

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 7/14

## Charlie Miller's Northern Pub Crawl

A sixteen day **Pub Crawl**, add 4 days getting to the starting point (Watkins Glen, NY) and getting home from the end point (Copake, NY), a total of 3,020 miles in a little '65 Morgan 4/4 . . . what kind of masochists must my wife and I and 21 other Morgan people be? These Crawlers came from South Carolina, North Carolina, Ohio, and Washington, D.C., so figure all of us had the 4 day adder . . . *just to get started and return home!*



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We drove 5 Plus 8s, 4 Roadsters, 2 Plus 4s and 1 4/4. All the Morgans were well prepared for the **Pub Crawl**, and there were only a couple minor problems to deal with. All made it home in good shape and their occupants in good humor. Charlie Miller and wife, Beth, are responsible for creating this New England odyssey. This was the fourth Crawl that Charlie has organized and he did a superb job. The crawl has to be designed, locations to visit selected, and lodging arranged. All the participants have to do is make their reservations and get their cars ready. **So, thank you! Charlie and Beth** for making this opportunity available to the crawlers and we are so appreciative of all the work that goes into making an event like this come off so smoothly.

On Monday, July 7th, wheels began turning as the crawlers journeyed to Watkins Glen, New York. From Ohio came Gary and Sally Kneisley in their awesome blue/silver roadster which looks downright menacing in your rear view mirror.

*(Gary did a superb job of chronicling our Crawl on his blog every evening. To get a great review in narrative and pictures, sign on to <http://2014morganpubcrawl.blogspot.com/>. Most of the pictures used on Gary's blog and in this article were taken by Pat Buckley . . . great job, Pat).*

Also from Ohio, were **Pub Crawl** veteran Reg Hahn in his pretty blue Plus 4 4 seater, **Pub Crawl** rookies Vernon and Sam Campbell in their green Plus 8, Bruce and Betty Dawn Hardman in their shiny black 1960 Plus 4 4 seater and our **Pub Crawl** organizers, Charlie and Beth Miller in their highly polished maroon and black Roadster. From Washington D.C. the self proclaimed "DC Curmudgeon" Alan Marsh fired up his Plus 8. Alan would start the **Pub Crawl** alone but was joined later by his long time friend Marianne Pernold. In South Carolina, **Pub Crawl** rookie Bruce and Dolores Reynolds loaded their beautiful red Plus 8 on a trailer and headed for Morgan Motors in Copake, New York, where they would unload and join us in Watkins Glen. Another couple new to the **Pub Crawl** was Jim and Collette Clark from North Carolina. They trailered their Plus 8 to Chambersburg, Pennsylvania, unloaded and headed for Watkins Glen, as well. Bob and Missy McKenna worked their way up to New York from Virginia. They were destined to stop at 12 quilting shops during the **Pub Crawl** so that Missy could pick up free quilt patterns that she would to make a quilt that she would enter into a contest! Kudos to Bob for his patience and endurance....what a guy! Also coming from Virginia were Joe and Sharon Topinka in their Roadster. Anne and I began our trip from North Carolina meeting our great friends Pat and Judy Buckley in Durham. We have traveled together many times on Morgan trips and always have a blast. We faced a 600 mile trip, with a stopover in Frederick, Maryland before getting to Watkins Glen on Tuesday, July 8th.

One couple not making the trip was Bill and Ellen Kukuk. Ellen is my wife's sister and they own my first Morgan 4/4. Bill suffered a serious stroke 8 months ago and was unable to make the Crawl. Thanks to Reg Hahn's wife Charlotte, we had a "Flat Bill and Flat Ellen" to accompany us on the Crawl. *(Those not familiar with the story of Flat Stanley by Jeff Brown should look it up...Flat Stanleys have traveled the world in children's hands).*

They are pictured here at the beginning of the **Pub Crawl** and they enjoyed many of our adventures. We missed Bill and Ellen, but they were certainly with us in spirit. Reg traveled solo on this crawl as Charlotte's back was not up to enduring a trip of this length. We really missed Charlotte as she is such a fun person and the "den mother" on crawls responsible for organizing game time in the evenings.

The rustic Seneca Lodge has provided lodging, food and drink for racers, crews and race fans over the years and was a fitting place to stay on our Glen days. Two members of the Western New York MOG, Bill and Desi Benet, hosted our visit and led us on a run of the original 6.6 mile road course through the countryside and the town. On our second day most of us toured the many wineries located on routes 414 and 14, the two highways on either side of Seneca Lake. The views were spectacular and the wine tasting lots of fun.

On day 2 we traveled to Alexandria Bay. One of the highlights was a visit to the Antique Boat Museum in Clayton, New York. The display of boats ranged from canoes to power boats, many of them with storied pasts. A visit to this museum is a must if you are in this area. The next day we began the 4 hour trip to Lake Placid. During the **Pub Crawl**, no effort was made for all the Morgans to travel together; rather, we traveled either in small groups or individually.

Charlie and Beth Miller, along with Bob and Missy McKenna, would typically start early in order to get to



the next location and check things out. This approach worked well with no one getting lost and all making it to the next location in good time. The drive to Lake Placid was spectacular as we rolled through the Adirondack mountains. The town of Lake Placid was full of great shops and restaurants and offered some great sight seeing. Anne and I stayed only the first day at Lake Placid, as we had a wedding to attend in Manchester, Vermont. This denied me the chance to take the bobsled run that Reg Hahn, and Pat and Judy Buckley experienced. Although the run covered only 1/2 of the actual course and the sled was on rollers, not ice, the ride was quite an adventure. Judy experienced back pain and Reg hurt an already bad knee but the three agreed it was quite a ride!

Several made the Gondola ride up Whiteface mountain and enjoyed a spectacular view. As Gary reported in his blog, the Morgans could not board the ferry that was to take them across Lake Champlain, so they took a scenic path around the lake and headed north to the next stop, Newport, Vermont. Anne and I took I 91 from Manchester to Newport, and it was 100 miles of the smoothest Interstate I have been on. The highway went through never ending ranges of mountains that were truly awesome.....a delightful and inspiring drive.

Our stay in Newport was but a one night stopover on our way to Quebec, but it gave us time to deal with a couple problems on the Hardman's Plus 4. Bruce was complaining of vapor lock on hot long drives. I suggested we reroute the fuel line away from the engine to the rear and over the carbs to connect with the front SU. This proved to cure the problem as Bruce had no recurrence of the vapor lock. Bruce also had a crack in his muffler that he was able to have welded before we set off for Quebec.

Passing through customs proved to be an interesting experience. It is too bad that this cannot be a cordial welcome instead of a somewhat rude interrogation, but I suppose that have to play the part as some people do try to try shady things entering another country. All the Morgans made it through, but a story must be told about one crossing that did not go smoothly. The Campbells pulled up to the crossing, saw a green light and did not see anyone in the booth. They proceeded through and went on their merry way until 20 miles up the road flashing lights appeared in the rear view mirror. They were pulled over, escorted back to customs where all their luggage was removed from the car and emptied. After a thorough search, the boarder patrol put everything back and passed them through customs. A fine of \$1000 could have been levied, but was not.

Charlie had arranged for us to have special parking in a church lot next to the Clarendon Hotel in Quebec. The lot was open during the day and hundreds of people made their way to our cars during our two day stay. Thousands of pictures were take of our cars and we all must have told the Morgan story at least 20 times! At night the lot was locked so our cars were secure. We paid for this special parking but it was well worth it. The two days in Quebec city were very memorable. Most of us took a bus tour of the city that was very comprehensive and most interesting. Old Quebec city is surrounded by walls that served as a fortress for several hundred years and several military confrontations. The city is filled with great restaurants and shops that afforded ample opportunities for spending money. Even though Quebec is a French province, just about all the people we met spoke English...a must in the retail sector.

On our way back in the US heading toward Greenville, Maine we encountered some of the roughest road any of us could recall. It was simply a series of bumps, holes and ruts for about 20 miles. The fact that none of the Morgans broke is a testimony to the cars toughness and durability. Our motel was located on a beautiful lake and we had





dinner and breakfast at a nice restaurant across the lake. This was another one day stopover and everyone took the opportunity to clean up their Morgans after some rain.

One of the **Pub Crawl** highlights had to be our two days in Bar Harbor, Maine. We stayed at a nice motel that put us in easy walking distance of downtown. There were shops galore and restaurants featuring great seafood. Some of the crawlers got up very early Friday morning and went to the top of Cadillac mountain...a six mile drive. The sunrise view was spectacular. Many of us took a two hour boat nature tour. The day was beautiful and the tour took us along the rocky coast of Bar Harbor and around several islands. We spotted bald eagles in flight, a peregrine falcon nest and seals on the rocks. (we have several pics to choose from).

The next day, on our way to Brunswick, Maine, we stopped at the Owl's Head Transportation museum. We drove in and parked the Morgans in a grassy parking area. Just as we were getting out of the cars, a man rolled up in a golf cart and said our Morgans would be parked in the display area. We were led into a large area inside the gates and were parked in a field of pickup trucks...we became exhibitors and spectators! The museum features cars (a great show of very early MGs) (see pics), motorcycles, airplanes and race cars. Vintage planes were taking off and landing and rides around the displayed cars and trucks were given in vintage vehicles.



Photos Courtesy Pat Buckley

There was a totally rusted but operational Euclid dump truck that was a crowd pleaser. Flat Bill and Ellen look good on the Euclid! We were fortunate that our crawl coincided with the 3/4 Group's Lobster Mog. As a part of that, we were invited to a seafood chowder lunch at the Yacht Club boathouse. Some of us saw old friends and I was particularly happy to see Spider and Stephie Bulyk. Unfortunately, their storied 4 seater "The Great White Hope" had been hit from behind by a pickup truck just a mile from the clubhouse. It appears that the damage to the frame extends far to the front and a new frame and some new body panels appear to be in order. Despite this, Spider was his usual ebullient self. The chowder and companionship was great...many thanks to the 3/4 group for their hospitality.

The next day, on our way to Brunswick, Maine, we stopped in Freeport and visited LL Bean. We enjoyed a leisurely stroll through what is now three separate stores instead of one. After an hour or so of shopping, most everyone had shopping bags in hand as we headed back to the Morgans. Several of us also had some delicious Ben & Jerrys in our tummies!

On our thirteenth day we rolled into Wolfeboro, New Hampshire, and checked into the Wolfeboro Inn, a very nice upscale hotel. Wolfeboro is another of those pretty little New England towns filled with shops and restaurants; however, the most memorable feature is Lake Winnepesaukee. The lake is 21 miles long, contains 258 islands and has a shoreline of 288 miles. We toured this beautiful lake in a large paddleboat. We saw beautiful homes along the shoreline, and small dwellings on some of the tiny tree covered islands. Our guide regaled us with stories about the rich and famous who at one time or another made this their home. Mitt Romney compound was visible from the boat. After lunch a few of us took another boat tour, this time in a vintage 28 foot Hacker-Craft powered by 350 bhp. This was an exhilarating experience, with Reg and Gary having the primo seats in the rear of the boat.

Another 1 day stop was Bennington, Vermont, highlighted by a visit to Hemmings delightful little motoring museum and a great meal at an Italian restaurant.

The final day of the crawl took us, fittingly, to Copake, New York, home of Morgan Motors of New England. It was great seeing Linda and Larry and their daughters Sarah and Katie. The Ecklers have a very nice setup: a nicely appointed showroom, a shop that accommodates repairs and restorations, and a large parts department in an adjoining building. Many of us picked up parts and accessories, keeping Steve busy, and a few had work done on their Morgans. Linda and Larry hosted a delicious BBQ and Charlie presented various awards to the crawlers. I particularly enjoyed seeing my old friend Jim Nichol. Jim has sold his long time companion trike 'Murphy' and now drives a new 3 wheeler. Jim enjoys his new one but he still misses 'Murphy'!

After the festivities concluded, we all began our treks home. The **Pub Crawl** was perhaps too long and Charlie has indicated that the next one will be 2 weeks, not three in duration. But this **Pub Crawl** was a wonderful experience, and again, **all thanks go to Charlie Miller and Beth for making this happen.**

*Andy Leo*

*[Charlie and Beth Millers' Pub Crawls have become quite the event for the Morgan community across the east coast. This one, even though it was in the north, was strongly supported by MOGSouth members. Charlie and Beth Miller, Andy and Anne Leo, Bruce and Delores Reynolds, Pat and Judy Buckley, Joe and Sharon Topinka, as well as Jim and Collette Clark all flew the MOGSouth flag proudly. Even Linda and Larry Ecklers are MOGSouth Members. Andrea and I will need to work the schedule a bit harder so that we can play on the next one. Ed.]*



# MORGAN +4 ASHLEY SPORTIVA COUPÉ



[As usual, I was filling the void in my daily schedule surfing the web and came across another obscure Morgan special. This one apparently was produced in the early 1960s and made its way to the 1962 Morgan Stand at Geneva, unbeknownst to Peter Morgan. The following was found on a web site focused on the Ashley Sportiva Coupés which was originally created and maintained by Ivor Coster. <http://ashleysportiva.weebly.com> On his site he referenced an email exchange with Markus Tanner, from Switzerland who in turn referenced another web site (zwischenegas.com) that had details on this special bodied Morgan. Well, I followed the link and got to a web page in what I believe to be German. Then through some slight of hand and a digital translation by Google, I got to a locked web page. Ivor appears to have had better luck and extracted the following. Ed.]

**UNIQUE - THE MORGAN ASHLEY COUPE FROM 1962 IN SWITZERLAND** Bruno von Rotz 08/03/2011

Not exactly a secret, but still almost unknown is an attempt by the Swiss importer 'Morgan-OHC' to provide a coupe-based Morgan.

## **Surprise at the Geneva Motor Show 1962**

Morgan was in 1962 for the first time officially represented at the Geneva Motor Show. On the stand alongside the famous 4-cylinder roadsters was a white coupe, which was created at the initiative of Mr. Wehrlin the local Swiss Morgan importer.

The **Automobil Revue**, reporting on the Coupe in the issue 12/1962, had a photo and a brief accompanying text about the vehicle (see below), which was called the "**Morgan Gran Turismo**".

### *MORGAN GRAN TURISMO*

*The English individualism has led to a highly unique creation, the small marque "Morgan" from the UK, shown in Geneva for the first time comes with a body made of glass fibre, they can be bought from England and made to order, mounted on the typical British chassis. By: Pichier*

### **Ashley Sportiva Body shell**

*On the basis of an elderly four-seater chassis of a Morgan + 4 with Triumph Motor from 1954, Mr. Wehrlin had built a compact coupé and was exactly the car which his customers had called for again and again. The body came from UK glass fibre specialist Ashley Laminates Ltd. Ashley bodies were designed originally been placed on old Ford Popular or Prefect chassis to create contemporary looking sports car. Ashley, however, went so far as to offer its own **chassis**, supplemented*

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by Ford components. They were even used as the basis for Sabra Sports Cars (an Israel company), mounted on a chassis by Bellamy and for the UK based Reliant Sabre and Sabre Six.

Wehrlin had visited the Birmingham Motor Show in 1960 and found that an Ashley body would fit the dimensions of a Morgan chassis. So he went to England again, bought an Ashley Sportiva fibre glass body shell and transported it on the roof of his Opel station wagon back to Switzerland. The acquired body was mounted on the chassis and the car completed with contemporary add-on parts and the coupé was finished.

### **Surprise for Peter Morgan**

Little pleased, the patron of the sports car manufacturer Morgan was "not amused", you would write today. Peter Morgan had the surprise as he knew nothing about the Coupé, such was his surprise to see it on the official Morgan stand that he threatened Wehrlin that this would cost the Swiss importer his import rights, unless the car was broken down into it's component parts as compensation.

Only when Wehrlin could confirm to Peter Morgan that the car was completely disassembled into its component parts for use in the spare parts store, was the church back in the house. Wehrlin could keep the Morgan representation and was also more successful with it.

What Wehrlin had concealed was the fact that he had kept the pieces for rebuilding when nothing stood in the way. The ingredients, however, rested for over 40 years in the warehouse of Morgan-OHC, until he could find a new owner to complete chassis, bodywork and all of the components to rebuild the Morgan Ashley Coupé.

### **Restoration planned**

The new owner, the [Classic Car Connection AG](#) in Lichtensteig, plans in due course the restoration of the unsaleable vehicle and thus the restoration of an important piece of Swiss auto memorabilia. It is not ready yet and there are probably a few more years until the unloved child of the Morgan family, roll's back to its former glory under its own power on Swiss roads again.

[Ivor is still interested additional Ashley information, so if you have any, please send us an email. Also on Ivor's web site was additional data provided by Marcus Tanner. See Next Page. Ed.]



Morgan Ashley Sportiva Coupé on the Morgan Stand at Geneva - Circa 1962



Morgan Ashley Sportiva Coupé on the Morgan Stand at Geneva - Circa 1962

Hi Ivor

*"Yes, I still own this car - it sits in my barn and waits for me to find time to restore it. The Morgan +4 Ashley is based on a Morgan +4 chassis and mechanics from 1954. The '54 +4 had the Triumph TR3 engine and Moss gearbox, the rear axle is Salisbury.*

*It is absolutely certain that the car was presented on the 1962 Geneva Motor Show - without the Morgan factory knowing that Morgan, as a maker, took place in this show! Peter Morgan, I was told, was not amused and told the Swiss Morgan importer to dismantle or scrap the car! Mr. Wehrlin, the builder, decided to take it apart, but stored it in a barn. Morgan was told it had been broken up for spares.*

*Wehrlin told me that he pushed Morgan for years to build a proper 2+2 with a fixed roof for customers to use in winter - Peter Morgan refused to do so. This is why the Ashley was built and he based it on a Morgan because he was looking for a Morgan winter car his customers could buy! The interest in this car was huge in*

*Geneva and might be why Peter Morgan instantly began to develop his own - the Plus Four Plus - which failed to attract buyers. Wehrlin for example said that he'd only bought them from Peter (he called him just "Peter" all the time) to do him a favour.*

*To cope with the increased weight of the Coupé body, they had fitted a Judson supercharger to the engine - it ended up being a lot faster than any Morgan from the production line! And guess what - I got the charger with the rest of the parts. It came with original fitting instructions!*

*A standard TR3 engine produced about 100hp - a Judson charger was advertised to add up to 40% on top of that. I will start the restoration as soon as I can. The reason for me not to find time is [www.classiccarconnection.ch](http://www.classiccarconnection.ch)*

*Regards from Switzerland,  
Markus Tanner"*

[\[Another interesting bit of Morgan history. Ed.\]](#)



Morgan Ashley Sportiva Coupe in Marcus Tanner's Barn



Interior of the Morgan Ashley Sportiva Coupe in Marcus Tanner's Barn





# MCCDC's



[Quick Report on the MCCDC MOG Meet from Dwight Kinzer. Ed.]

Weather good. Slight rain during last half of return trip. Results of competitions should be on MCCDC web site. Rich Fohl (MOGSouth Member) setup autocross.

No cones at first. Plastic trash barrels used. Started from gate on back wall. Went through turn 4 to gate to infield. 4 barrel chicane through infield to gate between turns 1 & 2. Then right through #1, 3 barrel chicane to #4 to first gate to infield. Back through infield chicane to other end as before. Then left to #2, then 3 barrel chicane on back straight to finish line just past starting gate. Course was too fast. Finally got a few cones and added 4 or 5 cones on each of the 4 turns on track but kept the other features of figure-8 layout. Still fast but long. Times in 106 to 120 second range or more.

I think there were about 30 to 35 cars at the meet. Nothing like the numbers I have seen in the past. I think Bob Steel and I were the only ones from MOG South. There were 20 drivers in the autocross (18 or 19 cars). *[Also Rich Fohl was there and Jack Claxton was spied in a MOG 44 photograph that Spider Bulyk posted online. Dwight went back and counted the cars in his pictures and thinks that there were 32 cars at the meet. Ed.]* *Dwight*



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# HOW TO PREVENT THE DECAY OF CIVILIZATION

There may be something to this notion of Darwinian entropy, the gradual evolution of Homo sapiens into some kind of sentient slug, but I resist the notion that we are becoming softer, generation after flaccid generation. *I blame it all on power steering.*

*[I, like you, subscribe to a few trade publications. I find that most of the time I dismiss the editorials as something sponsored by some advertiser or another. This article however resonates. This is in the August issue of Hemmings Sports and Exotics. I fear these Morgans we hold as invaluable treasures will be ignored by the next generation. I don't like the thought of my cars simply rotting. But, I don't have a solution. Ed.]*

Actually, I blame almost everything on power steering. Okay, it may not have caused the acidification of the oceans all by itself, but it is symptomatic of the decay of Western Civilization. And I am sure that it is the underlying cause of the truckification of America.

Look around you as you blast down the Interstate. I know, I know: We sporting drivers are supposed to shun the Interstate, to despise its deliberate elimination of the joys of hill-and-country driving. But I, for one, am grateful to Dwight D. Eisenhower and the powers-that-be who conceived and built our vast network of (relatively) high-speed multilane, limited-access highways; without them, the American economy would be at a standstill.

And they provide a holding area for all those people who think of driving as a necessary evil, transportation perceived as an odious chore. Believe me, you want all those people to be out on the Interstates, while we can then happily amuse ourselves on the deserted byways of the land. Anyone who drove Highway 40 through the High Sierra before Interstate 80 made it a cruise-control exercise can tell you what a spectacular, twisting, turning bit of sinuous roadway it was through Donner Pass, but it was difficult to enjoy that road when it was your only option, because it was crowded with trucks and buses and every sort of sedan to rain on your sports-car parade; I say tie those people to an Interstate and send them on their way.

*But stop making it so easy to be an idiot.*

Everybody seems concerned about wayward youth these days, a new generation with oversized thumbs from all that texting. But I believe that, like any other generation, they are merely the products of their environment. Little Johnny and Suzie are hardly likely to lose themselves in books if they are raised 30 inches from a big-screen TV; *they are not likely to grow up with a passionate love of the automobile if their childhood experience is limited to the minivan and the SUV.*

I must have been 10 or 11 when one of Mother's friends gave me a ride in his Austin-Healey. That was in Virginia City, up the Geiger Grade from Reno, and I believe that this one short ride transformed my life forever. This, I realized, is what life is all about. I have loved sports cars ever since. More importantly I fell in love with driving: the elegant art of moving an agile car down the road with exact precision, always in the proper gear, matching the revs to the road, a synchronous dance of clutch, brake, and throttle and hands on the wheel, the never-ending quest for perfection of movement.

*I don't think that's what kids are learning these days.*

But how can you blame them? Look around you, and what do you see? Big, lumbering SUVs, and midsize lumps aspiring to be big, lumbering SUVs. These are cars that weigh two tons; if it were not for power steering, nobody could wrestle these behemoths down the road. Without power steering, manufacturers would be forced to create lighter, agile cars. They might even employ a designer whose imagination was fired up by more than a carpenter's tri-square. The easier we make it, the less respect we have for the art of driving. Where's the achievement if everybody can do it?

In the days of the 55-MPH speed limit, driving skills and situational awareness went to hell, because it was too easy to drive 55 and simultaneously perform other tasks, perhaps grilling a sandwich on a 12-volt hotplate. However, driving something like a VW bus took concentration, even at that speed; you constantly had to row through the gears to keep it anywhere near the cam - yeah, like the VW had a sweet torque spot - and while the steering was relatively light, you had to pay attention to the road ahead, because the brakes were underachievers.

I'm not saying that we should consign today's driver to a 50-year-old Volkswagen bus. *I'm just saying that if we want our kids to find joy in driving, we have to put them in something that requires driving skills* - which our kids would be happy to learn. Yet I know of parents who rush out to buy Buffy or Biff not a vintage or classic sports car, but a giant appliance with power brakes, power seats, power steering, and an automatic transmission. At the wheel of such a numbing appliance, no wonder you start to think that it would be okay to send a text message or two.

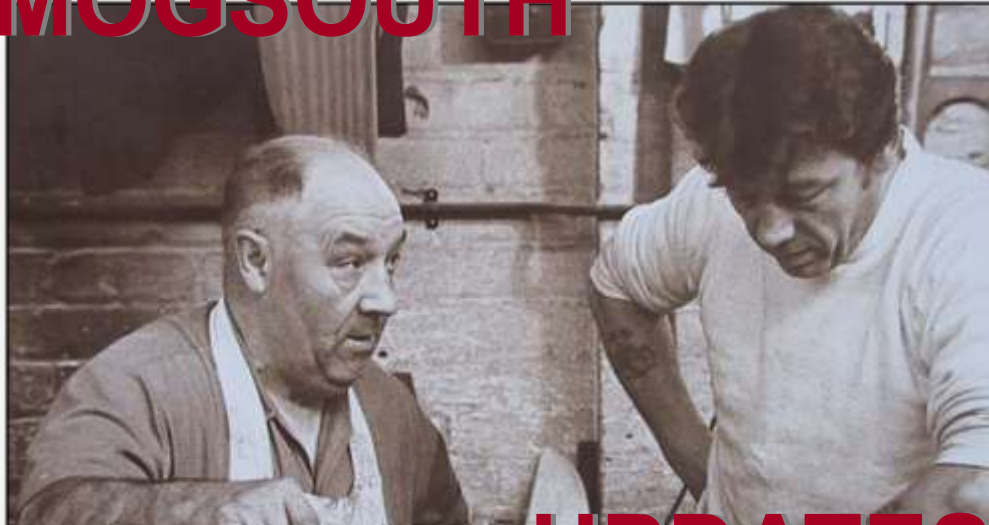
It doesn't have to be a sports car, exactly, but I say a car should involve the driver, especially one new to the game. Give a kid a 1970 Saab 96, for example: with 67 horsepower and plenty of understeer, it will teach brilliant lessons in weight transfer and line selection. The brakes are adequate - power-assisted, even! - and the four-on-the-tree transmission will keep feet and mind engaged, especially when the little rascal tries parking, and has to find reverse. And I promise you, Junior will be way too busy for texting.

*Otherwise be prepared to live with those hideous thumbs.*

*Satch Carlson*



# MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

## UPDATES

Look here for announcements and other bits of information you'll want to know. It provides details about what's going on in the Club.

Just a reminder about the upcoming fall meet. Jim and Collette Clark have worked very hard to put this meet together and it looks to be another winner. If you haven't made your hotel reservations yet, time is running out. But, note that the hotel phone number has changed.

There are still lots of things going on, in and around the MOGSouth region. If you have something to communicate, let us know via email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

### Monthly Club Gatherings !!

#### ATLANTA GA AREA MOGSOUTH BREAKFAST!

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

#### ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

### Other Announcements Of Interest !!

#### 2014 MOGSOUTH FALL MEET 19 - 21 September 2014

**Lodging: Note Name Change:** ~~Holiday Inn Express~~ is now **Gateway Inn & Suites**, Dillard, GA; Everything else remains the same. \$85.14 + tax; call **706-746-3585** (number changed from previous announcements), ask for **MOGSOUTH** group rate and specify dates; block of 25 rooms held until Sep 3, 2014

**Friday 19 September:** Holiday Inn Express Hospitality Room meet and greet 3 - 7 PM; orientation guide and maps provided; dinner OYO at Cupboard Cafe (walk 0.2 miles) or Dillard House (drive 2 miles.)

**Saturday 20 September:** Breakfast OYO (breakfast available at Holiday Inn Express); depart 9 AM for Dillard House for review of British Car Festival car show, see [http://www.peachtreemg.com/Dillard\\_2014.html](http://www.peachtreemg.com/Dillard_2014.html). Those wishing to show their cars must register; those just wanting to look don't have to register. Call Jim if you need to help with car prep (Jim is just 7 miles from motel). Contact Jim at [23dmarines@gmail.com](mailto:23dmarines@gmail.com).

Depart Dillard House at 11:30AM for Highlands via Dry Falls and Bridal Veil Falls. Lunch OYO and tour Highlands. Noggin at 4 PM at King Mountain Clubhouse (midway between Highlands and Dillard), with catered dinner at 6 PM: ribs / pulled pork / Brunswick stew / baked beans / squash puppies / cole slaw / rolls.

**Sunday 21 September:** Breakfast at Dillard House (optional); Dillard House occupied by MG Club; We should show our colors. (Or breakfast at the Holiday Inn Express)

#### **ACTION REQUIRED**

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

**POC:** Jim and Colette Clark, 62 Foxcreek Rd, Highlands, NC 28741 home 828-526-2936 or cell 828-200-0960. Questions, please call or email Jim @ [23dmarines@gmail.com](mailto:23dmarines@gmail.com).

AND OTHER THINGS YOU SHOULD KNOW !!





# MOGSOUTH 40TH ANNIVERSARY (SPRING 2015) MEET UPDATES!

The planning and coordination continues for the MOGSouth 40th Anniversary Meet. Just as a reminder the meet will be held the first weekend in May (1st - 3rd) 2015 in Aiken, South Carolina. Activities are planned for Friday, Saturday and Sunday. All members of the Morgan community are welcome, regardless of club affiliation. As is the norm for all our meets, there will be a hospitality suite (or designated location), at the Hilton Garden Inn, provided by the MOGSouth treasury, open Friday, Saturday and Sunday, for Morgan 'Noggin and Natter' and whatever else comes up.

## ACTION REQUIRED

- **HOST HOTEL** - [Hilton Garden Inn](#), Aiken South Carolina. You need to make your own reservations. You must call the hotel directly at (803) 641- 4220 and mention **MOGSouth** when making your reservation. You should do it now. A block of rooms will be held until **17 March 2015** (but don't wait to make your reservations. The hotel will work with us if we need more rooms and has an overflow hotel (Hampton Inn) available.) Don't forget, be sure to ask for **MOGSouth** to get the group rate. Breakfast and other amenities are included in the rate. Click the link above, to see the hotel's web site.
- **REGISTRATION** - To ensure we have good estimates for the events, meals and meet regalia you will also need to fill out the MOGSouth 40th Anniversary Meet **Registration Form** which will be available on the MOGSouth web site in the near future. **It's not there yet.** We are targeting September.

## HONORED GUEST

Steve Morris, the Managing Director of the Morgan Motor Company has kindly accepted our invitation to attend the MOGSouth 40th Anniversary Meet and will be our Chief Judge at the Concours and the Guest Speaker at the Banquet.

## TENTATIVE SCHEDULE OF EVENTS (We believe this to be accurate but if things change we will let you know.)

- Friday 1 May - Afternoon **Gymkhana** vicinity of the Hotel. Dinner is 'On Your Own'. We will provide a list of recommended restaurants. It has been suggested we avoid downtown on Friday due to other events going on downtown so our list will include restaurants in the vicinity of the hotel. And, the hotel is close the Aiken Mall in case you forgot something or just have that urge to go Shopping!
- Saturday 2 May - **Morgan Rally / Drive** to the [Augusta Sailing Club](#) on Strom Thurmond Lake which straddles the Georgia and South Carolina border. The Rally will include a **Scavenger Hunt** with questions along the route. A **Catered Lunch** will be provided at the Sailing Club. Following Lunch, the Morgans are expected in downtown Aiken, on Newberry Street (still awaiting confirmation) for a '**Public**' **Car Show**. We'll let the Aiken public select a 'Peoples Choice' Morgan. Dinner is again 'On Your Own', but this time we will provide a listing of recommended downtown Aiken establishments.
- Sunday 3 May - Mid morning formal **Judged Concours** with accompanying **Brunch** at [Rose Hill Estates and Stables Restaurant](#) in downtown Aiken. After the Concours, folks are free to explore Aiken or rest up for the **MOGSouth 40th Anniversary Banquet** at the [Woodside Plantation Country Club](#) on Sunday evening.

We are still working through everything but we should have a more definitive schedule and some more of the planning details shortly. Be sure to put the dates on your calendar and make sure you have plans to attend.

We did our best to de-conflict the dates with other events on the calendar and with the potential conflicts you provided to us via email. I know there are still problems but do what you can to work around these. This is definitely going to be a great meet and you don't want to be left out of the fun.

As we get more information defined, we will update the website and the newsletter. Registration will open in September when we have confirmed a few more items.

**We'll do our best to keep the information flowing, however if you have questions, please feel free to call or leave us an email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).**



# THREE WHEELS ARE ENOUGH

by Ken W. Purdy - originally published 1954.

[en.wikipedia.org](http://en.wikipedia.org) **Kenneth William Purdy** ( April 28, 1913 – June 7, 1972 ) was an American automotive writer and editor.

*Purdy was born in Chicago in 1913, and raised mostly in Auburn, New York, by his mother after his father, songwriter William Thomas Purdy ( 1882–1918 ) died when Ken was only six. Ken graduated in 1934 from the University of Wisconsin–Madison. Soon after, he got his first newspaper job with the Athol, Massachusetts, Daily News. From there he went to Oshkosh, Wisconsin, to the Chicago Radio Guide, to associate editor of Look; and to the United States Office of War Information as editor of Victory during World War II. He was an editor at Parade, Car and Driver, Argosy and True magazines between the late 40's and mid 50's.*

*Purdy's main interest just happened to be autos and the people who drove them. Among other things, he produced 35 short stories and scores of automotive pieces for Playboy. He won Playboy's annual writers' award three times. His Kings of the Road, published in 1949, is still a landmark.*

*The International Motor Press Association presents the annual Ken W. Purdy Award to a writer for an outstanding body of work or a specific piece of work that deals with the automotive world.*

There have been some strange and wonderful automobiles unleashed on the world's roads - the French have one that folds up like a collapsible baby carriage, and a visit to the James Melton Museum in Norwalk, Connecticut, will show you America's only remaining example of the two-wheeled motorcar - but most of these departures from the orthodox don't stay with us long. Four wheels, engine in front, drive to the rear: that's the standard prescription and few of the designs departing from it have lasted.

There are rear-engine designs of fairly long term, it's true, and the front-wheel-drive Citroen is a youngster when set beside the **most successful unorthodox automobile of all time: the Morgan Three-Wheeler**. For the Morgan has been built steadily since 1911 and is still going strong. So is the man who built the first one and is still at it: Henry Frederick Stanley Morgan of Malvern Link, Worcestershire, England. *[Don't forget this was written in 1954. Ed.]*

The virtues of the Morgan, the "Mog" to its devotees, are soon stated: it weighs next to nothing (896 pounds) so that its 40 or 50 horsepower can accelerate it in a very convincingly lively fashion; it's small and nimble, and in its homeland is rated as a motorcycle and licensed as one, an important advantage in view of the severity of British taxes. Disadvantages: Well, it's likely to rattle a bit, and the brakes won't really pitch you through the windshield. Aside from those trifles and the fact that it steers like a truck, there's nothing much to worry about. Nothing at all, in the view of most Morgan owners - a singularly devoted lot - nothing even to think about.

Some 40,000 Morgan three-wheelers have been built since 1911, and of this impressive total there are at the moment only four known to be in this country *[Less capable communication in those days (?). Ed.]*, a proportion that almost certainly qualifies them as the rarest cars in America. They are unlikely to become more common: the secondhand market for Morgans in England is strong, and the **1952 three-wheel production will not exceed twenty**, most of the small factory's output being the Morgan Plus-Four, a standard four-wheel sports car comparable with the MG.

The Morgan came into being strictly by accident - or as the result of an accident. In 1908, Mr. Morgan bought a V-twin Peugeot engine in France with the intention of making a motorcycle for himself. But his father, the Reverend Prebendary H. G. Morgan-, was a stern man. and because Morgan Jr.'s previous motorcycle had somewhat bent both itself and rider as a result of a bit too much speed down-hill, he forbade the project. His son therefore announced a change in plan: he would make a tricycle, than which nothing could be safer. The finished product weighed 386 pounds and went like mad.



Three years later a production model was exhibited at the annual motor show in London. It had an 8-horsepower engine, one seat, and was tiller-steered. About thirty were sold - no vast number even by the standards prevailing in those days, when the horse was still supreme - but enough to put the Morgan works in business. By 1912 the Morgan had a passenger seat, wheel steering and independent front suspension - a couple of decades before Buick announced to a startled world that this arrangement had at last been made possible. It was not original with Morgan, by the way. The French Decauville had had it in 1899.

Morgan's placement of the V-twin engine was unique: he hung it out in front of the front axle, connecting it to the drive-line with a leather-faced cone clutch. Final transmission, then as now, was by chain, with two speeds forward and the single rear wheel was suspended in a pivoting fork with quarter-elliptic leaf springs to keep it on the ground a certain percentage of the time. The steering was direct, and was a notable muscle-builder.

The accelerator was a lever mounted on a spoke of the steering wheel, and it was just as well that the wheel had a limited movement, because to accelerate the lever was moved up, to decelerate it was moved down. This worked splendidly as long as the wheel moved through a small arc, but had the steering ratio been normal, say four turns lock to lock, **the accident would have been over and the streets strewn with cadavers before the driver could make up his mind which way to push the lever in a crisis.**

From the beginning, the Morgan's success was built on success in racing competitions. It was a quick little car. Mr. H.F.S. himself entered one for the 1912 London-to-Exeter Trail and took the highest award put up. No wonder - the car weighed 550 pounds and had a big hairy V-twin motorcycle engine banging it along. Oddly enough, it had not been the maker's intention to evolve a particularly fast car. He had intended to get great economy (and did, on the order of 90 miles to the gallon!) but of course terrific performance came with it. In 1912, Morgan put fractionally less than 60 miles into one hour on Brooklands Track, then a record, and in 1913, W.G. McMinnies won the cyclecar International Grand Prix at Amiens, France, in a hot Morgan. From that point on, until the last of the big V-twin engined cars were produced in 1948, the Malvern-made three-wheeler was a serious factor in competitions from one end of Europe to the other.

Like most British manufacturers, the Morgan people have not indulged in frequent model changes. **There were three basic models in the 1911 - 1948 outdoor - engine line: the Grand Prix, the Aero and the Super Sports.** They were all dash-ing-looking buckets, although purists have decried the placement of the spare wheel on the Super Sports: it plugs up the hole made by cutting the boat-tail of the car end off square. It still lives there in (the current F Four and F Super models, the first, as the name indicates, a four-seater). These cars are powered by the British Ford four-cylinder engine, and although they lack the punch produced by the old twins, they make up for it in tractability. The J.A.P., Blackburne, Anzani and Matchless engines required a bit more attention than most contemporary motorists care to provide their power-plants.

Morgan got around to three-wheel brakes in 1926. Up to that time, both hand and foot brake worked on the single rear wheel, and there were no crash-stops provided from, say, 80 miles an hour, which any stock Morgan in good shape would do. The braking system never was hooked up so that all three wheels could be held on one application: the pedal applied the front-wheel binders and the hand-lever the single rear. The steering ratio was changed, as well, giving about 100 degrees of movement at the rim. It is brutally quick steering, of course, but great for sudden maneuvers once you're used to it.

If the driver stopped worrying about the brakes and stuck his foot well into a thoroughly prepared hot Morgan Three, he could do some astonishing things with it. Clive Lones, who won more than 500 events in Morgans, lapped the Brooklands track at 103.2 miles, an hour, getting 110 oil the one short straightaway, and carrying a passenger to boot. Gwenda Stewart, one of the all-time great woman drivers, put 101 miles into the hour with a Morgan at Montlhery in France, and held 72 miles an hour for twelve consecutive hours. Even the softer contemporary Morgans, with their 1,172 c.c. engines worked up a bit according to standard U.S. speed shop practice, would turn out some pretty fantastic speeds, and of course the Morgan has always been just the thing for fun and games on getaway from traffic lights.

**"Next to a Morgan," he likes to say, "a Rolls-Royce is as good a car as you can buy."**



# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

The MMC had a big weekend in July. The Thrill on the Hill, hill climb, was on Saturday 12 July and the Pickersleigh celebration was on the 13th. Both were well attended.

There is much to be said for staying in a one place and morphing that one location to fit the every changing needs. MMC - well done. I wish I could have been there to join in on the fun.

The other big news is that the press has been able to see and drive the new cars - the ARV6 and Plus 8 Speedster. Read the varied reports here. Enjoy.

## MORGAN MOTOR CARS CELEBRATING 100 YEARS IN MALVERN

13 JUL 2014, <http://www.itv.com/>

Morgan Motor Company has been at its Malvern site for 100 years.

Morgan Motor Company is celebrating 100 years at its current site in Malvern today [13 July 2015. Ed.], with a big event at its factory.

**The company will be displaying one car from each year of production from 1914 to present day.** *[I can just imagine the effort that went into sourcing that many early cars. Seeing them all would be a thrill. Ed.]*

They are expecting over 1,000 Morgan owners and their cars from around the world as well as Morgan fans to attend, which is the most the company will ever have had on site.



A car from every year of production will at the celebration event. Credit: MMC



The company has existed for 105 years, the last 100 in Malvern  
Credit: MMC

### From the MMC Website

'2014 marks 100 years of Morgan manufacture at Pickersleigh Road in Malvern Link, as part of this we are delighted to invite Morgan owners and fans to join us in celebration of this milestone on Sunday July 13th at the Morgan factory.'



Photo Courtesy of [MR11MOG](#) on TalkMorgan

Continued Next Page



## THRILL ON THE HILL <http://www.morgan-motor.co.uk>

Glorious sunshine engulfed the famous Shelsley Walsh Hill Climb on Saturday 12th of July for the second Morgan "Thrill On The Hill" festival. If Thrill On The Hill wasn't being billed as an annual event before, it certainly will be now!

Over 2000 Morgan owners and fans travelled to the picturesque corner of Worcestershire as hundreds of Morgans took on the famous 1000 yards. On looking crowds were entertained by everything from pre-war 3 Wheelers to the latest Plus 8 Speedster, many of which provided plenty of tyre smoke and automotive theatre.

Air displays from a Pitts S2S modified biplane and a beautiful WW2 Spitfire entertained crowds as well as live music from Elles Bailey and Random Numbers. Live art from Popbangcolour and a fine display of historic vehicles, including the 1962 Le Mans winning Plus 4 TOK258, on display in the cottage grounds provided a vast array of things to see and do.

The star of the show proved to be the striking **Aero GT3** car that had been wheeled out just for the Saturday event. Famous for its double win at Silverstone 5 years ago, the GT3 roared up the hill, announcing its arrival to everyone for miles.



ARV6 Track Car



Plus 8 Speedster



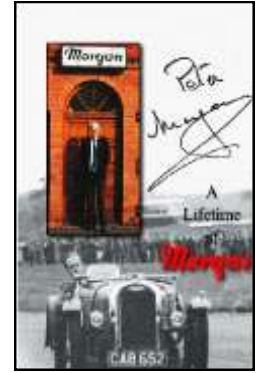
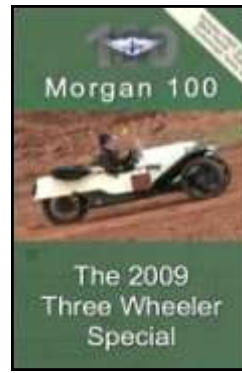
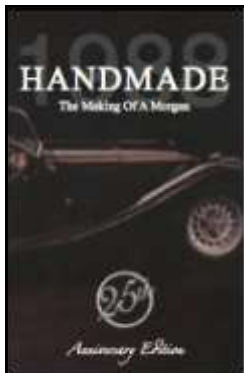
## MORGAN MOTOR COMPANY WEB CAR CREATOR

If you haven't been on the Morgan Motor Company web site and played with the 'Car Creator' application, you don't know what you are missing. It appears that this application is available for all the cars in the Morgan range (note it is called the 'Configurator' for the M3W). First you select the model of car you want. Then this application allows you to select Paint Color, Leather Color, Options and so on. And, as you select your choices, the car is reimaged on the computer screen. Be careful, you'll almost make yourself sick with ugly choices. But, is there an ugly Morgan??

*Really fun stuff!*



## The Pickersleigh Production Company



The Pickersleigh Production Company (<http://www.fcptraining.co.uk/>) updated their famous 1988 video, **HANDMADE - THE MAKING OF A MORGAN** with a **25th Anniversary Edition** (2013) last year, 25 years after the original was released. This retains much of the original but adds significant updates. Steve Morris shows us the changes to the manufacturing processes and facilities at Malvern. This is a great video for any Morgan enthusiast. It harkens back to the early days where the history and heritage of Morgan was born and it sets the stage for the future of the MMC. The video **HANDMADE 2** (2002) looks at the introduction of the Aero 8 and how it is constructed.

Note: **The MORGAN 100** video will be available only until 31st December 2014, after which no more copies will be made. Morgan 100's aim was to document as many of the Morgan Motor Company's, Morgan Sports Car Club's and Morgan Three Wheeler Club's centenary events as possible thereby giving a "glimpse" into a year of the Morgan world in the UK. This is a 4 DVD set. The **2009 Three Wheeler Special** is an extension of the Morgan 100 video.

**Peter Morgan - a Lifetime of Morgan** is a 1990 interview of Peter Morgan. He tells the story of how his father founded The Morgan Motor Company and relates his role up until the end of the 1990's. Really a wonderful interview with some great images of the early days. Clive Lones at Brooklands, for example, and Peter Morgan and his team competing in the round Britain RAC rally.

If you don't already own these videos or haven't seen them, go to the Pickersleigh Production Company's web site and take a look. View the video trailers. Or, add them to your Christmas Wish List . . . [\[Highly recommended. Ed.\]](#)





# MORGAN PLUS8 SPEEDSTER FIRST DRIVE REVIEW

Nic Cackett, July 2014, <http://www.autocar.co.uk/>

*The evocative Morgan Plus 8 Speedster appeals to both head and heart, and even its high price doesn't dull the shine*

## What is it?

Fresh from its public debut at Goodwood, this is the new Morgan Speedster; a raked and modestly restyled version of the Plus 8 intended to celebrate 100 years of car-building at the firm's factory in Malvern.

The changes are skin-deep, yet utterly beguiling up close. Scything the windscreen, side windows, the roof and its mechanism from the Plus 8's body has uncluttered it to brilliant effect; Morgan is selling the limited-edition concept as stripped-out, but really it's just clean-lined - and supremely handsome.

In place of the windscreen there's now a twin-domed bubble of polycarbonate airfoil and, in the car we drive, a roll-over bar behind the headrests. Side exhausts and a leather bonnet strap complete the bygone-era look, although it's arguably the black alloys posing as steel wheels (another option) which catch the eye when static.

Underneath, it's pure Plus 8; meaning that were you to undress the surrounding sensuousness, you'd find the same bonded and riveted aluminium chassis beneath an English ash frame that carries the body panels. The Speedster gets the same 4.8-litre BMW V8, too, although Morgan has taken the opportunity to begin its roll out of paddle shifters - hooked up here to the same conventional six-speed automatic gearbox offered before.

## What is it like?

When road testing the stock Plus 8 a couple of years ago, we practically told ourselves off in the verdict for a lack of objectivity in the kindly 3-star rating; well, in the Speedster's case, the rose-tinted blinkers are firmly on long before the keys turn up.

Yes, Morgan has swept away what little all-weather usability the car had - thereby further reducing the days you'd take it out of the garage even further - but in the sepia of early evening sunshine, its dashing appearance consummately knocks



The Plus 8 Speedster celebrates 100 years of manufacturing at its Malvern site



Paddles are a nice touch, but they are slow to operate.

*Continued Next Page*



such small-minded practicalities for six.

In fact, by the time you've fallen into the leather seats, thumbed the V8 into barely silenced life and propped an arm on the Speedster's louche and low-slung doors, the idea of the thing as an absurdly satisfying piece of automotive confectionary hardens in the mind like Bakelite.

Unlike the Plus 8, it doesn't completely foil such romanticism out on the road either - which is strange considering the shared nature of practically everything. Perhaps it's because there's less gubbings to rattle around with the hodgepodge of so much glass and metal gone. Or because the car rides more consistently on 18-inch wheels than our long-termer did on 19s.

Whatever the reason, the Speedster seems to cover ground far more adequately - even with ones legs in a tangle to fit the offset, left-hand-drive pedals. The auto 'box and lusty V8 grunt help of course - offering a zingy step off and so much torque that the ZF transmission rarely decides to downshift; leaving you to happily rummage through the low bellow.

Kept here, with much wind in your hair (the case for a helmet plausible; a hat, undeniable) the car's large-nosed front and big-power rear settles into a jaunty, carefree stride wholly at one with the gentleman-racer image. Only by getting unduly carried away is there commensurately less to like.

Driven beyond briskly, the Plus 8's familiar foibles pop up; the difficult to modulate brakes, inconsistent steering and a lack of proper honing in the suspension all contribute to a marked shortfall in driver confidence at turn-in. The flimsy new paddles mean the Speedster adds its own blemish, the manual gear changes being baggy and half a second too slow to make much of an impact.

### Should I buy one?

Lord, yes. There are going to be just 60 Speedsters, meaning exclusivity can be added to the car's list of attributes. Perhaps that doesn't include the kind of flat-chat handling that a hardcore enthusiast would appreciate or the ultimate in English refinement, but the niche audience is already very well served by the rest of the low-volume British car industry.

Morgan, as ever, promises something slightly different, and the Speedster represents a wonderfully evocative take on its already idiosyncratic version of a V8-powered open-top. The high price - £70k before you start ticking - isn't really any kind of impediment given the famously voracious ongoing demand.



Prices for the Speedster start at £69K. *[Sure is a pretty interesting thing, but not likely they will ever make to the US, without some major change to the US legislative thinking. Ed.]*

Certainly, the factory on Pickersleigh Road has always relied on a certain kind of spellbound subjective affection to fill the order books; the Speedster - following on from the 3-Wheeler - is merely the latest evidence that the right kind of sorcery continues to occur in the Malvern hills.

### Morgan Plus 8 Speedster

**Price** £69,995 (starting)

**Performance** 0-62mph 4.5 secs **Top speed** 155mph

**Economy** 26.0mpg **CO2** 256g/km **Kerbweight** 1100kg

**Engine** V8, 4799cc, petrol **Installation** Front, longitudinal **Power** 390bhp at 6300rpm **Torque** 370lb ft at 3400rpm

**Gearbox** Six-speed automatic



# TOP MOG: THE IMPROBABLE TRIUMPH OF THE MORGAN 3 WHEELER

6 July 2014, Ronald Ahrens, [www.bbc.com](http://www.bbc.com)



1934 Morgan Super Sport. (David M Jones)

What explains the resurgence of a car as quirky as the Morgan 3 Wheeler? Out of production for decades, it returned wholly remade in 2011 and became the fastest-selling model in the Morgan Motor Company's 105-year history.

For 2014, the 3 Wheeler is known to stand 39.3 inches tall and stretch 126 inches in length, yet the specification sheet divulges no detail about a boomerang. And available technical drawings cleverly disguise where and how this essential component of recoil would be located inside the chassis.

Nevertheless, the most important thing to a small but discerning clique of driving enthusiasts is that this exemplar of British eccentricity is readily available from the European Union to Australia.

"Thank God there's still Morgan building zany products like this," Dennis Glavis says. As managing director of Morgan West, a small store in Santa Monica, California, Glavis operates one of 13 dealerships in the United States. He describes the driving experience, saying, "You feel like you're a kid again, like riding your first bicycle. You're on top of the world."

The 3 Wheeler's resurgence may be more readily attributed to the original concept's fundamental merit. Developed as a prototype in 1909 by Harry Morgan, the Runabout, as it was known, enduringly – and endearingly – established the "cyclecar" category in the automotive realm.

Even in those dawning days of motoring, the Runabout had its predecessors. Leading the way, the 1885 Benz Patent Motorwagen, regarded as the first automobile, had one wheel in front and two in the rear. But the Runabout followed a two-plus-one layout and easily outperformed other eventual tri-car challengers such as the Scott Sociable, a curiosity that had a four-point layout but lacked the left-front wheel. (At the time, Britain's road fund license did not apply to three-wheelers.)

With simplicity and low cost as its hallmarks, the Runabout and its successors were produced by Morgan until 1953. In the next few years, various vehicles of the Reliant Motor Company, including the notoriously tippy Robin, as well as German microcars such as the BMW Isetta and Messerschmitt KR200, pushed the concept ahead. Motorised rickshaws in Asia and various one-plus-two Cushman utility vehicles in the US have continued in service.

*Continued Next Page*

But the “Mogs” were always the performance thoroughbreds among cyclecars. British pilot Albert Ball called his Runabout “the nearest thing to flying without leaving the ground.” After Morgan’s centennial in 2009, the car slinging a powerful motorcycle engine over its sternum and carrying a chip on its shoulder began to make sense again. Indeed, it still held many hillclimb and endurance records.

Returning in this decade of hipsters and hypercars, it took inspiration from the Liberty Ace, an independent interpretation of the 3 Wheeler created by Pete Larsen, whose Liberty Motors dealership is in Seattle, Washington. “It’s been a remarkable experience for me,” Larsen says, explaining how a review of the Ace in London’s Daily Telegraph brought his project to Morgan’s attention. “It was a once-in-a-lifetime chance to sell Morgan a three-wheeler,” he recalls. “The money meant little to me. The opportunity meant everything.”

Mark Ledington, Morgan’s marketing director, calls the Ace “a sort of benchmark vehicle”. As the company pursued its investigations, it perceived that a market in fact existed. The result, Ledington says, is “absolutely a 21st Century version of an old cyclecar. We completely reinvented it.”

The powertrain matches a mighty yet efficient V-twin motorcycle engine, produced on S&S Cycle’s six-person assembly line in Viola, Wisconsin, with a five-speed manual transmission supplied by Mazda. The driving force from 82 bhp and 103 pound-feet of torque is relayed by a quietly operating belt, and the fat, sticky rear tire puts it down on the road. The 3 Wheeler scoots from 0 to 62mph in an estimated six seconds. Disc brakes quickly bring things to a halt.

Larsen had used a Harley-Davidson engine for his Ace, but Morgan chose the S&S X Wedge 2-litre twin, which had been developed for the custom motorcycle market just before the 2008 financial crisis. “Here’s this wonderful engine, all dressed up for a party and nowhere to go,” Larsen says. “By the time Morgan knocked on the door, they got the goods.”

Even though the car’s open cockpit offers no protection in nasty climes, more than 1,100 units have been produced so far at the in Malvern, England. Pickersleigh Road factory

Jason Hill, designer of the lamentably stillborn Aptera Typ-1, the new millennium’s sleekest three-wheeler, credits the Maker Movement among the factors at play in the Morgan’s comeback. The movement combines technological processes with a do-it-yourself, or DIY, ethic. “There’s an appreciation for things that are handmade,” says Hill, who presides over his own studio, Eleven, in Long Beach, California, and teaches at Art Center College of Design, in nearby Pasadena. “There’s a swing to the analogue side.”

As Glavis contends, Morgan is the last company of its kind, owned by the family for 105 years. “People appreciate that,” he says, “the craftsmanship, the individuality a vehicle like this provides. It’s not just another rubber-stamp car, another red Ferrari, another silver Porsche. It becomes identified with the owner. Your history passes along with the car.”

And this time around, the US market has proven significant in the 3 Wheeler’s success. Never sold there as a new vehicle before 2011, the crablike conveyance, which registers with state vehicle departments as a motorcycle, appeals to some people who once rode motorcycles until unenthusiastic spouses or bad hips unsaddled them, according to



Harry Morgan and wife Ruth. (Morgan Motor)



The modern Morgan 3 Wheeler. (Morgan Motor)



Glavis. Call the 3 Wheeler the arthropod car for orthopedic drivers.

And the tri-car idea is catching on more broadly, both as a low-price transportation alternative and a sporty choice. US-based Elio Motors claims more than 20,000 reservations for its hardtop, with production starting next year. And riding another vehicle with the two-plus-one layout, the Can-Am Spyder – which resembles a snowmobile with wheels and has been sold since 2007 – produces a byproduct well-known to drivers of Morgan 3 Wheelers: attention.

"I get waves and thumbs-up and 'Cool car!' from elementary-age kids to people my age and older," says Jim Nichol, 67, who lives in Hyde Park, New York. He owned a 1928 Morgan for about 15 years until selling it in 2013 and buying a new 3 Wheeler for "around \$50,000". He has exceeded 70mph in it, but even though top speed is listed at 115mph, "I don't foresee going any faster."

Having driven Morgans for 40 years, Nichol is accustomed to onlookers balking at the vehicle's lack of amenities. He has cultivated a ready rejoinder: "Some of us are a little bit warped and don't mind driving anachronisms."



1935 Morgan Super Sport. (Carnundrum / Alamy)



The modern Morgan Three Wheeler. (Goddard Automotive / Alamy)



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Call SuperDave with Questions, Offers or Other Morgan Needs! **(770) 330 - 6210**



## NEW MORGAN PLUS 8 SPEEDSTER DRIVEN <http://www.classicandperformancecar.com/>

Morgan's new Plus 8 Speedster lowers the weight and assaults the senses, all in the name of centenary celebration.

Text: David Lillywhite / Photos: Tim Andrew 14th July 2014

What to do if 367bhp in an 1100kg sports car isn't enough for you? Well, you could tune it or cut the weight back. Or you could remove the windscreen – and boy will that make it feel fast.

A few months back, the team at Morgan was considering how to mark the 100th anniversary of its famous Malvern factory, having celebrated the centenary of the marque in 2009. One solution was to build the 'ultimate' Morgan, with all the trimmings, but that would be adding weight and complexity to a car notably devoid of such things.

So along came the Speedster, a cut-down Plus 8 with tiny screen, no door windows, no hood, no bumpers, no spare wheel, unique alloys and – wait for it – a paddleshift option (a first for Morgan).



The Plus 8 has, since 2012, been based on Aero underpinnings, a masterstroke that allows the traditional looks to be combined with the integrity of the high-tech bonded and rivetted all-alloy chassis and modern double-wishbone suspension (rather than the old steel chassis and jittery sliding pillar front end). It makes for a stiff, sharp-handling, responsive and lightweight machine – and for the Speedster the weight is lower still, by a claimed 100kg.

To be honest, power-to-weight was never much of an issue with the Plus 8 anyway, but the new Speedster format does endow it with an extra rawness. How raw? Well, 0-60mph is said to take 4.3 seconds and top speed is limited to 148mph but, such is the sensory assault provided by the Speedster, you'd swear the figures were yet more impressive.

If you're in the mood and wearing the right gear (glasses you can just about get away with; goggles are a far better option), then a blast in the Speedster, side-exit exhausts blaring, will make you feel alive like few other cars can. Of course, on a bad day you'll wonder why you bothered – which is why 50% of advance buyers so far have opted for additional screen and hood to bolt on...

And the rest of the car, regardless of screen height? Pretty good, it has to be said. The BMW V8, all 4.8 litres of it, is as lusty as ever, providing huge quantities of old-school torque (370lb ft in fact) to a bellowing soundtrack. A curious quirk is that the lack of a full screen allows an odd chirruping from the engine off-load to filter through to the cabin. Mind you, that's nothing like as odd as finding a paddleshift in a Morgan – on a new factory-designed (and built) airbag steering wheel – but if it's your thing then you won't find much to moan about from the six-speed ZF gearbox. It's not the quickest change but it works well with the torquey engine.

The basic Speedster costs £69,995, a good £15,000 less than the full-fat Plus 8, although the options list will put paid to much of that saving. Not that the Speedster will be bought for price alone – it will be bought because it offers ultimate thrills and because it feels like a proper Morgan.



## 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

**Morgan Zero Four** (Quite interesting design exercise, from a few years back, focused at the Life Cars evolution.)

**21. The First 4/4/4 ?** (The 4 Seater Prototype. (I saw this very car at the Pebble Beach Concours 20 years ago. Ed.))

**3. A Visit to Stoke Lacy** (With the 'Did You Know' about Stoke Lacy, this very short video shows you a bit more.)

**Stella Artois Cidre | Work Song** (Just a quick peak of a Morgan in the early seconds of this new advert for Stella Artois' new Cidre. I didn't want to omit it for fear I would be accused of censoring . . . )

**Shelsley Walsh Thrill On The Hill July 2014** (Now this is sort of interesting. A split video of a M3W and 4 Wheeler.)

<http://player.vimeo.com/video/100644654> (Video on the MMC Anniversary party at Pickersleigh Road - Not a YouTube Video but it work if you click the link.)

<https://www.facebook.com/photo.php?v=10152566101729761> (BBC Video on the MMC Anniversary party at Pickersleigh Road – Some good video of early Morgans. Again, not a YouTube Video but it work if you click the link.)

**Journey Home in the Shmee Wheeler from the Morgan Factory** (Video of Shmee (?) picking up a **2014** M3W from the Factory. Perhaps the face of the new Morgan owner? At the end you can see it wrapped in blue to match his McLaren.)







Wow! Another very exciting tech article. They just keep on coming! Right up there with the Bonnet Stays and Running Board Strips.

This article touches on what has become something of a 'black art' -

**Motor Oil** (sorry . . .)

What is the right weight to use? What about 'synthetic' or 'semi-synthetic'? Are they worth the added cost? What's best for my old (or new) Morgan? And, should I buy that magic elixir being pitched by Carroll Shelby on TV?

All good questions and you will find them all answered here.

## A MODERN MOTOR OIL PRIMER by John Rowland of Silkolene

*[Lorne Goldman (GOMOG) found the original article on [Mogsport](#), posted by Tony Lees, the UK Morgan racer. It was originally written by John Rowland (the Chief R&D Chemist for Silkolene). I have edited it some for format and relevance, corrected some errors, but rest assured I have retained the important content. Ed.]*

### **1) How is an oil manufactured; transformed from the black sludge that comes out of the ground, into the nectar-like substance we pour into our cars and bikes?**

Crude oil, which is usually very thin, is distilled into light and heavy fractions, with several intermediate ones.

The lighter fractions, usually more than 90% of the original crude, are converted into petrol and diesel. Some of the heavier oils, go through several processes to clean them up and remove wax. Out of about a dozen oily products 4 clear, bright amber oils are commonly used to blend modern engine and gear oils. These are roughly equivalent to SAE 10, 20, and 30 engine rating and 140 gear rating. Oil refineries also produce all sorts of gases and chemical compounds.

### **2) What are the most important substances added to the refined base oils? What do they do?**

In the Dark Ages, engines used blends of refined mineral oils 'straight', with nothing added. The trouble was, even in the slow-revving engines of 80 years ago the oil didn't last very long, and the engines didn't either.

Black sludge and corrosion were the killers, and both were tackled in the 1950s with detergent and antioxidant chemicals. The detergents washed the carbon from fuel combustion off the bores and out of the ring grooves, and at the same time reduced bore and piston ring corrosion.

The antioxidants stopped the oil reacting with oxygen in the air, which cut acid sludge formation which in turn reduced corrosion and oil way blockages. Some antioxidants had the useful side-effect of reducing wear as well. Another big problem with oil used to be cold starting. It was usual to have SAE 20 Winter or 'W' grades, and SAE 30 or 40 Summer grades, and even the so-called Winter types would defeat the starter in serious cold weather. Unfortunately, oil is very thick when it's cold, and very thin when it's hot.

The answer was (and is) multigrade! What was needed was an oil that behaved like a 20 'W' grade in the cold, but only thinned down to a SAE 40 or 50 when really hot; yes, 20W/50! This can be done by mixing thin oil with thick polymers based on plastics and synthetic rubbers; these don't do much in the cold, but as the oil warms up they unwind and thicken it up to some extent. The oil still thins down, but not as quickly as a polymer-free or monograde type.

### **3) What are the differences, in layman's terms, between mineral, semi-synthetic and fully-synthetic engine oil? (In terms of structure and performance.)**

Synthetic lubricant bases are stepwise improvements on mineral oil, with more desirable properties and fewer undesirable ones. There are several different types of synthetic lubricant.

The most basic type of synthetic is really a special mineral oil. Known as 'hydrocracked' bases, these are made in oil



refineries by putting certain types of mineral fraction through special processing, so they cost more than the usual mineral types but not much more. They are useful because they resist evaporation at high temperatures.

All low-cost 'synthetics' contain a few percent to 20 percent (i.e. 'semi-synthetic') of special mineral oil. Using fairly simple chemical compounds or gases from oil refineries or other sources, it is possible to 'synthesise' or build up tailor-made lubricant molecules which have very desirable characteristics, such as great resistance to cold, heat, evaporation losses or excessive thinning as they get hot. These are the true synthetics, and the two that are used in engine oils are PAOs (poly alpha olefins) and esters.

PAOs are related to mineral oils, and are the ideal carriers for all the chemical compounds used in mineral oils. Because they do not gel at very low temperatures, all genuine 0W-something oils have to be based on PAOs to pass the 0W test at a sub-arctic -35C.

Esters were originally made for jet engine lubricants, and to this day all jet oils are ester-based. They are good lubricants and help to protect metal surfaces. Esters help with transmission and valve train lubrication. 100% fully synthetic oils are actually quite rare, probably because they are very expensive to make, and even more expensive to buy. Even so, an ester/PAO with a very shear stable multigrade polymer is the ultimate oil for high output engines that are worked hard, which means racing.

#### **4) How does oil work? What gives it its lubricating properties? How does it 'cling on' to surfaces?**

A plain bearing such as a main or big end, when spinning fast is 'floating' on a relatively thick film of oil. The metal surfaces literally do not touch. The high velocity drives a wedge of oil between the two surfaces, and the oil film supports the load, just like a water skier skimming over that very thin lubricant, water. But, when the engine slows down and stops the bearing shells drop through the film and touch the crankpins.

It is where there is metal to metal contact that lubrication, that is, something to reduce wear and seizure, is needed. On gear teeth, valve components, and piston rings at top or bottom dead centre, there is no high speed rotation to generate 'wedge' support, so the oil films are very thin, and some metal contact is inevitable. Detergent and antioxidant chemicals often double up as anti-wear agents. The odd ones out are esters. These are attracted to metal by electrostatic forces and cling on when surfaces are forced into contact.

#### **5) What are (or can be) the main differences between oils of the same type, i.e. what's the difference between a 'good' and a 'bad' oil?**

It all comes down to honesty really.....so beware! A good oil is what it claims to be on the can. 10W/40? Does it really pass the cold test at -25C? Quite a few I've tested do not. There is usually an API spec quoted, such as API SH or SL. These are car-based, and a good basic quality guide.

The best performance oils are made in the more developed European countries, but low price buys the cheap 'modified mineral' synthetic and not much of it, with a poor multigrade polymer. As is so often the case, quality follows cost.

#### **6) What are the likely consequences of using poor-quality oil?**

Usually, these are fairly long term, except in racing. Think of the oil as a liquid component, and poor oil as a cheap pattern spare. In a road car long-term reliability and performance retention (i.e. acceleration figures below new spec., fuel and oil consumption above) are the casualties. In a racing car the effects can be more immediate and catastrophic.

#### **7) Some oil companies have run advertising campaigns that imply their products have special, unique qualities. Can these adverts be taken seriously?**

Yes and no! Generally adverts in magazines are honest, with marketing-speak terms such as "Magnatec" and "Electrosyntec" really being code words for esters, which are particularly beneficial in performance engine oils. I personally think that the importance of shear stability or "stay in grade" is not stressed enough.

A "synthetic" oil is invariably semi-synthetic and, if low priced, invariably the modified mineral type synthetic. It is a sad fact that you get what you pay for, but even so, stick to the reputable UK/European brands, and remember that shipping an oil half way around the world doesn't automatically make it better than one made in your home town.

#### **8) What is meant by the weight of an oil? What does 10W/40 mean for example?**

Weight means viscosity, or resistance to flow. Water and paraffin flow very easily, so they are low or light viscosity. Golden syrup or 140 gear oil do not come out of the can so easily, so they are high or heavy viscosity.

Especially with oils, temperature is very, very important. An oil which looks heavy at 20C will be very light at 100C. The

American Society of Automotive Engineers (SAE) ratings cover cold starts and "up and running" viscosities. There are two sets of standards, the Winter (W) ratings, and the 100C standard ratings. (W does not, repeat not, mean weight!). So a 10W/40 oil has to pass a 10W cold viscosity test at -25C, and a SAE 40 test at 100C. The whole point of these Winter ratings is to assist cold starts, to get the oil circulating quickly, and to avoid power and fuel wasting drag as the engine warms up. Once it is warmed up, the 100C ratings count. There are 5 of these, 20, 30, 40, 50, and 60.

**9) What is the best type of oil to use in a road car for general use? Is fully synthetic a waste of money?**

Personally I'd go for a shear-stable part ester synthetic, SAE 10W/40 or 5W/40. The shear-stable bit (i.e., a decent quality multigrade polymer) is actually more important than the synthetic part! Unless you're covering a huge annual mileage, genuine 100% synthetics are probably an extravagance.

**10) What are the main differences between 2 and 4-stroke oil? Why does 2-stroke oil have to be mixed with fuel?**

*[Omitted. Ed]*

**11) How important is it to change oil regularly? What are the implications of failing to do so? How important are timely oil changes? Can you rely on the frequency suggested by your User Manual?**

It is only really important to change oil regularly if the engine covers a low annual mileage made up of slow, short runs. This is being cruel to the oil and the engine! The oil, regardless of its quality, gets full of fuel and water vapour, and never gets the chance to evaporate it all off with a long fast run. The consequences are corrosion, ring and bore wear. It is essential to do a change at least once a year, even if the recommended mileage hasn't been covered.

**12) Do some types of oil (i.e. fully-synthetic) wear out quicker than others?**

The type of oil that is likely to give trouble after low mileage is a light viscosity type with poor shear stability, either mineral or modified mineral based. The oils that will last the longest are the relatively rare 100% genuine synthetic shear stable types.

**13) Does oil have to be warm to do its job ? Is it important to warm up your engine before using at speed?**

Yes, it does have to be at least warm, and preferably hot. The best approach is to use a good 5W/40 or even a 10W/40, and take it easy for the first couple of miles, especially in very cold weather. For racing, a really good warm-up is essential, except perhaps with special 0W/20 low-drag race oils. The days of incense-like 'R' oils for racing only are past, except for classics. At least as far as 4-strokes, the best synthetic types are ideal for both race and road use.

With ultra-precise components, high-pressure pumps and high engine RPM there has been a move to special synthetic low cavitation/low drag oils to release more power with no reliability loss. '

**14) How does a high-performance oil allow the motor to produce more power?**

Up to 6% of engine output is lost due to oil drag, made up of pumping losses and viscous drag between moving components. The transmission is included in this. Provided wear and friction are kept down, there are real gains to be made by using a tough but low viscosity oil. Surprisingly, frictional losses are low, down at 3% or less even with conventional oils, so there are few gains to be made here.

**15) Why do some engines consume oil? Is this a problem?**

Large air-cooled engines or classics with wide piston clearances, or very highly stressed liquid-cooled engines which flex under load, or which use ultra-light pistons with the minimum number of rings are likely to be oil users. There is little that can be done about it.

**16) If you need to top up your engine oil, how important is it to use exactly the same brand and type?**

Not very important at all. Although officially all manufacturers advise against mixing different makes and grades, in fact there is very little chance of any harm being done, even if one is a mineral 20W/50 and the other is a 5W/30 synthetic. Obviously, avoid this if you can, but do not panic if there's no other alternative. Just don't mix 2 stroke and 4-stroke oil!

**17) There are additives which claim to improve oil and reduce friction, improve power etc. Are they worth a try?**

Oil is already a very advanced and deeply researched fluid which does not need any enhancement. There is no secret formula out in the backwoods that the mainstream lubricant chemists do not know about. They actually corrode engine and transmission internals, so they do far more harm than good. Others depend on the myth that PTFE powder coats engine internals and reduces friction. It doesn't do anything or the sort. It just blocks the oil filter.

*[Note: All original engined Morgan Plus 8s and Triumph engines have flat tappets that require ZDDP. ZDDP can be obtained at any local auto parts store, or is already included in certain oils e.g. Castrol Classic Range. Ed.]*



# THE STOICHIOMETRIC AIR-TO-FUEL RATIO OR GREAT DRIVES IN VINTAGE MORGANS

As I mentioned earlier, Randy and I traveled to Augusta / Aiken in early June to scope out the site of next year's Anniversary Meet. Our intent was to visit hotels, restaurants and other facilities to see if they could meet our somewhat extensive requirements for the Anniversary Meet. We see it as a big event for MOGSouth and want to be sure we do a proper job of planning the weekend and ensure that you have a great time and lots of fun. To that end, I flew up and stayed with Graeme and Jenny Addie for a few days. Randy, being sort of close, just east in Atlanta, drove up to Aiken for the day. Between all the club business stuff, Graeme and I found time to play. The community of Morgan Series 1 owners is very small. There are only 4 of us in MOGSouth (Graeme, myself, Bob Wilson and John Bigler). So when a few of us get together, things get greasy and vintage fairly quickly. Then throw in a Morgan Three Wheeler and well . . .

In the latest installment of the story Graeme has installed O2 sensors in his 1935 F4 Three Wheeler and his 1947 Two Seater, Series 1 (the Green car). His reasoning for installing these sensors is to determine the 'optimal' fuel mixture. Making sure the cars deliver the most power they can and do that efficiently. There is a particular ratio of air and gasoline that is considered as a Stoichiometric air-to-fuel ratio. Neither too Rich or too Lean. (If there is fuel left over after combustion, the mixture is 'rich'. Not terribly efficient. If there is left over air in the mixture, this means a 'lean' mixture. A lean mixture tends to produce more pollutants and can cause poor performance.)

Graeme has a gage connected to the O2 sensors that reports on the fuel mixture ratio. The problem is that the mixture ratio seems to change over time. And, it does it on both cars. They both exhibit similar symptoms. Why? They both go from Rich to Lean over time as the engine warms up. Somewhat of a puzzling problem. Temperature related, but as expected, Graeme is well on his way at determining the truth.

For me, however, this malady provided a perfect reason for me to drive his cars. I spent a good thirty minutes driving the F4. The first time I have driven a pre-war three wheeler. Good power and brakes. Responsive transmission and gearing. The steering is good, but a little tight when a hard turn is required. Certainly nothing unpleasant though. And, there were really no indications that you were driving a three wheeled car. Nor, even a vintage pre-war car.



The fuel mixture gage is the modern looking thing on the far right of the dash, visible through the F4's steering wheel.

Some discussions after we returned after the drive. But we then move quickly to the Series 1. **Graeme's 1947 Series 1 is remarkable!** Now, I have the Series 1 DHC, with similar drive train, so I expected something similar, but I do have a few operational issues. My brakes are not what I want and my steering is a bit frantic at high speed (50 mph +, now don't laugh, it's all relative . . .) And lastly, my car is a bit too small for me. I don't have the leg room I need and can only drive the car for short periods without stopping to unfold myself. None of these problems exist with Graeme's Series 1.

We both have the Standard Special engine, but I would think that Graeme has 'breathed' on his, perhaps just a bit. The engine pulled nicely and showed good power. Very responsive throttle. The steering is rock solid, and the car tracks nicely. The brakes nearly as good as hydraulic brakes. I have been toying with putting hydraulic brakes on my Series 1 but after this drive, the old drum brakes seem to be up to the task. I noticed no fade, even after the 40 or so miles he allowed me to drive. I just need to get them adjusted correctly.

And surprisingly, there is plenty of legroom? His car is fine for me. I was quite comfortable. It took me awhile to figure this out, but he has bucket seats in lieu of the standard bench seat. Better bottom support, with springs and straps. And more importantly, a thinner back rest. It was all good, as I felt I had a good, supported ride with sufficient legroom.

I doubt I helped Graeme much with his mixture issues, but I came home with instructions on how to improve the set up of my Series 1 brakes and how to install my brake light switch. Mostly, however, I have some wonderful memories of drives in a 1935 Morgan F4 and 1947 Morgan Series 1. I can now see why Graeme drives these cars everywhere. They don't seem vintage or fragile in any way and the bottom line is that they work as they should. Well done Graeme!

*Mark*





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# 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)

## 'Fergus' Number Plaques Available !!!

The cost per plaque is **USD \$60**, postage per plaque is **USD \$3**, world wide. If paid per PayPal, an extra **USD \$2** will be charged. To order a copy, or ask for information, please drop a line to [fergushistory@hotmail.com](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

I'll consider most any condition. Contact Rick Frazee 407-620-0507 or [mog4@earthlink.net](mailto:mog4@earthlink.net). Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961.



## Morgan Books for Sale

Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". Contact David Crandall at [mogdriver@gmail.com](mailto:mogdriver@gmail.com).

## Wanted 1957 Plus 4 Car Parts

Club Member's 1957 DHC Restoration is in Progress. Still needed are five (5) hub caps and eight (8) wheel nuts for 1957 +4. Wheels are 15in. If you can help, please contact Ian Shelmerdine at [bshelmerdine@shelvillas.com](mailto:bshelmerdine@shelvillas.com)

## 1970 PLUS 8 FOR SALE !!

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



## 1998 (99?) PLUS 8 FOR SALE !!

\*\*\* Only 13,000 Miles \*\*\* **\$60,000**  
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Tan Weather Equipment  
Left Hand Drive  
Rover R380, 5-speed all-synchromesh manual transmission  
Chrome Wire Wheels, Bumpers.  
Contact **Joe Speetjens** @ (601) 954-1368 for more details.





# 2005 ROADSTER FOR SALE !!

I offer for sale my 2005 Morgan Roadster. Equipped with the usual factory amenities, A/C, air bags stainless steel wire wheels, bonnet strap, badge bar, colored top and Tonneau cover, spare tire cover, luggage rack, clock, Morgan accelerator pedal, side screen bag and side screens. Seat belt and top decals still on windscreen. Stainless rail covers in cockpit. Morgan owners handbook (copy).

Stahl Motorsports did the following; install aluminum radiator, along with marine style fan connector, ball bearing steering damper replacement. 6000 miles, most desired color and interior. Car is as new and in pristine condition. Reportedly one of only 80 some in the US.

Offered at \$95K **Bob Szymanski** [flybob1@me.com](mailto:flybob1@me.com)  
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## Did You Know?

### SEPARATION OF CHURCH AND MORGAN?

The medieval church of St Peter and St Paul at Stoke Lacy was built some time before 1279 and rebuilt several times since. The connection of the church with the Morgan Motor Company is generally known, as the auto designer's father and grandfather both served as rectors.

Reverend Henry Morgan was rector of St Peter and St Paul at Stoke Lacy from 1871 to 1887. Prebendary Henry Morgan was rector for some 50 years, from 1887 to 1937, and it is thought the first prototype Morgan three-wheeled car was built in the rectory garage here.

In 1909 the latter's son, also Henry Morgan, unveiled to the parishioners a prototype single-seat three-wheeled runabout vehicle that he had built for himself. This was the first ever Morgan car and he went on to found the famous Morgan Motor Company which he ran until his death in 1959.



The small stained glass windows on either side of the south porch are set with modern glass and depict Peter Morgan and several Morgan cars.

One window was the gift of Morgan enthusiasts contributed money to the cost of the window, while the other is a memorial to John and Bridget Leavens of the USA 'and all those who have experienced the love and friendship engendered by the Morgan car'.





NEW **2013 MORGAN** ROADSTER  
**3.7** V6 '65 Porsche Medium Ivory  
 NEW **2013 MORGAN** ROADSTER  
**3.7** V6 '65 Sport Blue  
 NEW **2013 MORGAN 3 WHEELER**  
 Brooklands Edition, Polished Alloy  
 NEW **2013 MORGAN 3**  
**WHEELER** Black Cherry Metallic  
 NEW **2013 MORGAN 3**  
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**2012 MORGAN 3 WHEELER**  
 Red, brand new, full warranty  
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**2012 MORGAN 3 WHEELER**  
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 2014 suspension upgrade  
**2005 MORGAN ROADSTERS:**  
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 Silver Blue Metallic  
**2003 MORGAN PLUS 8**  
 Brooklands BRG/Stone leather  
**2003 MORGAN PLUS 8**  
 Royal Ivory/Red Leather  
 35th Anniversary  
**1989 MORGAN PLUS 8 BRG**  
 Black Wings, Tan Leather  
**1967 MORGAN 4/4 SERIES**  
**V** British Racing Green  
**1965 MORGAN PLUS 4**  
 four seater BMW Laguna  
 Blue, new chrome  
**1962 MORGAN PLUS 4**  
**SUPERSPORT ROADSTER** BRG/Black  
**1962 MORGAN PLUS 4**  
**SUPERSPORT ROADSTER** Soft  
 Yellow body/Black  
**1961 MORGAN PLUS 4 DHC,**  
 Red/Black Leather, chrome wire  
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**1959 MORGAN PLUS 4**  
**DROPHEAD COUPE** Kingfisher  
 Blue, stunning restoration.  
**1935 MORGAN 3 WHEELER**  
**MX4/SS** Barrelback,  
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**1934 MORGAN 3 WHEELER**  
 29 Historic Races and  
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# 1909



2014 US (and a few International) EVENTS

# 2014

The Dog Days of Summer have arrived in the South. A bit warm but still Morgan weather. While others are thinking they will soon have to tuck away their cars, we are still out and about. Another thing to celebrate about the South.

Speaking of being out and about, make sure you have made your reservations for the Fall Meet. See the details elsewhere in this issue.

Also, we need confirm our plans for the MOGSouth Christmas Party. If you have ideas, let us know!



## The 2014 MOGSouth Events Calendar Is Here!

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

- **Pebble Beach Concours d'Elegance**, Aug 17, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races\***, Aug 25 - 27, South Bass Island, OH
- **Atlanta British Car Fayre\***, Sep 6, Norcross, GA
- **Goodwood Revival**, Sep 12 - 14, Goodwood Circuit, Chichester, W. Sussex, England
- **MOGSouth Fall Meet**, Sep 19 - 21, Highlands, NC - Hosted by Jim and Collette Clark **See Details In this Issue**
- **The Petit Le Mans**, Oct 4, Road Atlanta, Braselton, GA
- **Brits at the Beach**, Oct 11, 321 Causeway Drive, Wrightsville Beach, NC
- **Euro Auto Festival\***, Oct 17 - 18, BMW Plant, Greer, SC
- **GatorMOG Noggin, Date/Location TBD**
- **Lake Mirror Classic**, Oct 17 - 19, Downtown, Lakeland, FL
- **Hilton Head Island Motoring Festival & Concours d'Elegance\***, Oct 24 - Nov 2, Hilton Head Island, SC
- **HSR Classic 24hr Race at Daytona**, Nov 12 - 16, Daytona, FL
- **Winter Park Concours d'Elegance**, Nov 14 - 16, Winter Park Country Club, Winter Park, FL
- **MOGSouth Christmas Party**, Dec 6 - **Location TBD**

The celebration of 100 years at the MMC Pickersliegh Road factory wasn't on the MOGSouth Calendar, but it was on **Vladimir Jevtic's** calendar. Luckily for us, he captured some wonderful images of the many Morgans that returned home to celebrate. Thank you!

Vladimir's images came from the web site [www.talkmorgan.com](http://www.talkmorgan.com)



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**MOGSOUTH REGALIA** Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. **At this price, you can buy two! But don't wait they are going fast!** Please contact SuperDave Bondon at 770 330-6210 or [Dbondon@bellsouth.net](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 - Have you found your badge yet?** If not, order one from the club. Also, let us know what else we need, in addition to the car badges, in the MOGSouth regalia bin. We haven't spent a lot of time and money buying things that no body wants, so we don't have a stockpile of regalia items. This doesn't mean we can't get something. Shirts, hats, jackets, patches . . . Just about anything. Let us know in person or send an email ([mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)) if you have an idea or a need. We'll do what ever makes the most sense.

The MOGSouth Christmas Party has not as yet been worked out. If you have ideas let us know!

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 material to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 7/14

Not a Member of MOGSouth? **It's Easy to Join!!!**

Dues for the calendar year are \$25. They are due and payable January 1st.

To join us, please mail your check payable to MOGSouth to:

MOGSouth c/o Randy Johnson, 296 Lakeshore Drive, Berkeley Lake, GA 30096

