Types. ***Two very different operations***, but two enjoyable visits.

*John Tuleibitz*





## Film Review: Ron Howard's *Rush*

[Variety.com](http://Variety.com), SEP 3, [Peter Debruge](#) Senior Film Critic

With the film opening opposite “Prisoners” on Sept. 20, audience skepticism could give “Rush” a slow start in theaters, as folks question why they should care about such a subject — or wonder what Howard, who has spent the past decade churning out respectable middle-brow entertainments, can bring to the material. But if Universal gives word of mouth a chance to build (screening the film at the Deauville and Toronto film festivals is a good start), they should have a huge worldwide phenomenon on their hands.



The hook couldn't be simpler: “Rush” pits two personalities from opposite ends of the spectrum against one another in a sport where the stakes are no less than life and death. An Austrian with an innate gift for racing but no sense when it comes to social interaction, Lauda (as played by “Good Bye Lenin’s” Daniel Bruhl) is the pragmatist to Hunt’s British playboy. Already plenty dashing in real life, bad-boy Hunt proves even more irresistible in the hands of “Thor” star Chris Hemsworth, who makes Hunt’s driving look like the least reckless thing about him.

Whereas Hollywood screenwriters tend to give us clear-cut heroes and villains, real life deals in far more ambiguous rivalries, and Peter Morgan’s script manages to deliver complicated personalities with elegance and efficiency, relying on these two fine actors to flesh them out onscreen. The two racers meet in the lower divisions, where Hunt sparks a deep animosity with Lauda by pulling a risky move that could have gotten them both killed. [ . . . ]

“Twenty-five people start Formula 1, and each year, two die. What kind of person does a job like this?” asks Lauda at the outset. Those who know what happens to Lauda can appreciate the gravity of his question, which perfectly conveys the edge-of-your-seat incredulity with which sane, feet-on-the-ground types watch such races. Nothing could be worth putting oneself in such danger, even in ideal driving conditions, and yet, the visceral thrill is undeniable — and the mere presence of a worthy adversary enough to push great racers to peak performance. [ . . . ]

As Hunt cavalierly describes his car (in Morgan’s words, of course), “It’s just a little coffin, really, surrounded by high-octane fuel all around — for all intents and purposes, it’s a bomb on wheels.” No wonder the ladies find him so damned sexy: Every time at the wheel could be his last. Even Lauda, with his pinched-in cheeks and rat-like face, has spent more time on the brink of death than any sane mortal hopes to experience in a lifetime. Hunt seems to view the time between races as bonus rounds, to be lived to the fullest, and the movie doesn’t shy away from depicting his R-rated habits — or the streak of spontaneous romanticism that inspires him to propose to model Suzy Miller within moments of meeting, condensed from a courtship of several weeks in real life. [ . . . ]

“Rush” works so well because Lauda embodies everything Hunt isn’t, and though he too has the good fortune of meeting and marrying a compatible woman (Alexandra Maria Lara) during the 1976 season, their relationship signifies something safer, more calculated and built to endure. Both racers buy their way into Formula 1, where Lauda engineers a faster car, but Hunt embodies the reckless spirit audiences have come to love. [ . . . ]

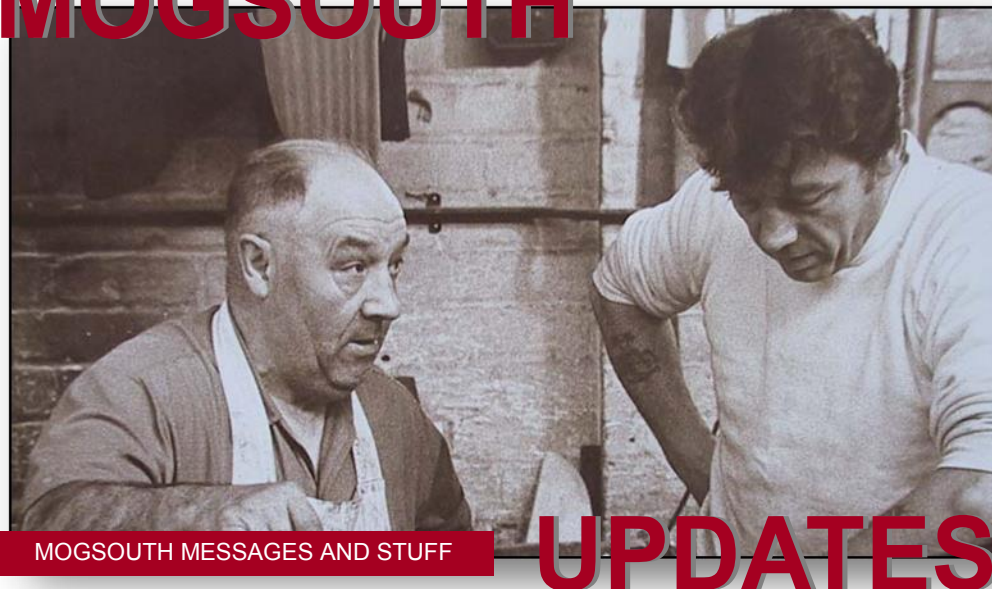
The thrill of “Rush” would stall if the off-road scenes were any less dynamic, but of course, it’s the racing moments that take the film to the next level. Howard seizes the opportunity to innovate in these sequences, denying the boredom inherent in watching fast cars zip round and around the same track, and integrating compact digital cameras directly into the automotive machinery itself. He takes audiences places that human eyes could never fit as the cars hurtle forward at top speed, pioneering an intuitive visual logic that flows from the stands to the cars to the subjective perspective of the racers themselves — never more frightening than during the climactic Mount Fuji Circuit race, where rain reduces visibility and the drivers may as well be steering by “the Force.”

[ . . . ] To witness this level of storytelling skill (applied to a subject only a fraction of the public inherently finds interesting) is to marvel at not only what cinema can do when image, sound and score are so artfully combined to suggest vicarious experience, but also to realize how far Howard has come since his directorial debut, 1977’s bang-up “Grand Theft Auto.” The technique is so cutting-edge, it’s impossible to tell where the practical photography ends and visual effects begin — and besides, the two leading men are so enthralling, audiences’ minds have little time to drift away from the human-interest story at its core.

Too often in the intervening years, Howard has played it safe, but here, his choices are anything but obvious. [ . . . ] Who else would have imagined Formula 1 as an appropriate conduit for existential self-examination? And yet, you’ve seldom felt more alive in a movie theater than you will



# MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

## UPDATES

Look here for announcements and other bits of information you need to know about what is going on in MOGSouth.

There have been some late additions to the Events Calendar so if you looked at it earlier in the year, you need to check again.

Look for the details of the MOGSouth Christmas Party in the next issue of the Newsletter. The location is likely to be different from last year.

## MONTHLY CLUB GATHERINGS !!

### ATLANTA GA AREA MOGSOUTH BREAKFAST!

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

### ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

## OTHER ANNOUNCEMENTS OF INTEREST !!

### KATHY CORYN'S SPINACH CASSEROLE

2 PACKAGES FROZEN CHOPPED SPINACH THAWED

1 MEDIUM SWEET ONION CHOPPED

1 STICK BUTTER

1 CUP SOUR CREAM

1 14OZ CAN ARTICHOKE HEARTS

1 CUP PARMESAN CHEESE

Thaw and drain spinach. Place chopped onion and stick of butter in 2 quart microwavable casserole dish and microwave on high for two minutes. Stir in spinach. Chop artichoke into pieces and pour half of the artichoke liquid in the can into the spinach mixture. Add sour cream and Parmesan cheese to spinach blend together. Cover and bake for 30 minutes at 350. Serves 8

**A HUGE HIT AT THE GATORMOG NOGGIN !!  
TRY IT, YOU'LL LIKE IT!!**

## MOGSOUTH FALL MEET HUNTSVILLE AL, SEP 27 - 29, 2013

The MOGSouth Meet Hotel is the Embassy Suites (800 Monroe Street, Huntsville, Alabama 35801, There were problems w/ the 1-800 so call Brittney Mecomber | Sales Manager directly at 256.327.7811 or email, [brittney.mecomber@jgh.com](mailto:brittney.mecomber@jgh.com)) for Friday thru Sun, Sept 27 - 29. Rooms were being held until August 28th, but you may still be able to get the preferred rate, so be sure to mention MORGAN OWNERS or code MGO. If not AAA is only a few dollars more. Lunch on Saturdays is at Miss Mary Bobo's boarding house at 11am. Cost is \$25 for adults, \$8 for children 9 and under. The deadline to send a check to Carolyn for lunch reservations has also passed so please send her an email at [cbwade1@juno.com](mailto:cbwade1@juno.com) and work out the arrangements.

Tentative Schedule - Arrive Friday, dinner on your own. Saturday leave around 8:30 or 9 for Lynchburg TN with lunch at Miss Mary Bobo's boarding house at 11am. Cost After lunch a tour of Jack Daniels. After the tour, time on your own in Lynchburg TN, Fayetteville TN or back in Huntsville AL for the space and rocket center, botanical gardens, nap or what ever. Dinner Saturday at 6 at a local restaurant. Depart Sunday morning.

More details later. *John & Carolyn Wade*

AND OTHER THINGS YOU SHOULD KNOW !!







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1965 MORGAN PLUS 4 FOUR SEATER  
BMW Laguna Blue, new chrome

1963 MORGAN PLUS 4 FOUR SEATER  
Ivory/Dark Red - REDUCED

1962 MORGAN PLUS 4 SuperSport  
Roadster Soft Yellow body/Black

1959 MORGAN LIGHTWEIGHT

1959 MORGAN PLUS 4 DROPHEAD COUPE  
Kingfisher Blue, stunning restoration.

1953 MORGAN PLUS 4 ROADSTER  
BRG, Brown Leather

1952 MORGAN PLUS 4 Butterscotch

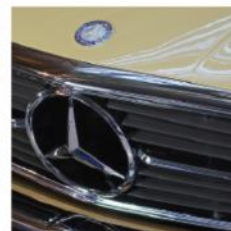
1934 MORGAN 3 WHEELER Ivory



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XLH SPORTSTER

TVR 3000 s CONVERTIBLE PROTOTYPE  
1978 model; purple/tan leather,  
black top

1964 JAGUAR E-Type  
38 Roadster

1960 AUSTIN HEALEY 3000  
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# Morgan

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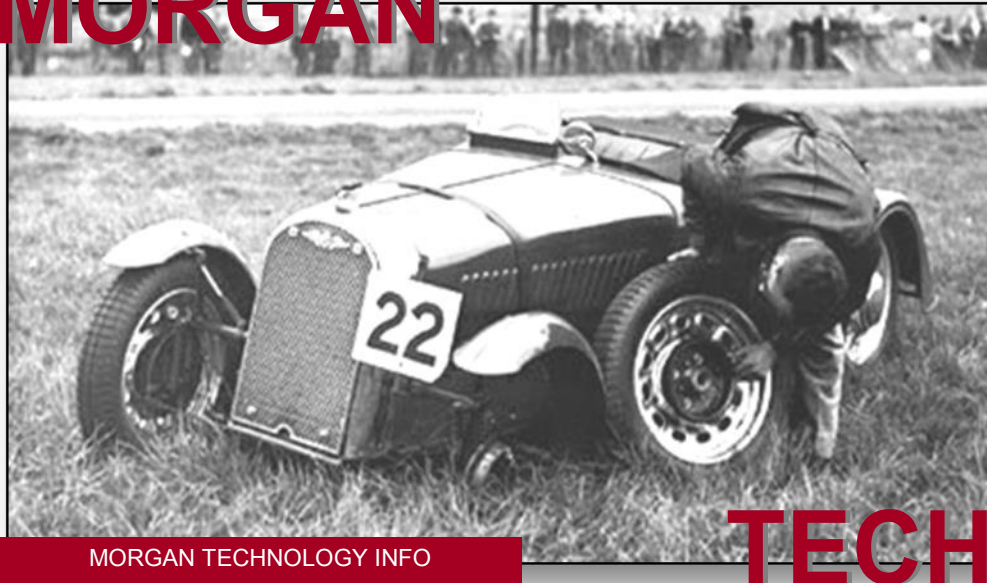
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I guess in this day and age of government oversight we will continue to see things such as this M3W Recall Notice, even on Morgans. At least the M3W has a brake fluid reservoir.

*[Hydraulic brakes, what a luxury! I have two Morgans that don't have them. Ed.]*

Progress and technology advances in the area of diagnostics can also be very welcome. Use of the OBDII Sockets (or the newer ) can significantly help US Morgan with newer cars. Those of us with the older cars, well, we'll just . . .

## M3W Recalled Due To Missing Warning Labels <http://www.motorauthority.com>

British sports car manufacturer Morgan has issued a recall on certain versions of its iconic [3 Wheeler](#) because of missing warning labels on the vehicles' brake fluid reservoirs.

The recall affects both 2012 and 2013 model year 3 Wheelers, but ***only those examples built between October 2012 and July 2013.*** Morgan says there are 139 of its 3 Wheelers included in the latest recall in the U.S. alone.

According to the company, the brake fluid reservoir on the affected vehicles does not have a filling warning label. Thus, these vehicles fail to conform to the requirement of Federal Motor Vehicle Safety Standard (FMVSS) #122, which outlines rules for motorcycle brake systems. ***The 3 Wheeler is classified as a motorcycle by the federal government.***

Without the warning label, users may fail to fill the reservoir to the appropriate level, which may result in a reduction of brake performance, increasing the risk of a crash. Morgan is in the process of notifying owners affected by the recall and will apply a brake fluid reservoir filling warning label to their 3 Wheelers, free of charge.

For further information you can contact the National Highway Traffic Safety Administration at 1-888-327-4236 (reference recall campaign number 13V313000) or Morgan's American agent at 1-505-570-1845.

## A Breakdown in the Morgan, Technically *by Darren Moss* <http://www.autocar.co.uk>

Darren's Morgan worries are solved by a man with a computer, but how many callouts can be solved the same way? As it turns out, the vast majority (around 80%.)

How do I know this? Because at the weekend our long-term **Morgan Plus 8** developed a fault, causing its engine warning light to turn on. The RAC was dutifully called and I was surprised to see their man, Phil, grab his laptop first. He was plugged into the ***Morgan's On-Board Diagnostics socket*** within seconds – and the laptop's diagnostics program then set about identifying the car. As it turns out, it couldn't. While the program lists plenty of other niche car manufacturers there was no mention of any Morgan of any kind. Still, Phil was still able to access the car's memory function to see what fault code had prompted the warning light. Turns out the V8 engine has been running a bit lean.

A few minutes of button-pressing and the fault code, and the warning light, were both gone.

Talking to Phil it seems that most of his job these days involves plugging in the laptop and deleting old fault codes. His van is stocked to the rafters with oil, spanners and tools of all kinds, but his laptop is the tool that sees most of the action.

That's interesting from two angles. First, it shows just how advanced modern cars have become that the first stage of fault diagnosis is effectively done in-vehicle. And second, it shows just how difficult it is to have a proper breakdown.

*[So you want me to insert what . . . into where?? Ed.]*





## Castle Three-Wheeler to Re-ignite Morgan Rivalry

A long-forgotten British marque is being revived to rekindle its near-100-year-old rivalry with Morgan.



The Castle Motor Company of Kidderminster built 350 three-wheeled cars between 1919 and 1922. Now, as then, it's looking to take on the successful Morgan 3 Wheeler, a car that is expected to sell over 600 units/yr.

The reborn Castle Three Motor Company, now based in Northumberland, is planning "a modern take on a historic marque" by applying a "contemporary-classic" design based on one of two concept sketches.

While the original had 2+1 seating and a four-cylinder engine, the new three-wheeler will have two seats and use an externally sourced twin-pot - either in V or boxer form - to power the rear wheel via a largely proprietary drivetrain. Pricing is expected to undercut the £25K Morgan, and the car is designed for hill climbs and sprints as well as road use.

Unusually, the car's development will be crowd-funded, with investors able to buy shares from just £10 via crowdfunder.com during a 60-day, £200,000 funding drive due to start later this month. The company needs to sell 60 cars per year to break even, but expects to shift up to 500 units annually.

The concepts have been sketched by motorcycle designer Xenophya in Cramlington, whose clients include Triumph and Royal Enfield, and engineering will be done by GTME in Daventry.

*Letters to the Editor . . . [Fred Hollinger makes some great points about higher speeds. The next question though is what about Morgans?? What do you think. Ed]*

Hi Mark, Having been too busy to look at the latest newsletter until today, I wanted to comment on your thoughts about higher speed limits.

As you know, we lived in Germany just over eight years. About 60% of German Autobahns still have no speed limits. The Germans have a saying, "Free highways for a free people." And what they mean by free highways is no tolls and no speed limit. When there is a speed limit in Germany, it is usually because there is a good reason (not revenue generation). The most common limit in those instances is 130 KPH, (81 MPH), which is the same as most limits in France and Italy - probably a few others too. When Germany does enforce the 130, it was usually at 142 (+10 +2 for speedometer error) or 87 MPH. France and Italy rarely enforced anything, but when they did, it was usually at 150 (93 MPH). So, during my time in Europe, I drove well over 100,000 miles at 93 MPH. And, since I got back to the states, I simply can't take a long drive without cursing at how absurdly low our limits are in the US.

Of course, once in awhile, but very rarely, I did drive fast. My 1995 Saab topped out at 137 MPH (by stopwatch, not speedometer). The idea of driving fast (let's say 110 MPH or higher) is very attractive at first, but really quite tiring. You have to look too far down the road, and too much overtaking of other traffic. Not to mention the car laboring and so on. I quickly found that 150 (93 MPH) was a very, very comfortable cruising speed. Still very relaxing. Once we drove from Hendaye, France to our house in Germany. An even 800 miles on the speedometer. Four short rest stops, one long lunch stop, 10 1/2 hours total. Arrived home not tired well before dark. In the US that be would closer to 14 hours or more, and for an older person like me, a two day drive. And easy on the car. My 1987 Saab got 25-26 miles per gallon at that speed. The 1995, with 40 more HP, dropped off to 24-25 miles per gallon.

And everyone quickly gets used to it. Gay and a friend were driving somewhere once. They were late. The passenger kept getting more and more nervous. Finally she said, "Can't you drive faster." Gay responded, "Well I'm going 90, how much faster do you want me to go?" The response was, "You're going 90. Wow, it doesn't feel like it!"

But, the typical American will say, what about safety?. Well, we have all been brainwashed that "SPEED KILLS!" And, of course, the faster one is going when there is an accident, the more likely one will be seriously hurt or killed. No question about it. But that does not mean that higher speeds lead to a higher death rate. I have checked the numbers several times in the last few years. Invariably the death rates per miles (kilometers) driven is virtually the same between US and Germany. Which is remarkable, because Germany is MUCH more densely populated than the US. Not to mention they are in the middle of Europe, with foreign traffic back and forth.

But there are many reasons why higher average speeds are actually safer. First, it reduces traffic density. Think about it. If you are going 240 miles at 80, you are on the road for three hours. If at 60, you are on the road for four hours. Multiply that by thousands of drivers. Next, if you can get to your destination faster, you are less tired.

Now, do I support no speed limit in the US? No I don't, because there are too many immature folks who would choose to drive at 130 or 140 + just because they can, which the Germans have almost completely outgrown. But I do think that in most states on rural freeways, the speed limit should be 80 or 85 enforced at 90 or 95. Best regards, *Fred*



## Morgan Roadster 3.7 V6 (2012 onwards) *By Steve Walker, <http://cars.uk.msn.com/>*

We take a trip in the 3.7 V6 Roadster, one of the Morgan Motor Company's famous four-wheeled time warps.

What – Morgan Roadster 3.7 V6 (2012 onwards)

Where – Malvern, England

Price – £45,900 (including VAT)

Available – now

Key rivals – BMW Z4, Lotus Elise, Caterham 7 CSR, an actual 1930s classic sports car

A unique proposition in today's new car market, the Morgan Roadster forces you to make major compromises but rewards with an evocatively old-school experience.

**We like** – 1930s style, unique experience, swift performance, sweet soundtrack

**We don't like** – 1930s equipment levels, non-linear steering response, lack of composure over the bumps

### First impressions

Morgan has been building cars like this since the 1930s. Not sports cars or roadsters, we're talking cars that look, sound and feel pretty much exactly as this brand-new Morgan Roadster does. Porsche gets regularly ribbed for evolving its 911 at a less than frantic pace but on current form, **Morgan will still be building these when the sun dies.**

Despite its visual and mechanical similarities to the Plus 4, the 4/4 and the old Plus 8, the Roadster has only been part of the Morgan Motor Company model range since 2004. **By Morgan standards, it's barely out of nappies.**

The Roadster was introduced to replace the V8-engined Plus 8 with a similar two-seat convertible sports car using V6 power. More recently, the original 3.0-litre Ford V6 was replaced by another Ford V6 unit and it's the resulting 3.7-litre Roadster we're looking at here.

### Performance

The engine has 280hp. That's nothing too spectacular by modern standards but then it's only the numberplate that gives this Morgan Roadster away as a modern car. With a dry weight of just 950kg, 280 horses feels like plenty here and Morgan claims a 0-60mph time of 5.5s along with a 140mph top speed.

Like almost everything else about the Roadster, the close ratio gearbox takes some getting used to but you soon learn to use extra care when navigating from second to third or back again. The pedal positioning, with clutch and brake far higher than the throttle, is a challenge for the ankles but the





transmission feels reassuringly mechanical and the engine emits a deep, growly note when you plant the throttle.

**This car actually rides far better than you might expect.**

You don't get the audible charisma of a throbbing V8 but letting the Roadster rip down a leaf-strewn country lane on a moist autumn morning, you catch yourself wondering why technology was ever allowed to tame and shackle the raw, evocative thrill of the motorcar.

### **Ride and handling**

The answer comes as soon as the Morgan drops a wheel into a serious rut or pot hole and you're treated to a shudder that would register on the Richter scale. This car actually rides far better than you might expect on reasonable road surfaces but the suspension doesn't cope all that well with sudden bumps.

The Roadster grips hard and put up a commendable fight against understeer at the entry to the damp corners on our test route. It's the steering that prevents you from really putting the chassis to the test though.

The helm serves up a strange mix of lightness and slow response around the straight ahead, which quickly turns to excessive weight as you wind more lock on. You find yourself heaving the Roadster's long nose around tight bends, with the lack of consistency and feel doing little to inspire confidence when going quickly.

### **Interior**

Morgan aficionados will no doubt tell you that the Roadster's, shall we say quirks, are an essential part of its charm. For anyone who isn't already smitten with the Malvern firm's output, it helps if you can empty your mind of the preconceptions you've formed by driving modern vehicles of how a car's interior should work before you get in.

The whole thing is lined in leather and minimalist in the extreme. It looks suitably plush and the quality of fit and finish isn't too bad for what is a low-volume, hand-built car. The seats are cosy, once you've levered yourself into them but taller drivers will find that space is tight.

The seats are cosy, once you've levered yourself into them

**For reasons that remain unclear, the dash positions a small clock directly ahead of the driver, while the speedo is right over on the opposite side. With the roof down on a sunny day, the glare on the curved faces of the instruments makes it very tricky to see how fast you're going. Your passenger on the other hand, has a perfect view and will be able to scream at you to slow down or hit you if necessary.**

There's no boot to speak of and protection from the elements is provided by a removable canvas roof, which is fixed to



the car by a complex series of poppers and catches. Putting the canopy up in a hurry when the heavens open isn't easy and putting it up incorrectly can lead to heavy leakage. The Roadster is far more enjoyable on a dry day when the roof can sit unused behind the seats.

### Economy and safety

As you've probably guessed, the Morgan Roadster isn't exactly bristling with safety kit. You get ABS, seatbelts and a heightened sense of your own mortality but that's it.

Economy is reasonable considering the large engine and the performance on offer. The low kerb weight helps the 3.7-litre engine to a combined economy of 28.8mpg and CO2 emissions of 230g/km.

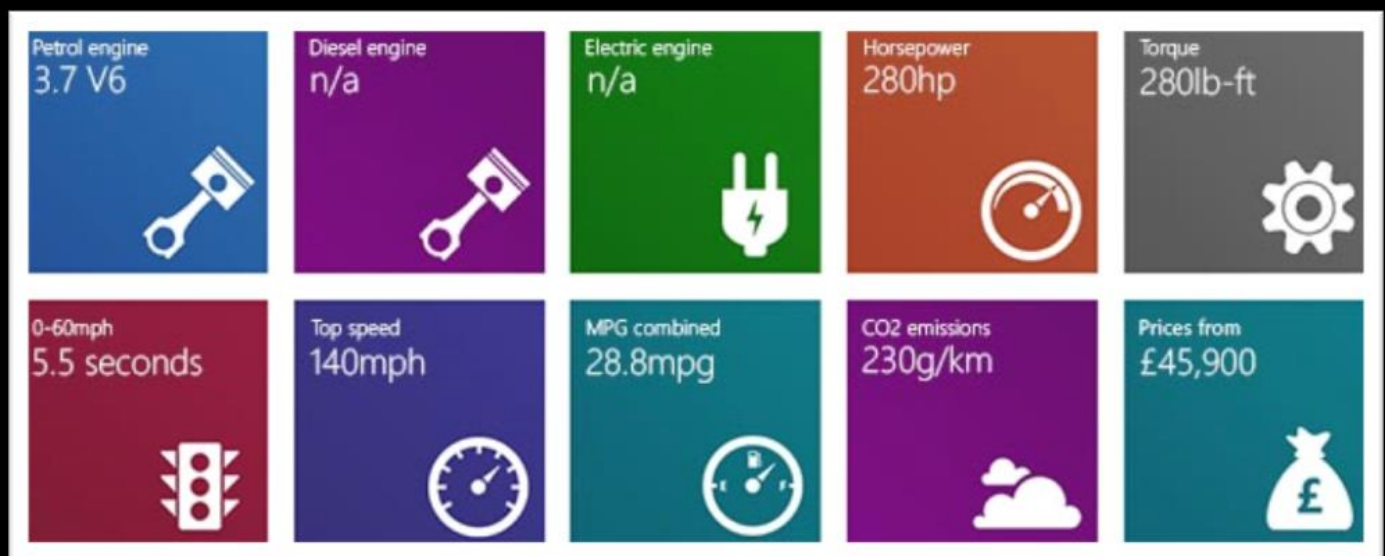
### Verdict



No car company is more firmly rooted in the past than Morgan and neither its loyal customers nor its army of fans wouldn't have it any other way. The Morgan is a British automotive institution at a time when most of our other indigenous carmakers have been snapped up by foreign money. We live in a global village but it's still nice to get into a car that reeks of these islands, the Roadster just couldn't come from anywhere else.

The car looks fantastic, an authentic throwback to a different age, and it's huge fun. It certainly has its foibles and at nearly £46,000, some of them aren't easy to forgive. The thing with the Morgan Roadster though is that its uniqueness will keep a steady stream of customers coming because nothing else can give them what this car offers. Long may that continue.

### Scorecard



Performance	★★★★★	Handling	★★★★★	Interior	★★★★★	Safety	★★★★★
Price	★★★★★	Practicality	★★★★★	Economy	★★★★★	Overall	★★★★★





# 1909



2013 US (and a few International) EVENTS

# 2013

The 2nd Half of 2013 is no time to slow down on the Morgan related events. There are still lots of things happening in the MOGSouth Region.

The big event to plan for is the **Fall Meet in Huntsville, AL**. This is just around the corner, so make sure you have the dates (27-29 Sep) reserved and make your hotel and meal arrangements now. Look for the details earlier in this issue of the newsletter.



- **Norcross British Car Fayre\***, Sep 7, Norcross, GA
- **Goodwood Revival**, Sep 13 - 15, Goodwood UK
- **HSR Atlanta Historic Races**, Sep 19 - 22, Road Atlanta Braselton, GA
- **MOGSouth Fall Meet, Sep 27 - 29**, Huntsville, AL - John and Carolyn Wade Hosting
- **GatorMOG Sarasota Noggin**, Oct 10 - 11, Sarasota FL **\*\* NEW \*\***
- **Euro Auto Festival\***, Oct 18 - 20, Greenville-Spartanburg, SC
- **Petite Le Mans at Road Atlanta**, Oct 19, Road Atlanta Braselton, GA
- **HSR Savannah Speed Classic**, Oct 24 - 27, Hutchinson Island, Savannah, GA
- **Hilton Head Island Concours d'Elegance\***, Nov 1 - 3, Port Royal Golf Club, Hilton Head Island, SC
- **Winter Park Concours d'Elegance\***, Nov 8 - 10, Winter Park, FL
- **Formula 1 US Grand Prix**, Circuit of Americas, Nov 17, Austin, TX
- **MOGSouth Christmas Party**, Dec 7, **Location TBD**

## It's Not too Soon to Start the 2014 MOGSouth Calendar!

We already have dates for the Spring Meet and a few other events. Let us know if you have events to add.



- **All British Classic Car Show**, Feb 9, **2014**, Royal Palm Place, Boca Raton FL
- **GatorMOG Orlando Noggin**, Feb 22 - 23, **2014**, Orlando & Vicinity, FL - Braunstein Hosting
- **Amelia Island Concours d'Elegance**, Mar 7 - 9, **2014**, Amelia Island, FL
- **MOGSouth Spring Meet**, Mar 28 - 29, **2014**, Charleston, SC - Charlie Miller Hosting w/ help from Gordon King

## 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](http://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

**Fifth Gear Morgan Plus 8** (A negative review of the new Plus 8 by one of the 5<sup>th</sup> Gear TV personalities.)

**Morgan Motor Company: Crafting a Car from Wood - /DRIVEN** (Another well done DRIVEN video, sort of a complimentary video to 'The Most Honest Car Factory in the World' video.)

**Making of the Morgan Plus 8 - In 2 minutes!!** (A quick view by the Telegraph)

**Film publicitaire Morgan Motor Company** (I would guess a PR film for the Centenary in 2009?)

**Morgan Factory Tour** (August 2013. KANBAN inventory management? Wow, how progressive! And how about the orchestral version of 'Stairway to Heaven'? Note the shot of the new Brooklands edition Roadster near the end.)



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**MOGSOUTH REGALIA** - Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. Please contact SuperDave Bondon at 770 330-6210 or [Dbondon@bellsouth.net](mailto:Dbondon@bellsouth.net) to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096.

**Name Badges** - Given the geographically distributed nature of MOGSouth, everyone doesn't get to every event. And, unfortunately names and faces are getting harder to remember. This became evident at the Spring meet in Helen. We need to wear our MOGSouth name badges, so at least we know who we are. If you don't have a name badge, order one from Randy. Otherwise you will be wearing the ever smart **'Hello, My Name Is \_\_\_\_\_'**

We use the Email contact list for communication, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. Download Adobe Acrobat Reader free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060, or update your email by sending it to [mogsouth@yahoo.com](mailto: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 contributions to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).*

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/13

### 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

