

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 7/15

The Dog Days of Summer

Here, There and Everywhere . . .

July 2015



I don't have a race car, so I don't get to the track all that often. Also, it seems that the majority of my motorsports friends are still in Georgia or other places I'd been, but left long ago. So it's a rarity that I get invited to the track, *and* get a pit pass to mingle with all the privileged folks.

Now, I do have to say that I am not really all that helpful at the race track, especially when comes to the technical nuances of racing. The cars I know about back home in the garage and ones at the track, those that have been highly modified for speed, are two totally separate beasts. That being said, I can provide 'unskilled' labor, so to speak . . . *get something, hold something, push something* . . . but it's all good and I really do enjoy the track atmosphere.

The VDCA 'Hotlanta Historics' races were very much unlike the Walter Mitty and other major events I have previously been to at Road Atlanta. The racing groups were not overly subscribed, with a reasonable 20 - 30 cars, max. This made the racing more enjoyable for the racers on the track, and certainly more interesting for the spectators. Your favorite car (and/or driver) didn't get lost amongst the masses of darting Porsches and the rumble of huge American horsepower. You could really see the cars coming and going, braking early or late, successfully passing the other 'bugger' or getting off-line and shut out at the corners. All great stuff!!



The only Morgan at the track this weekend was Jack Poteet and his fearsome 4/4. He ran very well and the 4/4 sounded great! Only a early Sunday morning shunt (nothing too bad) in the enduro forced him off the track early. Two other MOGSouth members were racing but in something other than a Morgan. Rick Frazee was there in his bright yellow 1960 Bug Eyed Sprite and Ray Morgan was there with his recent purchase, a gorgeous BRG MG TD.

One of the things I really liked about this VDCA track day was the *vintage* nature of the cars. With 'Vintage' in the name, I guess this is the nature of things for VDCA. Maybe I should be a bit more attentive?

I really liked the fact that there weren't huge numbers of new(er) cars on the track. Time doesn't seem to want to stand still and I know, it will only get worse. It's hard today. It's hard it is finding sufficient vintage cars for a show or for a race group. The old and the new are starting to get bunched together. I see it on the Concours circuit with fewer and fewer opportunities for prewar cars and it is clearly evident on the race track as well. The newer cars are more common, more cost effective to run, easier to campaign, etc. Lots of Miatas and fast hatchbacks (Civics, etc.) in the other sanctioning bodies, like SCCA, etc. I do hope VDCA can maintain some level of patina with it's race groups. Anyway . . .

It wasn't all European, some American and even some Japanese cars, but these too were Vintage. A late 60s Mustang, 1972 Datsun 240Z, etc. There were, however, lots and lots of little British cars - MG As and Bs, Ray Morgan's newly acquired MG TD, a lightening fast Mini Cooper, a few Spitfires, a powerful Turner and of course a plethora of Bug Eyed Sprites. There were also a good number of Formula



cars out. Mostly Formula Vs but a Formula Ford or two as well. Not many Sports Racers though. I saw a pair, under the same awning, but not on the track. Must have been in a group I didn't watch. My target races were Group 1, with both Rick Frazee and Ray Morgan, and Group 3, with Jack Poteet and the 4/4.

My supposed reason for attending was to support Rick Frazee and his Bug Eyed Sprite, but Rick didn't need much help. The Sprite ran well all weekend and only suffered a bit from the high humidity and dousing it got in the overnight storm. I did make a (semi technical) suggestion or two and I pushed the car into the trailer, once! I guess that is enough, isn't it? I also used the trip north to Atlanta to visit my sister in Peachtree City. She recently got a new puppy and that was as good a reason as any to stop by. I do like a puppy. It's not like I have to see my sister all the time, but perhaps just a few visits each year seems appropriate. She'll get a bit irate if I don't visit every now and again.

The races on Saturday were good. (The 'races' were actually Group 1 qualifying. We missed Group 3 as it was early.) Both Ray Morgan and Rick Frazee were in Group 1. The cars went out and with Rick trying to get his Sprite to behave. Ray had just procured the MG TD and had to work through all the set up issues. He found himself sliding around a bit on the Hoosier tires, and after conferring with a few friends experienced in MG TD racing, reduced the air pressure in the tires, which seemed to help quite a bit. Given Rick has a bit more time behind the wheel of the Sprite, he led Ray around the track, but as the weekend progressed, Ray started to get more comfortable in the MG TD and started to lap a bit faster, gaining on Rick. Both cars seemed competitive and mixed it up well with the other cars on the track. All good!

Another thing I found that I liked about VDCA. There are no podium finishes, no public trophies to be awarded . . . no giant bottles of Champagne to spray. There is only racing . . . racing the clock or otherwise, and the personal accolades we all give ourselves when we feel we have done well. I guess it's a bit like MOGSouth! We all know why we play these games. We don't need others to confirm our beliefs.

Saturday evening VDCA sponsored a cookout. Fried fish and chicken wings and a good number of local craft beers. They held the cookout just across the road from the track at a Porsche restoration shop. The shop was festooned with wonderful bits of automotive regalia and cars that made you drool. There were a number of Porsches, of course, as it was a Porsche restoration shop, however, I wandered into the 'dirty' end of the shop, away from the display cars and shiny things and found a small rally plaque on the wall. It showed a Morgan at speed and dated from the 1990s. At least some class in the place!!



Andrea and I left the cookout early and found the way to our nearby hotel. We were only about 5 miles from the track at a Best Western. It was new(er), clean and reasonably nice. I was tired after being out all day in the sun, so it didn't take long for me to find the bed. Sunday morning came early enough. First thing at the track, the hour long enduro, then quiet time for church and lunch. The other races started at noon. Only Jack Poteet ran the enduro. I watched the 4/4 circle the track several times, then nothing. Then the 4/4 scooted across the paddock to Jack's parking area and trailer.

It seems that someone on the track was unable to hold their line and bounced off Jack's left side. The damage was not significant, but put an end to Jack's day. I hadn't seen Jack in a number of years (maybe 5?) He explained that time had just gotten away from him. I certainly understand the challenges the less than sufficient calendar. Jack has a few cars being restored (not all Morgans) and I know how distracting that can be. We did get to chat some and Jack had his friend, Ken, there to support. It turns out that Ken did much of the body work on Gene Spainhours' recently restored F4. A beautiful car!

The Sunday Group 1 race was quite enjoyable, but the nice breeze I enjoyed on Saturday was AWOL. It was hot,

standing tracking in the sun. Rick qualified a bit ahead of Ray. Ray was still trying to understand the MG. Rick ran quite well, even with rain induced gremlins, and Ray seemed to find the handle and closed the gap on Rick quite a bit. Lots of good laps and some spirited racing. From my perspective, it all finished a bit too soon.

After the races, the paddock seemed to empty quickly (even though there were other groups to race?) and we, too, headed out. I traveled with Ray, back down to Atlanta, to put his race car into the shop, while Andrea headed to the mountains. Ray and Susan were quite gracious and invited us to stay at their weekend 'Big Canoe' mountain home.

Rick and Sam packed up the dogs in the motorhome and headed to Hilton Head via a newly found lake resort. Having the motorhome at the track was superb. It allowed their dogs to come along and play, and gave Rick and Sam all the comforts of home. It also provided Andrea and I a reprieve from the track heat and sun. I'm sure glad their Air Conditioning worked well! *[as did the fridge with the cold soda and the fresh brewed coffee . . . Ed.]*

The ride to Atlanta with Ray gave me some time to think about the weekend and reminisce a bit. I wasn't really surprised at the Porsche display on Saturday evening. It turned out that Ray was part of the VDCA organizing committee and helped put on the Saturday evening cookout. Ray Morgan, who was racing an MG, got his start as a Porsche guy. He likes other things, a Morgan trike included, but has a passion for Porsche.

I guess I have known Ray for some 15 years, having met him in Spartanburg, SC at Eurofest, during that time when I lived in Greenville, SC. Ray had just finished the restoration of his 1933 JAP Super Sport and wanted to show it off. It obviously drew me in as you know I am a fan of all things Morgan.

When Andrea and I moved back to Atlanta, I practically moved into Ray's shop. I was there a lot, as was my 1939 Coventry Climax Series 1. I even went to support Ray at the track when he was campaigning the Merlyn sports racer. I paid my dues . . . burning up at Road Atlanta and freezing my bu#% off at Roebbling Road. Since those times Ray has had a number of other interesting race cars . . . the Ford Speedster, the pre-war Riley and now the MG TD. Soon after Andrea and I moved back to Atlanta, into our Smyrna house, Ray and I entertained George Proudfoot, the Early Morgan expert from the UK. *[I just saw George and Julie in Wales a month ago. Small world! Ed.]* There were quite a few days working on my car and a few noggins and gatherings with the local MOGSouth folks, all at Ray's shop.

It was just about then that 'Jackson', the black lab mix, soon found Ray, and became the 'shop' dog. The story goes that Ray's neighbor was moving but the dog was not. Ray is a dog person and I know this situation didn't sit well with him. So, as I said before, Jackson became the shop dog. My early memories of Jackson are in Ray's shop, tennis ball flying across the room and Jackson doing all he could to keep his feet from sliding out from under him on the highly polished shop floor, as he chased that ball incessantly . . . Everywhere Ray went, Jackson was there. A quick run to get some lunch . . . a drive to buy auto parts . . . down the block to check on a car in paint. Jackson was always there. Jackson was the shop dog. Jackson was Ray's dog. Jackson kept Ray in sight. He wasn't going to lose track of Ray.

Soon we dropped off the race car and trailer at the shop and headed out to Big Canoe to join Andrea and Susan. They were there, enjoying an adult beverage on the patio and reveling in the amazing mountain vistas.

Yes, they were there, but so was Jackson! Well, fast forward some 15 years. Jackson is now 18 years old. With a bit more gray in the muzzle and a stumble in his step . . . but, he still watches . . . he still keeps his eyes on Ray. You can see his anxiety when Ray leaves his sight. Jackson is a good dog . . . a very good dog! We all need a 'Jackson!'

Certainly, it was special to see Ray and Susan, but it was also very special to see Jackson once again. (See Jackson at <http://www.vmcars.com/about.html>)

Big Canoe is amazing. The area is very much a 'mountain retreat' with large views, massive trees, an occasional golf course, and very, very twisting steep roads. I doubt I would be able to navigate the roads in the Series 1 4/4. Going up might be a possibility if perhaps I put the car in 1st gear, a very low gear that I don't often use. That would just satisfy the 'going up' part of the issue. Going down? . . . nope, no way I could ever hope to stop. I'd be a statistic for sure. A more modern Morgan might enjoy the roads, but it is very twisty and tight and it might not be all that much fun. Doable yes, but fun? . . . I don't know. But, the sheer beauty and calming nature of Big Canoe is very evident . . . everywhere!

After a great dinner at Ray and Susan's Big Canoe club house we settled back in and chatted about things . . . cars, kids, colleges, dogs and prior times. The morning arrived, as it usually does, way too soon. Susan started us off with a wonderful breakfast and then we said our goodbyes.

We needed to head for home. A bit of a drive back to Orlando, but certainly well worth the time away. As usual, we had another great visit at the Atlanta, spent time with friends, visited family and thoroughly enjoyed ourselves. Great times!



POPBANG COLOUR

As most of you folk know, I am quite interested in automotive art and all things Morgan. Given that, as one would expect, I have a garage festooned with, what I believe are, great automotive posters, lithographs, and odd ball automotive and Morgan memorabilia. So I wasn't too far afield when a certain theme of Morgan related art pieces caught my eye during my MMC Factory visit in June.

Throughout the 'new' (new to me anyway!) Visitor Center was a collection of painting produced for the MMC by the up-and-coming British artist, Ian Cook. Ian's characterizes his work as

'A FRIENDLY EXPLOSION OF COLOUR.'

Art work of Morgans or on Morgans is certainly not new. Ian, however, is doing something no one else is doing and that is what makes him unique. Ian doesn't paint using the typical paint brushes one would expect, although Ian is trained artist. Ian happens to be a car guy and when he was given a remote controlled car as a gift, he got an idea. Yes, quite a strange idea, but . . .

He is now creating his automotive art solely by painting with radio-controlled cars, car tires and toy car wheels. It seems odd, but the results are exceptional. His art is displayed proudly all through the Morgan Factory Visitor Center. It would appear the MMC was sufficiently impressed to give him an M3W to wrap in his unique style. The results were obvious so they took this unique M3W and showed it on the Morgan stand in Geneva.

Not only did we see the many Morgan themed pieces that Ian had done, displayed at the Visitors Center, but we saw the car that was specially wrapped by Ian, being looked at in the Pre Delivery Inspection (PDI) bay, right before it pulled out and was driven off.



M3W wrapped with Ian's art, coming out the PDI bay at the MMC, June 5th 2015.



Photo Courtesy of Ian's web site. <http://www.popbangcolourshop.com/collections>

Except as marked, all words and pictures by M. Braunstein



Morgan 3 Wheeler
by
Ian Cook

Popbang Autodrawing – Radio Controlled Artwork. Reproduction of original artwork painted using radio controlled cars, car tyres and toy car wheels. Created at the Morgan Motor Company, Pickenough Road, Malvern, Worcestershire, WR14 2LL. Produced: Wednesday 13th April 2013.

We also had a quick encounter with Ian himself. He was in the middle of some task and we didn't want to deter him, so only a quick hello and as he too was off. . .

Ian has established himself as a popular artist in the automotive community and is selling his works to many automotive vendors, not just the MMC.

A few more pictures, courtesy of his web site, are shown here..

These pieces of artwork can be purchased through Ian's website, where you can see some more of his work.

Browse to <http://www.popbangcolours.com> and prints are quite affordable.

Great garage art or just the thing to put on that empty wall in the office!!



Morgan Aero 8 Coupe
by
Ian Cook

Popbang Autodrawing – Radio Controlled Artwork. Reproduction of original artwork painted using radio controlled cars, car tyres and toy car wheels. Created live at 'Thrill on the Hill' Shelsley Walsh Hill Climb, Shelsley Walsh, Worcestershire, UK. Produced: Saturday 12th July 2014.



The World's Best *Fourth* Car

Alex Roy, <http://jalopnik.com/>



Bahaaaaaah, the French. I mean, the English. Yes, the English have always been celebrated for making the world's best Fourth Cars. There is an English manufacturer named *Morgan*, inspired almost exclusively by the desire to make "Fourth Cars." They're ash-framed and, like the best English cars, deliver vintage styling, so Morgan —

Wait, what is a Fourth Car, you ask? Allow me to explain.

[Full disclosure: I own not one but two Morgan 3-wheelers. Whether you believe this makes me more or less inclined to speak objectively about Fourth Cars or Morgans, well that depends on whether you've ever owned a Morgan. Or a TVR. Or a Jensen. Or pre-1985 Jaguar. I'm also friends with Charles Morgan Jr., who, to my dismay, no longer works for Morgan. He was a useful friend to have in Malvern, for reasons that will become clear less than 2000 words from now.]

A Fourth Car doesn't actually have to be the fourth car in your garage. A Fourth car can be your fourth. It can be your third, or even first. It is in the sacrifices you make to make a Fourth your First that passion burns. It is in its absence, as you sit comfortably behind the wheel of anything else, that a relationship is built. *A Fourth Car is more of an abstract concept than anything else.*

A wise man whose name I've forgotten once told me a Morgan was the best Fourth Car one could buy. I laughed because, of course, I understood exactly what he meant. At least I thought I did. Morgans - like TVRs, Jensens, Austin-Healeys, Fiats, Alfas, MGs and Jaguars - were unreliable. Allegedly. English electrical systems and all. Every child knows this. Because everyone's dad had a friend (who had a friend) who owned one. Allegedly.

Fourth Cars - as I understood it, as a child - were unreliable. And since I could never imagine needing three cars *at one time*, I dared only dream of owning a fourth. But Fourth Cars were *cool*. Like the ED-209. *Who cares if they work or not?*

I hadn't intended to write about Fourth Cars. This was supposed to be the week I, or someone under a pseudonym, published one of the following:

1. "Is Richard Rawlings is the Brian Williams of the Automotive World?"
2. "Is The Citroen SM The Greatest GT of all Time?"
3. "How to Organize a Modern Cannonball Run, And Why it Will Fail."
4. "Top 10 Headlines Tavarish Thought of Before YOU did."
5. "How to Hoax a Cross-Country Record Run."
6. "Who is the Biggest Hack in Automotive Journalism?"

Continued Next Page

All of which are coming, in rough order. Unless I get better suggestions in the comments.

But then I arrived in Los Angeles. West Hollywood, to be precise. Last Thursday. I have since spent a week shuttling between meetings with my lawyer and agent. Although these meetings have been literal reenactments of Ari Gold's best scenes from *Entourage*, the most entertaining part of the trip has been my daily commute.

The thirty minute drive from Hollywood to Century City takes me west on Sunset, past the once-hot-but-still-priced-as-such Mondrian Hotel on the left and the nicest-Pink Dot-in-America on the right. The latter demarcates a zone in which lease payments - whether for real estate or the cars parked in front of the restaurants clustered on both sides - double. Then triple.

Stucco becomes glass, then stone. Seventeens become 18's, then 19's. S models become GT's, then AMG's. Five minutes in modest traffic brings one to the mirrored tower atop which Soho House is perched, after which any vestigial pretense of manual labor or personal modesty evaporates.

Welcome to Beverly Hills.

The land of the OEM 21-inch wheel. GT-Rs. Black Editions. Mulsannes. Alpinas. Purple Label. Sang Noir.

A brisk pace down Sunset is the norm - day or night - for there is nowhere to stop, let alone park, in front of houses whose ornate roofs peek out above expertly trimmed greenery. The long gentle curves are punctuated by intersections sufficiently distant - and traffic lights so perfectly timed - that the locals' driving skills have evolved - *and stopped* - at that of a second week slushbox Mustang GT owner. Of course, the only Mustangs in sight are rentals, and the locals are all 12 months into an AMG lease they can't wait to trade in.

A left on Rodeo, a right on Santa Monica, and the gleaming towers of Century City - where a quarter of Southern California's 1 percenters spend their workday - can be seen in the distance. The still-futuristic looking Century City was the location for 1972's *Conquest of the Planet Apes*, which was set in 1991.

1991 must have seemed very far away in 1972, but not as far away as Century City seems from where I'm sitting in traffic, 1.7 miles and 25 minutes away, according to Waze.

Nothing can stop the inevitability of hitting traffic in LA. Sometime. Somewhere. Everywhere.

This is what it is to be monied and drive in Los Angeles. Homes cluster *here*. Offices cluster *there*. Restaurants, here *and* there. Traffic is always one undertrained, satisfied-with-run-flats, fender-bending driver away. The elapsed time on any given trip - *even if Waze-delineated* - may vary up to 500 percent.

Herein lies the paradox of having money in LA. One *must* drive. One *will* hit traffic. And, whether or not one actually *has* money in LA, almost everyone wants to *look* like they do. Or will. Hence, lease culture, and the migration of AMG/M/S/RS badging down market.

There is a perfect car for LA. But no one makes it, yet. (A future article. I promise.)

Those with means are therefore compelled to address this paradox by acquiring multiple cars. This is far more common than I realized. What other explanation is there for driveways full of high-end cars in the middle of the workday?

My first foray into automotive anthropology began six days ago, when I pulled my 2013 Morgan 3-wheeler up to a Century City valet. Prior arrivals included a Porsche Turbo S, a Cayenne Turbo and a Bentley GT, all waiting to be parked by gentlemen unimpressed as they were handed the keys. I was greeted with clapping, and immediately directed to park where I liked. I immediately saw an opportunity to learn what else was parked on the lower levels.

More Turbos. X5M. S63. SL63. S8. Range Rover.

Logic suggested that for each car here, its mirror waited *there*, at home. At least, its theoretical mirror. For each person who drives Turbo S, a Range Rover waits at home. And vice versa.

Cruising Beverly Hills' back streets at night confirmed my suspicions. Virtually every driveway contains the same *set* of three cars: high-end sedan, high-end coupe/convertible/sports car, and high-end SUV.

This means my undergraduate-level knowledge of philosophy can now finally be put to use. I now posit Alex Roy's Pyramid of Automotive Actualization. (Heard of Abe Maslow? Skip to the next paragraph.) Never heard of Maslow's Pyramid? Google it. Put cars in it. Bam! You've got Roy's Pyramid. Too lazy for Google? Then just accept Alex Roy's Pyramid of Automotive Actualization as a 'pyramid'.

A pyramid of car ownership. *On the bottom are vehicles you absolutely need. On top? The vehicles you dream about.*

How many cars are required to fulfill one's automotive needs? In Beverly Hills, the answer is three. But a Fourth Car is the car you want, not the car you need.

Once you've acquired a Fourth Car, you are *Automotively Actualized*. In my book.

I thought of the wise man. I was wrong. He wasn't trying to be funny. He wasn't talking about reliability. If, fact, he clearly couldn't have cared less if Morgans never started at all. He was speaking from a place of understanding. A Zen perspective of simultaneous multi-car ownership. From the top of Roy's Pyramid. *From a time when you needed three but wanted a fourth.*

But you no longer need three to have a Fourth. What was once a Fourth car is often a Third, sometimes a Second, and occasionally a First. The 911 is a perfect example. It was the perfect Fourth Car until 1998, although some might argue 1989 was final year. What was once an awkward, uncomfortable car with odd gauges, a car that delivered a uniquely exciting driving experience that required actual skill, has become what the 928 was intended to be. A brand new 911's real-world functionality overlaps with the Cayenne *and* Panamera. It *sure* does in Los Angeles, where the rubber meets the road <90mph, mostly in a straight line, and where Porsche of Beverly Hills doesn't stock tow hitches.

People who cite the Cayenne as diluting the brand are wrong. Brand dilution doesn't come from new models. Brand dilution come when individual models *do too much*. Specifically, when the interiors, features, technology, packaging, options, etc. etc. are almost identical across a single brand's lineup. When the cheapest car can be optioned out to match 90% of the features of your halo car (skidpad rating notwithstanding, and maybe not even!), when a 911 is too good a daily driver, when G63 AMGs are driven without passengers, then you have brand dilution.

When everything in one set of cars in *one* Beverly Hills driveway is an AMG, and none of them are used beyond the same fixed set of parameters, and all your neighbors possess the equivalent lineup from a competing brand...

...then Fourth Cars will survive.

And therein lies the clearest explanation as to *why Morgan Motor Cars will last forever*.

A Fourth Car represents the dream not because of what it can do, but because of what it cannot.

- *It cannot carry too much. If anything.*
- *It can't always work, but it's nice if it does.*
- *It can't be fixed by just anyone.*
- *It cannot be leased. It must be owned.*
- *One can love cars, but one can only truly be in love with A car.*

You must make a commitment, and in return you are rewarded. When you commit to a long-term relationship, you will show - and be shown - a level of respect utterly alien to those who swap out cars every 27 months. It's one of the reasons LA cars depreciate. It's why unloved cars remain unloved. It's why used car dealerships on Lincoln Boulevard are packed full of AMGs - the teen orphans of the car world.

That's why the Fourth Car matters.

At the end of the day, when all other cars are disposable transport, the Fourth Car is a part of your soul.

That Fourth Car is different for each of us.

I own four Fourth Cars: a Morgan 3-wheeler. A Citroen SM, an '87 Targa and a '91 928.

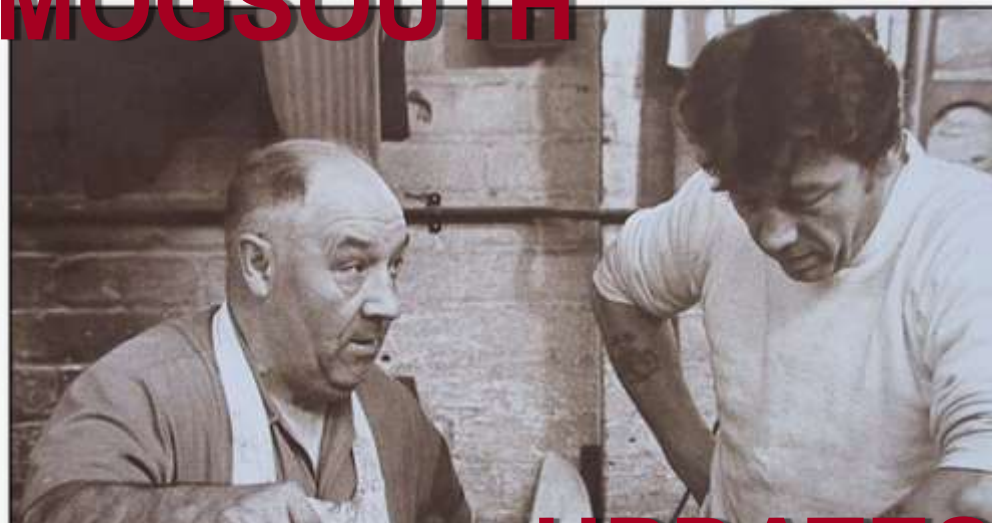
But I dream of others. Not much that's new. An Alfa 4C, perhaps. A Mercedes 450SEL 6.9, or 500E. or a TVR Cerbera.

What are yours?

[You read this and you chuckle . . . then you realize the that there is a ring of truth to the whole thing. I've been to LA and believe me, he isn't exaggerating! Now, I do know that our Morgans aren't typically our first cars, nor our second . . . but they do tend to be the ones we are most passionate about. So in accordance with Roy's pyramid, we are all Automotively Actualized! I'm ok with that! According to Wikipedia.org - 'Alexander Roy (born November 23, 1971) is an American rally race driver who has won the Spirit of Gumball trophy and in 2006 set a transcontinental driving record across the United States in 31 hours, 4 minutes.' I suspect the Gumball event was his encounter with Charles. Ed.]



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

I fear, we have reached that Summer Time heat in most of the MOGSouth Region. I know here in Florida I have resorted to early morning jaunts in the Morgan, as the heat builds and the rains come in the afternoon. Typical Summer Time weather pattern. Oh well, the price we pay for good weather during the rest of the year.

MOGSouth planning for the Fall Meet is in full swing. The Meet will be held in or around Rome over the Halloween Weekend. No costumes are required nor have I heard anything about trick-or-treating. Details are provided below. Get your plans set now!

MONTHLY CLUB GATHERINGS !!

ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

MOGSOUTH FALL MEET OCTOBER 30 - NOVEMBER 1, 2015 **NEW**

New MOGSouth members Judy and Gary Heck of Kingston, Georgia and ably assisted by long time member Dwight Kinzer have volunteered to organize and host MOGSouth's Fall Meet for 2015. The Meet will be held in and around Rome, GA on Halloween weekend, October 30, 31 and November 1. The Hawthorne Suites Hotel in downtown Rome is holding twenty rooms reserved under "MOGSouth".

There are various rooms available at various rates so you have a choice when you make your reservation. The rate does include breakfast. Phone: 706 378-4837. As of July 1, 2015, Georgia has added an additional \$5.00 tax to hotel rooms, in addition to the 7% sales tax and 8% occupancy tax. **Got to love our government!**

Web site : <http://www.hawthorn.com/hotels/georgia/rome/hawthorn-suites-by-wyndham-rome/hotel-overview>

The hotel will hold the block of rooms until Sep 30, 2015. Check in time is 3:00 PM on day of arrival and as usual MOGSouth will have a hospitality room for you to enjoy upon your arrival.

On Friday, Oct 30th, Judy and Gary have planned a Friday night river cruise on the Roman Holiday (sounds like a good title for a movie!) Riverboat from 6-8 PM with a box sandwich dinner for \$15.00 per person. **Please make your reservation for this with Judy directly.** Her contact information will follow at the end of this email.

On Saturday, Oct 31st, a scenic tour to Chattanooga is planned with a rest stop at the historical Chickamauga National Battlefield Park followed by a tour of the Coker Tire Factory at 10:30. After the Coker Tire tour, you on your own. Information regarding restaurants for lunch as well as other things to do will be provided. There will be a tour back to Rome departing Chattanooga at 2:30 PM but you may, of course, choose your own route back.

The MOGSouth hospitality room or area will again be open Saturday afternoon from 5:00 - 6:30 PM before our group buffet dinner at the hotel. Cost for dinner will be \$20.00 per person and a cash bar will be available.

On Sunday, Nov 1st, After breakfast at the hotel, all are invited to visit at Judy and Gary's home in Kingston to see their classic car collection. Kingston is 20 or so miles east of Rome. Judy and Gary have done extensive research and planning for the weekend and it looks like it will be a lot of fun. We thank them for all their efforts. Please contact Judy Heck directly with questions, reservations for the riverboat ride and dinner for Friday and dinner reservations for dinner on Saturday. Contact information follows below. **See you in Rome!!**

AND OTHER THINGS YOU SHOULD





THE TUMULTUOUS LIFE OF THE 1967 PARIS MOTOR SHOW MORGAN

Douglas Hallawell

First published in The Morganeer, Journal of the 3/4 Morgan Group Ltd. Reprinted with permission.

I'm sure many of you have undertaken a partial restoration of a Mog at some stage, but how many have started from scratch? In the early 80s Frenchman Patrick Rousseau proved it can be done and in doing so brought back to life a 1967 Competition 4/4 roadster which, as he was later to discover, had made a rather glamorous debut after its arrival in Paris...

Shortly after Mog Touraine in September 1983, Patrick, who as a mechanic ran his own garage business near Tours, came across an ad in a car magazine for the remains of a Morgan roadster that had been salvaged in a Provence scrapyard by two young lads. After making contact, Patrick was told that they had purchased the Mog's French title along with the wreckage. It turned out that the red 4/4 had been involved in a head-on collision and such was the damage that even the solid Salisbury axle was twisted out of shape! A later assessment revealed that there were only 6 main salvageable items. A sorry sight and it was indeed dramatic as the outcome was later to reveal. Luckily, Patrick intervened before the two 'owners' had been able to dispose of the parts, as they had absolutely no intention of rebuilding the 4/4.

The next step was to make an inventory of what needed replacing, in other words, everything minus the two rear wings, Wooler gear change, dashboard, its wiring loom, bench seat and rear panel for the number plate. By this stage I had met Patrick and discovered his recent acquisition. Incidentally, the Mog would have been 17 yrs old then and little did we know that the adventure lying ahead of us would result in a long-term friendship to this day. My daily transport was a small Renault 5 and it was later to play a major role in transporting new body parts from Malvern Link. On behalf of Patrick, I took care of ordering them plus a complete wooden frame and plenty of other parts including the whole front assembly from MMC.

Patrick and I then set about stripping the R5 of all its seating, minus the driver's seat. With the spare wheel conveniently located above the engine, we were able to take precise measurements of the R5's interior as well as the front wings on my 1965 Plus 4. We came to the conclusion that my R5 could *theoretically* hold not only the front wings, but also the bulkhead, inner wings, cowl and cross frame - with room to spare! With two roof bars in place, we reasoned that the

Continued Next Page



wooden frame could easily be transported on top.

When it was all ready for collection, I turned up at the factory in my Renault mono place. First thing was to greet Peter Morgan in his office facing the spares department before heading for the wood-shop. After checking his records, Graham Hall, the woodshop foreman, informed me that he personally had also assembled the original frame on Patrick's 4/4 back in 1967! I then proceeded to take delivery of the body parts and mechanical bits and pieces like kingpins. By the time the ash frame was secured to the roof, the operation had attracted some attention including visiting Moggers from Germany who even took photos. All who witnessed the sight of a pint-sized R5 loaded to the brim with virtually 40% of a Mog were

gob smacked, to say the least.

I had to dash off to catch the night crossing to Dieppe, and on arrival an intrigued customs officer held me up for 30 minutes. Shortly afterwards, disaster struck the R5 . . . well, more precisely, a stone completely shattered the windscreen, considerably reducing forward visibility. Somehow, the Renault mono place made it to Patrick's garage approximately 5 hours and 300 kilometers later - in 1 piece. And fortunately, Patrick had his camera at hand to immortalize the scene. For the next few months Patrick continued his search for a second hand replacement Ford GT engine, gearbox, axle, wheels and other ancillaries. Those of you who have visited the factory know that you need a running chassis before starting any major rebuild of a Mog. Luckily, he was able to unearth a 60's chassis from Savoye's bin of spare parts in Paris. In those days, even in France, you could still source a Salisbury axle and a solid steering column unit relatively easily. I would regularly pay visits to Patrick's garage during the following 16 months it took him to bring his 4/4 back to life. Meanwhile, he had managed to establish contact with the previous lady owner of his car. When he told her he was rebuilding the Mog, she replied that she understandably didn't wish to talk about the crash in which her companion had lost his life.

Not one to be deterred, Patrick pursued the rebuild, and by the time it came to re-upholstering the 4/4, I had purchased a lovely reproduction Brooklands steering wheel and chromed boss from Melvyn Rutter. It was later to provide the finishing touch to Patrick's resuscitated 1967 Mog. A very unusual and interesting item, still on the car today, is the period after-market gear lever/housing made by Wooler, which did away with the flimsy gear stick that was standard equipment on a series V 4/4. This remote-control gear change was specially ordered for his 4/4 with a personalized 'Morgan' script cast in the Wooler housing.

As for the color scheme, Patrick opted for a dark shade of blue that contrasts well with the cream leather interior. By 1986 the Mog



photos:

OPPOSITE PAGE:

The accident aftermath

THIS PAGE, top:

Patrick at arrival of new tub and parts (note shattered windscreen on Renault)

THIS PAGE, bottom:

The rebuilt front suspension



was up and running. I was keen to test drive it but as Patrick and his family were about to move south to St Raphael, I suggested we meet up at a later date on the Côte d'Azur. In 1988 the Morgan Club de France was organizing Mog Avignon-Ventoux, so we signed up together and I acted as his co-pilot. Needless to say, during the ensuing years the 4/4 rewarded Patrick with lots of fun. As far as I was concerned, I thought that was the happy ending to the Mog's rebuild. But as I would later discover, there was more to the story of this Morgan yet to come . . .

Along came 2007 and through the grapevine I heard that brothers Xavier and Enric Romeu intended to sell the family's 1967 Plus 4 Super Sports. On visiting Barcelona's car show in May 1967, their dad Pedro came across the Mog which the Spanish dealer, Alton, had ordered from MMC for displaying on his stand. Alton specifically ordered every possible option for the show car except Selectaride rear dampers, and requested a color scheme to pay tribute to Spain's



national flag which explains the deep red upholstery & "vivid yellow" paintwork. For Pedro, it was love at first sight so he returned the next day with his wife and purchased the Plus 4 SS there and then. When I arrived to view the Mog 40 years later, Xavier & I discovered that the battery hadn't held the overnight charge. He borrowed the one on his wife's Plus 8, allowing us to fire up the Mog, which apparently hadn't run in ages. In fact, by

the time we succeeded in freeing the clutch, I realized I wasn't going to make the last flight back to Paris. Thankfully though, Xavier managed to fit in a short test drive for us. The speedo displayed a mere 27343 kilometers, peanuts for a 40 year-old Mog! Xavier then took me to his dad's stable of classic cars where some 20 cars were stocked . . . No wonder the Plus 4 SS had clocked up so few kilometers.

When I returned to pick up the Mog a month later, I had decided to drive it all the way home. Near Orange, and after stopping for a pause beside a motorway toll, I was approached by a lady who apparently was the manager on duty at the toll. What followed was the customary chit-chat like "what year is your Morgan?" etc. Surprised, she nonchalantly mentioned having once owned a red 1967 Morgan but unfortunately had written it off in the early 80s. Then it suddenly dawned on me that I was most probably chatting with the same lady who had previously owned Patrick's 1967 Competition 4/4 . . . Next thing I knew, I had decided to detour towards St Raphael and - you guessed it - look up Patrick. Taken aback by what I told him regarding my fluke encounter on the auto route, he confirmed that she lived in a town in the region of the said toll! What a pity he hadn't been there instead of me . . . Before setting off from his home the next day, we aligned both of our 1967 Mogs in his driveway for a souvenir photo. On my way back to Paris, I decided to pay Maurice Louche a quick visit to show him my Plus 4 SS. To this day, we own the only two low line Plus 4 SS Mogs in France, so it was a rare opportunity for

photo:
TOP LEFT:
The 'Morgan' inscribed Wooler shifter

MIDDLE:
Douglas and Patrick and their Morgans

NEXT PAGE, top:
Owner's Chassis Record from MMC

NEXT PAGE, bottom:
A perfectly rebuilt Morgan 4/4

Continued Next Page

a photo of our cars together which I didn't want to miss.

Three years later, exchanging emails with Gerry Willburn in California, I casually mentioned B1445, Patrick's 4/4. Referring to his database, he informed me that Patrick's car was the red 4/4 displayed by Savoye at the Paris Motor Show in 1967. Talk about coincidences! This inevitably led me to phone Patrick and spill the beans on this interesting episode of his car's history.

My advice of course was that he request a factory chassis record of the Mog's specs, which he did. It also confirmed that his 4/4 had been specifically ordered for the Parisian Motor Show, in likewise manner to the Plus 4 SS displayed by Alton in Barcelona.

The end line to this story is that my very first Morgan was also a 1967 series V 4/4 (B1403), which explains the soft spot I have for Patrick's 4/4. In 2010 Lorne Goldman contacted me about a request for info on a 1967 4/4 that a certain Enric Pineyro in Barcelona had purchased from a French dealer at a classic car show there. Well, believe it or not, on exchanging emails with Enric, I discovered he was the current owner of B1403, my first Morgan!

Chassis Record	
Morgan Owner: Mr. Patrick Rousseau	
Morgan Motor Company Ltd hereby certify that your Morgan had the following specification on leaving the factory:	
Chassis Number: B1445	Engine Number: GT K3642-B203
Model: 4/4 SS	Control: Left hand drive
Colour: Red with red leather interior	
Remarks:	
Axis # F67-97, Wire wheels & disc brakes, laminated screen, heater, luggage carrier, bonnet strap, wood rimmed steering wheel, journey, tonneau, trimmed rear compartment, LHD controls, MPH speedo, European lamps, remote control gear lever change. This car was built specifically for the Paris Motor show	
Despatched: 28th September 1967	Supplied to: Jacques Savoye Paris, France
Signature: 	Date: 07/10/2005

Morgan Motor Company Ltd., Pickenleigh Road, Malvern Link, Worcs.





MORGAN MOTOR COMPANY NEWS

Well, lots of rumors of this and that circulating. Most are of course all about the recently announced EV3. An zero emissions version of the new Morgan Three Wheeler. There is some lamenting that some of the earlier 2011-2013 M3W cars still need work and they wonder why efforts are being expended on new things like the E3W.

There are other rumors in work as well. I hear of a up rated 4/4 or +4 with Ford Cosworth power. As well as a stripped down 4/4, aka the Speedster, is also in the works.

MORGAN AT THE GOODWOOD FESTIVAL OF SPEED 2015

By Morgan Motor Company

A trio of new Morgans were on display at the 23rd Goodwood Festival of Speed. The new Aero 8 wowed visitors on the hill as part of the First Glance Class, the EV3 electric 3 Wheeler prototype gathered keen interest on the Niche Vehicle Network stand and a production Morgan 3 Wheeler sat amongst the finest automotive offerings on the planet as part of the Cartier Style Et Luxe lawn.

The annual Goodwood Festival of Speed never fails to disappoint visitors to Lord March's house as they attend the finest automotive garden party in their thousands. This year was no exception with two, three and four wheeled vehicles exciting the crowds and fitting in with the "Flat out and Fearless" theme for 2015. Morgan were excited and privileged to be displaying a number of different cars at the event.



On display as part of the First Glance Class, the new Morgan Aero 8 made its live debut at the festival as it joined some of the latest and most exclusive supercars in the world. Driven by factory driver Mark Reeves, the new Aero 8 looked smooth and elegant as it took on the hill. A number of customers and journalists joined Mark in the car during the 6 hill runs, including Morgan Head of Design, Jon Wells, who was on hand all weekend to talk people through his creation. Benefitting from both mechanical and visual changes over the previous aluminium platform models, the new Aero 8 will go into production in October this year. Morgan would like to thank Goodwood for inviting the Aero 8 to be part of the First Glance Class.

"Driving for Morgan at the Goodwood Festival of Speed is always an honour and a privilege. This year was no exception as the 2015 Aero 8 stood out from the rest of the field as the excellent grand tourer that it is."

Mark Reeves, MMC Development

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ALL-ELECTRIC MORGAN EV3 REVEALED <http://www.autocar.co.uk/>

Morgan EV3 will go on sale late next year, powered by a 101bhp electric motor . . .



The all-electric Morgan 3 Wheeler has been unveiled at the Goodwood Festival of Speed.

Due to go on sale late next year, the Morgan EV3 is currently in the advanced prototype stage. It's powered by a 101bhp electric motor, mounted at the rear, but weighs just 25kg more than the standard 450kg 3 Wheeler. The car has a range of 150 miles, and can be recharged in four hours via an electric port hidden under its retro-styled petrol filler cap.

While not revealing official performance figures, Morgan says it is aiming to offer the EV3 with comparable characteristics to its regular 3 Wheeler, which is capable of reaching 60mph in 8.0 seconds. While the standard 3 Wheeler can reach a top speed of 115mph, however, the EV3 is limited to 80mph.

Claimed to "look at the world of zero emissions motoring with an entirely new approach," the EV3 is the second electric vehicle made by Morgan, though is the first to be confirmed for production.

The firm's first electric model, the Plus E, was unveiled at the Geneva motor show in 2012, and featured a 94bhp electric motor mated to a five-speed manual transmission. It was said to be capable of sprinting to 62mph in 6.0 seconds, with a top speed of 115mph, and had an electric range of 120 miles.

Speaking to Autocar at the Festival of Speed, Morgan's head of design Jonathan Wells said the car would gain some styling changes before making it to production, including a more streamlined body and different wheels.

"This is early days for us," said Wells "The biggest thing is to make sure the technology is right. Next, we'll put ten cars on the road with customers for testing. At that point we'll have a better estimate of how many we will build."

Though no official pricing has yet been revealed, Wells said the EV3 was built to be no more expensive than a "well-spec'ed" 3 Wheeler, which starts at £25,950 and rises to £28,333 for the Superdry version.

The standard Morgan 3 Wheeler is powered by a 1983cc V-twin engine, producing 80bhp. That's enough to get it to 60mph in 8.0 seconds. It has a five-star Autocar road test rating.

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GOODWOOD LIVE: MORGAN MOTORS' ALL-ELECTRIC EV3 CONCEPT

www.leftlanenews.com

England's Morgan Motors has traveled to the Goodwood Festival of Speed to introduce a new concept called EV3.

The EV3 previews the long-rumored all-electric version of the 3 Wheeler. Although full technical details haven't been published yet, Morgan hints its second battery-powered model is powered by a 101-horsepower electric motor that's mounted over the rear wheel, and it is able to drive for up to 150 miles on a single charge.



The pack can be fully topped up in roughly four hours. The automaker

explains the motor weighs less than the regular 3 Wheeler's V-twin engine which partially offsets the weight added by the bulky battery. The EV3 tips the scale at a little over 1,200 pounds - just 55 pounds more than the 3 Wheeler - and it can reach 60 mph from a stop in roughly six seconds.

The EV3's rear end is almost identical to the 3 Wheeler's. However, the front end inevitably loses the iconic V-twin engine and *gains a retro-styled grille. Model-specific stickers further set the EV3 apart from its gasoline-powered counterpart.*

The EV3 is not just a design study, and a battery-powered 3 Wheeler will join the Morgan lineup before the end of next year. It will only be available on a *built-to-order basis, meaning production figures will depend on how buyers like the idea of a retro-styled electric trike.* Morgan promises the electric 3 Wheeler will cost about the same as a gasoline-powered model.

TIRED OF TESLA? HERE'S A THREE-WHEELED ELECTRIC RACER

Meet the latest from eclectic British automaker Morgan—but will you miss the roar?

Think "electric car" and what springs to mind? A Tesla Model S? Maybe the BMW i3? What you almost certainly do not think of is the Morgan EV3.

For those in the know, the EV3 looks unmistakably like a Morgan car: It has only three wheels. In fact, it looks almost identical to the original Morgan 3 Wheeler, with just one major part missing: the iconic V-twin engine. The car made its debut last weekend at the Goodwood Festival of Speed in the U.K.

"Many people know the 3 Wheeler as a car of great fun, great to run around the countryside, that's really been the focus for us with this project," says Jon Wells, head of design for Morgan.

The switch to electric has added a bit of weight—although at 1,200 #, the vehicle weighs only 55 # more than its gasoline-fueled relation. It gives you a range of 150 miles from a single charge and hits a top speed of 80 mph.

With the EV3, there's one thing you can't escape: sound. Or the lack of it. For such a retro-styled racer, will you not miss the guttural roar of an internal combustion engines? [I guess this is where I might disagree. The visual appeal of the V Twin and audible sound is much of the appeal. Ed.] It's one reason many people love a Morgan.

"Having that constant electric drive, with zero to everything and one pedal stroke and no gear change, is quite exhilarating," says Wells. "And, of course, you still have the wind in your hair and the flies in your teeth."

[John Tuleibitz (ex-MOGSouth Member) forwarded this article to me and he suggests 'Just to make it feel more familiar to old Morgan owners, they should equip it with a sprayer that occasionally shoots some hot oil at the occupants. John Tuleibitz]



MORGAN JOINS SHIELD's BOARD OF DIRECTORS



JC&C Bowers has appointed Charles Morgan, formerly of Morgan Motor Company, as Non-Executive Director of Vehicle Manufacturer Relations, effective from 1 July.

The move comes as the company prepares to launch a new Visual Security System called SHIELD, which is in the final phase of testing prior to being presented to OEM and vehicle manufacturers.

SHIELD has been designed as a retrofit accessory and mitigates the risk of vehicle theft, which is still a major issue around the world. The service wrap includes many additional benefits to fleet operators such as remote monitoring and remote curfew.

Charles said, "I'm very excited to be joining JC&C Bowers. I found myself drawn to the prospect of being involved with this much needed evolution in automotive security and when evaluating the marketplace found JC&C Bowers to not only be at the forefront of the industry but significantly ahead of any other leading security player."

[Just in case you were wondering, <http://arenabusinesscentres.com/> further describes this new SHIELD product. Ed.] JC&C Bowers Holdings Ltd's work in the evolution of automotive security has concluded with the design of SHIELD.

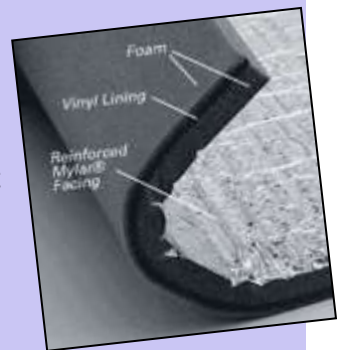
It is the first Visual Theft-Prevention solution of its kind with a simple premise; *if you cannot see, you cannot operate the vehicle. SHIELD encompasses the latest in automotive glass, which, switches from transparent to impervious.* Additional features within SHIELD's design include key encryption, telematics and remote deactivation. This whole solution ensures that the industry can quickly and proactively address the growing number of stolen vehicles . . .

Did You Know?

You can Easily Reduce the Heat in the Cabin of your Morgan. *[Provided by gomog.com (Lorne Goldman). Ed.]*

If you lower the engine bay temperatures, that will help both you and the engine. This can be done by reducing the engine and exhaust heat. The engine can be addressed by proper tuning and reducing the heat emanated by the exhaust manifolds. If necessary try ceramic coating the manifolds. Much of the heat in the cabin comes from the gearbox cover and, secondarily, from the firewall.

Line the inside wall of the gearbox cover itself with a Mylar faced foam sound/heat insulation. You can also use foam on the inside of the gearbox cover's shroud.



Try a thin amount, say about 1/4 inch and, if your shroud has stretched over time, try to oil it to stretch it a bit. You can make it fit and fit well.

This material is also excellent to place on the passenger side of the firewall between the carpet and the metal surface. It is also an excellent idea to block the very hot air that flows from the engine bay, into the gearbox area and up to the lever to your hand.

Remove the gearbox material shroud over the gear lever and find a large tapered rubber cone at a plumbing or auto store. Push this down around the top of the gear lever to act as a dam for the hot air. This will dam off the hot air to your poor hand and give a better shape to the leather around the lever. Fix it in place with a stop (clip) underneath or glue.

Next block off the residual hot air that comes through the cabin heater and the hot water valve to the heater matrix. Efforts to close off the hot coolant to the matrix won't help but stopping the flow of air WILL.

Continued Next Page



[In addition to the formally announced EV3, there are a few 'less formal' new Morgan model rumors circulating, as well. The level of 'formality' in their existence or level of 'rumor' in the whispers is certainly up for discussion, but I did want to be fair to all . . .

First off there is a rumor, unsubstantiated as yet, that the MMC and S&S have some sort of a Stage 1, performance kit, in work for the M3W.

It supposedly will be ready around the end of July and will take the current S&S 121" X-Wedge motor's 75 HP and 86 Pound Feet of torque to something around 90 HP and 110 Pound feet of torque at the rear wheel. Also included is an ECU update, new exhaust and an air cleaner upgrade.

For the four wheeler types there is definitely a disturbance in the force. A uprated Plus 4 with improved rear suspension and powered by a 225bhp Cosworth engine is now part of the AR Motorsport range. As announced at the Silverstone Classic, "To celebrate 65 years of the Morgan Plus 4, 50 limited edition Plus 4 models will be produced by AR Motorsport, Morgan's racing division. Powered by a 225bhp Cosworth engine, the AR Plus 4 is the most powerful 2.0 litre Morgan ever produced." Oh, and it's £50K plus OTR costs.

Another new option is a stripped down 4/4, aka the 4/4 'Speedster'. See pic above. This 4/4 is supposedly the first sub £30k 4/4 to come out of the factory in some time. It has the 4/4 sports body, vinyl instead of leather and painted wire wheels. Also, I can't see any evidence of weather equipment. No door knobs for the side curtains, nor lift a dots for the hood. This may be a new cost reduction study, along the lines of 'less is more', but it I know it will appeal to those that are challenged by the financial aspects of buying a new car. . European vendors are now offering this new 4/4 with a lower base price (less than \$45K USD) but with all the other tidbits as options. Ed.]



GREAT MORGAN VIDEOS ACCESSIBLE VIA THE MOGSOUTH WEB PAGE

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> (or you can go to www.YouTube.com directly) and click on the YouTube Logo, then put the following text strings (**the words in red**) into the YouTube Search Box. Be advised. Videos on YouTube may or may not be retained, so videos listed in old issues of this newsletter may have been removed for some reason and might not be available for viewing. Same thing might occur for videos on other internet servers. So best to watch them now !!

How it's Made Dream Cars Morgan Aero Coupe (This video is about 20 minutes long and may not be retained in the YouTube archives, so watch it soon, or miss out.)

How Its Made Dream Cars S02E05: Morgan 3 Wheeler (Not to leave out those who enjoy their travels a bit lower down and with fewer wheels . . . Be advised that this video is not full screen, possibly due to the fleeting nature of these things on the internet. Same warning as above. Here today, gone tomorrow.)

Spa-Francorchamps Summer Classic 2015, The Aero Morgan Challenge (A real POV video for the Motorsports enthusiast. It is long however but quite interesting.)

<http://www.theglobeandmail.com/globe-drive/drive-video/video-inside-the-morgan-factory-where-they-still-make-cars-by-hand/article23183822/> (Not a YouTube video but if you click the link it should work. A quick discussion with Mark Leddington at the factory by the Globe and Mail. Not too much you wouldn't have already seen.)

http://comediansincarsgettingcoffee.com/stephen-colbert-cut-up-and-bloody-but-looking-good?utm_source=Mailchimp&utm_medium=email&utm_campaign=S06E06 (Not a YouTube video but if you click the link it should work. Jerry Seinfeld & Stephan Colbert, two sophisticated men out for a proper, dignified upscale Sunday drive.)



Hemmings Sports and Exotic Car Magazine is celebrating their 10th year of publication this year. In their anniversary issue they chose *Peter Morgan* to feature as an automotive *Visionary*. Great choice! No wonder this is one of the few magazines I still get after I discarded a good number of the other trade publications.



Classic Life

VISIONARIES

Peter Morgan

The second-generation leader of Britain's traditionalist automaker

BY JIM DONNELLY

Countless people have drifted into the world of sports cars. Peter Henry Geoffrey Morgan was literally born into it, having been delivered in his family's house in Malvern Link, right next door to the Morgan factory, in 1919. He would inherit the company founded by his father, H.F.S. Morgan, and guide it through a period of transition—a relative term, to be sure, because Morgan, the car and the company, were all about limited production, traditionalism, and quality assembly using ancient craft methods performed by artisan-level employees.

For either a shop worker or an executive like the junior Morgan, Malvern Link was a great place to work. The assembly of Morgan cars, in all their iconoclastic glory, proceeded at a steady but unrushed pace. It's the way Morgan was meant to be. After local schooling and a sort of apprenticeship of watching and learning at the factory, Peter Morgan studied drafting and engineering at the Chelsea College of Automotive and Aero Engineering, graduated with distinction, and then joined the Royal Army Service Corps as World War II broke out, running military workshops in Freetown, Sierra Leone, and in Nairobi, Kenya.

He formally joined the family business in 1947, at a time when the most traditional of Morgans, the three-wheelers, were experiencing a sales drop as they faced low-priced competition from the likes of MG and Triumph. His response was to shepherd the development of the first "modern" Morgan—another relative term—the 4/4, so named for its four wheels and four cylinders. As fans of Moggies know, it still made use of traditional construction techniques, including ash framing. No matter what its competi-

tors were doing, Morgan, the company, knew what its customers expected in their cars. Peter Morgan remained true to that ethic as the three-wheelers departed into history. Next came the Morgan Plus 4 of 1951, which adopted both 2.0-liter power and the semi-streamlined body shape familiar to fans today.

H.F.S. Morgan died in 1959, and Peter assumed control of the company as its chairman. The rise of better-equipped sports cars from a variety of competitors, with such niceties as roll-up windows, prompted him to create a new Morgan, the Plus 4 Plus (seen below), a closed coupe with a fiberglass body that wasn't especially well received by the Morgan purists. Unfazed, Morgan then introduced the V-8-powered Plus 8, a huge success that anchored the company's lineup for more than three decades.

"Huge" is yet another relative term when you're talking about the Morgan world. Despite a diehard customer base, production plodded along at maybe 1,000 cars per year, many of them exported. Peter Morgan declined to depart from the traditional way of building cars, and enthusiasts responded with loyalty. Not only that, but as other British automakers were roiled by labor strife, the Morgan factory remained a collegial, copacetic work environment.

A Morgan automobile is one of the dwindling number of constants in this world. Producing cars using old-fashioned methods was a perfect career fit for Peter Morgan. He was active as a live-steam model railroader, was enthusiastic about philately, and was deeply involved in animal rescue and welfare programs. In 1999, he passed control of the family business over to his son, Charles. Peter Morgan died in 2003. 🚗





This article is specifically for the early M3W owners in our midst, as well as those that generally want to understand the 'why' and 'how' of things.

Graeme Addie has been dealing with a number of design and/or build deficiencies with his 2012 M3W. He has engaged the MMC for spares, and they have been provided, but he has also pursued some of his own fixes.

This is a discussion of how Graeme has been able to address the bevel box temperature and lubrication issues. He does have the spare bevel box . . . just in case. Smart Man!!

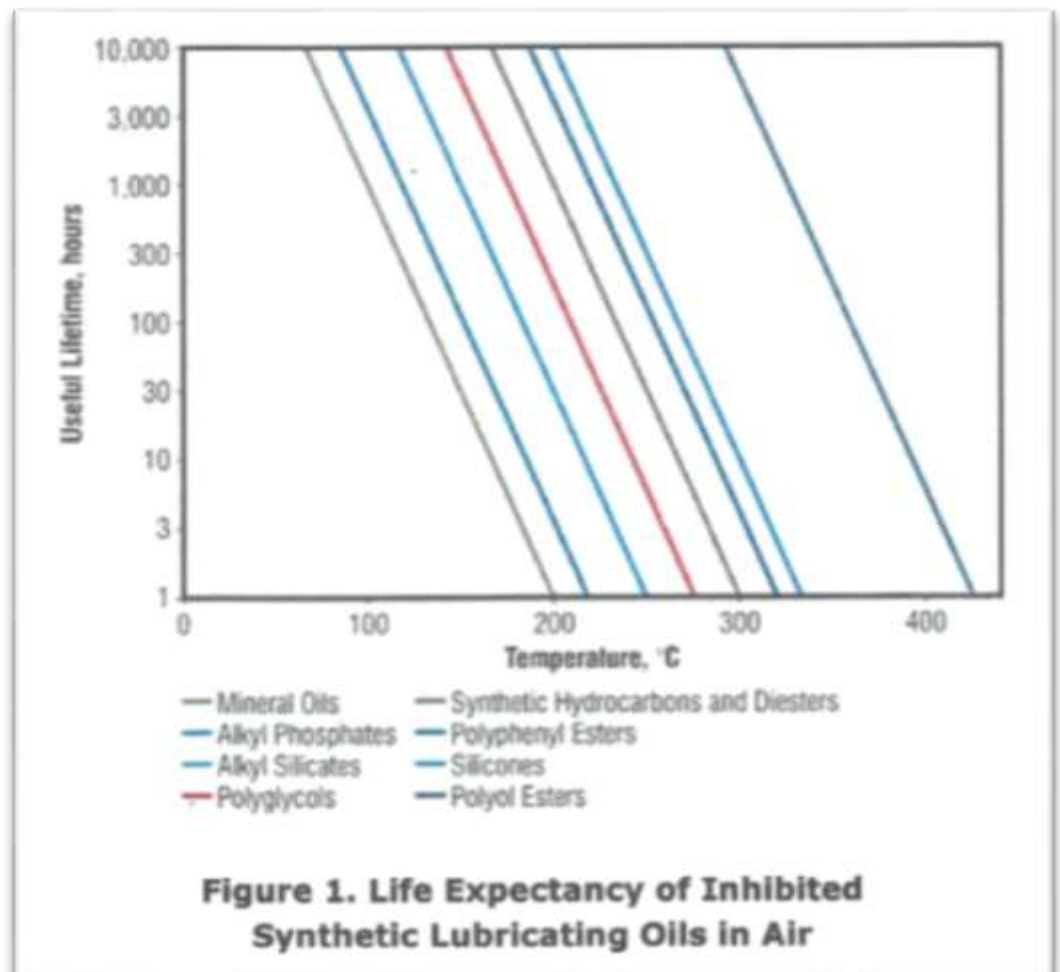
A Little Reengineering of the 2012 M3W

The MMC Factory Manual for the 2012 Morgan 3 Wheeler nominates that the Bevel Box Oil should be changed every 100,000 miles. The 300 ml (5/8 Pint) Oil Capacity of the Bevel Box is small. Tests have shown that when the car is driven on the US freeways around the speed limit in the summer the oil Temperature can reach 200 degrees F and over compared to the Mazda Gearbox which is typically 60 degrees F cooler.

Bearings and Gears (except when they get Red Hot) actually operate happily at widely varying temperatures. The problem lies with particulate contamination, water absorption and oil oxidation. Elevated temperature is probably the biggest contributor to oil oxidation. The life cycle of the Lubricant is cut in half for every 10 degrees Centigrade increase in temperature.

The effect of Temperature is Logarithmic so for example for a mineral Oil at 100 degrees C (212 degrees F) the oil life is about around 2000 hours at 200 degrees C (or 400 degrees F) the life of a Mineral Oil is 1 hour.

Figure 1 shows the Life Expectancy of Inhibited Synthetic Lubricating Oils in Air



The Bevel Box Oil change intervals required by the factory have now been changed to 3000 miles the same as that for the Engine Oil. Rather than suffer that inconvenience and have the same Oil change life as the Gearbox the writer has opted for 12,000- 15,000 miles Oil change intervals along with the modifications noted.

The following is therefore one person's attempt to rectify what he sees as a deficiency. It in no way defines or recommends what others should do.

In essence it is to install a Pump, Filter and Cooler in the front section under the bonnet (over the passenger's feet) and to circulate Oil through the Bevel Box via 3/8" hoses going through the transmission Tunnel.

The Hydraulic Circuit Schematic enclosed describes this.

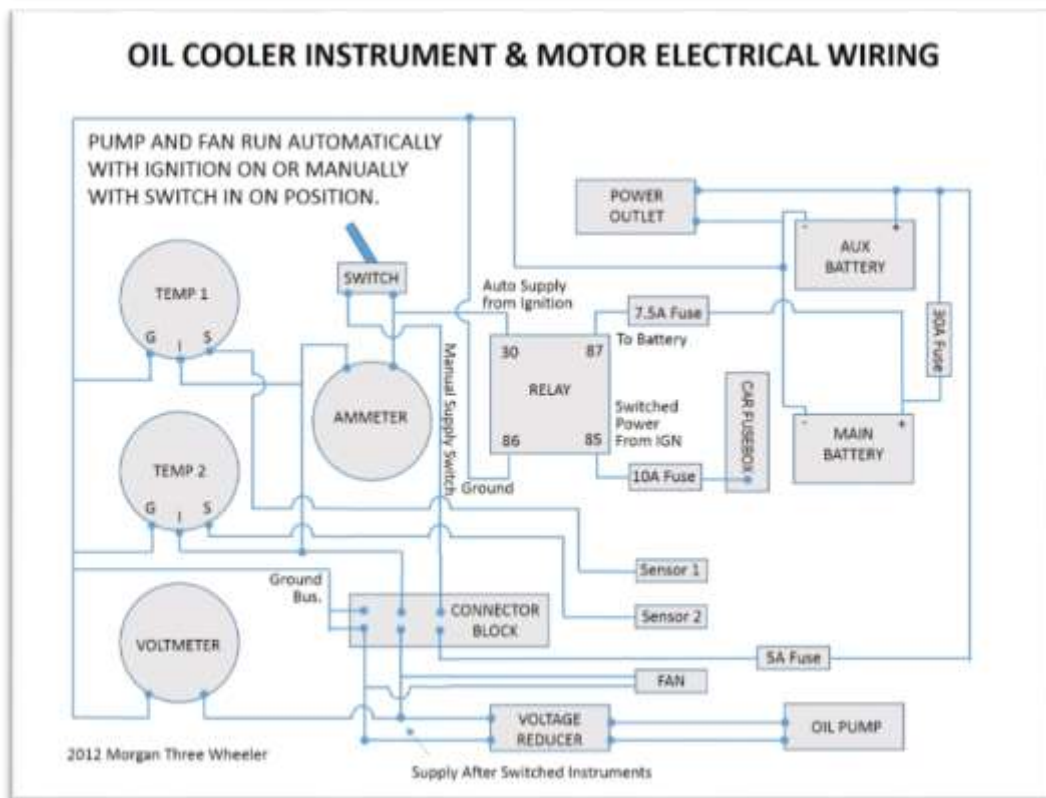
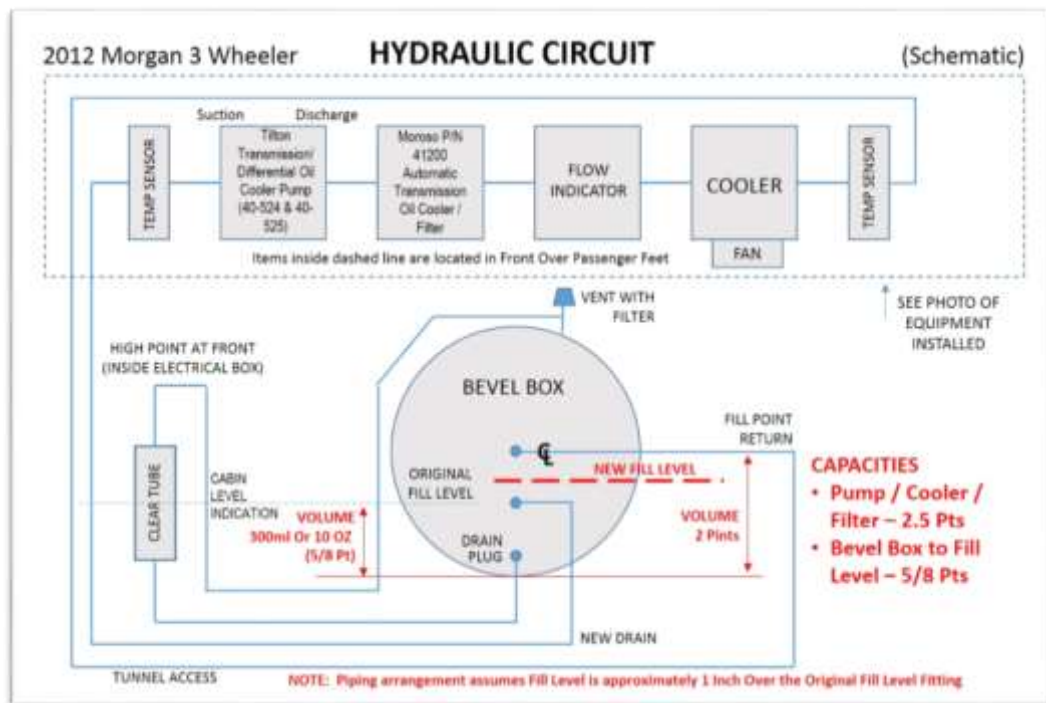
Early on a concern was that the circulation pump current draw would overload the existing engine Alternator. At 3 Amps or less this turned out to not be a concern.

With the oil circulating system installed, the writer has never seen a temperature over 150 degree F.

The temperature recording gauges (and Ammeter) would in hindsight seem to be unnecessary. Assuming the specified overfill (1" over existing Fill Level Point) is carried out and Oil can be seen circulating at the Site Glass then also the site glass in the foot well could be deleted.

Also in hindsight it would seem that there is sufficient cooling come from the filter cooler unit and the increased oil capacity (5 times) that the separate Earls Heat Exchanger (see picture of Pump, Cooler and Filter) and Fan could be deleted also. The Voltmeter was installed while the separate isolation battery (before system was integrated into the car) so it goes without saying that it and the isolation battery could go as well.

The Pump, Filter, etc. is installed under the front bonnet in the available space on the passenger's side over the



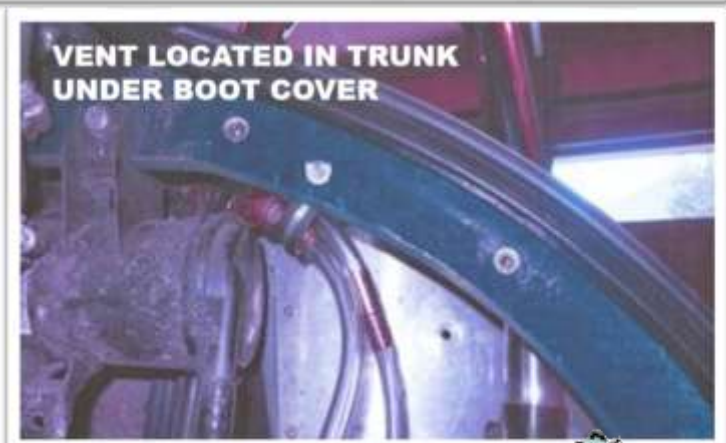
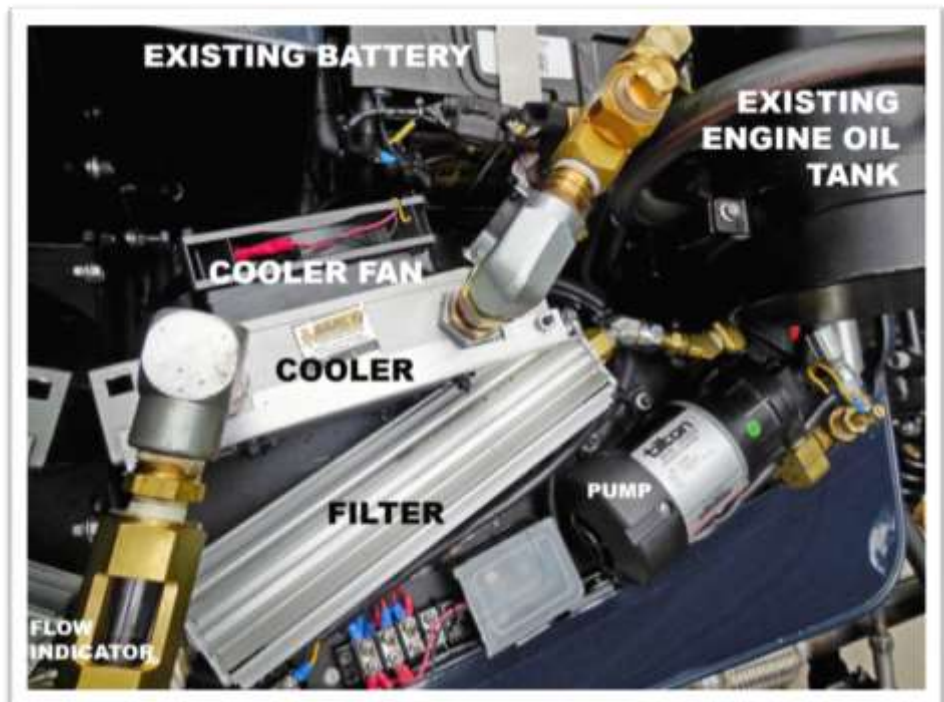
passenger's feet. High Pressure hose going over and down the side of the engine carries the circulated fluid to the fittings noted on the Bevel Box. While eliminating the foot wall site glass would seem to eliminate the need for the vent (only change needed to Bevel Box) the writer recommends it be retained because of the difficulty of completing the necessary overfill and to ensure no excess pressure gets to the Housing Seals.

The original Check Oil Level point utilizes a M12 1.7 5 pitch fitting which serves as the Bevel Box drain while original fill point (3/8" NPT) serves as the return. The original Drain is a 18mm x 1.5 fitting. The new Vent line installed (into the existing bus provided) the writer has installed is 3/8" NPT. The fittings can be seen in the pictures and are mostly Holley type with a 3/8" bore.

Only shown in the picture and on the wiring diagram the Voltage reducer is a Radio Shack type from www.PRODCtoDC.com part no CL3631AH that operates at around 9 - 10 Volts. This unit shows the actual Volts in a small display. Another type without the display is a DROK DC Adjustable Buck with 8-22V to 1-15V. This is only installed to reduce the Pump Motor speed and sound.

The Oil Installed is Royal Purple 75 - 140 Weight.

Graeme Addie





A classic case of seek and ye shall find. Eventually.

Even before my wife Barb and I visited the Morgan factory in England last year, I knew it was probably a bad idea to go there. I've always been drawn to Morgans but had never owned one and feared that as soon as I got into that charming, old red-brick Malvern factory, surrounded by the smell of wood and leather and glue, I'd emerge with an expensive case of Morgan fever. *And so I did.*

The factory gift shop didn't help much, either.

I loaded up on Morgan trinkets and posters, and when we flew home, I boarded the plane wearing a dark-blue commando-style sweater that had a discreet Morgan label sewn into its dense woolen fabric. It seems you need a warm sweater when driving a Morgan. And when you buy the sweater, you must have the car. Simple deductive reasoning. So I arrived back in Wisconsin duty-bound to find a good Morgan restoration Project.

You may well ask, "Why a restoration project? Why not a new Morgan, or a good used one?"

Well, new Morgans are pretty much out of my price range, and fully restored cars from the Sixties have become quite costly as well. Also, unless they've been correctly restored — or kept in a very dry climate — older Morgans can be somewhat ... organic, much like a sunken Spanish galleon or a mushroom farm in your basement. The steel ladder-frame chassis is susceptible to rust, and the ash skeleton of the body shell can suffer from dry rot and water damage. A glossy paint job on an old Morgan can hide a multitude of sins.

No morally suspect cars for this pilgrim. I wanted one I could build from the ground up, holding each redeemed and renovated part in my hands before it was bolted on. Besides, I'd recently finished a restoration on my 1974 Norton Commando and needed a project that would extend my tradition of severe financial loss and tedious evenings at the bead-blasting cabinet.

It was time to start searching. First call was to my serial Morgan-owning buddy John Jaeger in California. He told me he had a disassembled 1964 4/4 (the 1.5-liter Ford-powered version) he might consider selling, because he was preoccupied with a couple of hot rods. His friendly price was well under the many thousands he'd already spent on the car, but the non-rolling chassis, bodywork, and numerous boxes of parts would have to be trucked from California — an expensive proposition that raised the starting bid of the project considerably. I sold an old guitar and a few amps and began salting money away in an Official Morgan Fund.

Unfortunately, every time I got halfway to my savings goal, we needed a new furnace or our dishwasher died. Or the dog had to go to the vet and get its legs rotated. I called Washington and told them I needed a larger Social Security check, but they demurred. It seemed I would never get there.

Then last autumn, I drove to Colorado to do some motorcycling with my friend Mike Mosiman. Mike is a fellow British-car buff, so we stopped by his favorite repair/restoration shop in Fort Collins, a place called the Motorway.

And — lo and behold — there sat a pair of Morgan roadsters in the shop.

One was a 1939 4/4 of the old flat-radiator school, in nearly restored condition, and the other was a dusty, partially disassembled Plus 4 (meaning it had the big Triumph engine) in primer and bare metal, sitting in a corner with cardboard boxes stacked on it. "What's the story with that car?" I asked the shop owner, a personable young guy named Frank Strongoli III.



"That's for sale," he said. "It's an abandoned project car, a 1965 Plus 4. The owner spent a lot of money on it and then went broke in the financial meltdown of 2008. He'd already paid for the work, but he disappeared, so now we have to apply for a mechanic's lien. The only problem is, the missing owner still has the original title, and there's no VIN stamp in the new frame. We'll have to get a DMV-assigned chassis number or sell it with a salvage title."

"What shape is the car in?" I asked.

"Well, it's got a new factory frame and a new wood-and-steel body shell. We rebuilt the engine, rear end, brakes, and front suspension. We were converting it to left-hand drive, so it has a new Gemmer steering box. It also has a brand-new set of Weber side-draft carbs, still in the box."

"How much are you asking for it?" I inquired.

"We just want to get our storage costs back and see it go to a good home," Frank said. He added that it still needed work and a lot of parts — gas tank, interior, paint, wood dash, wiring, fender repair, steering wheel, door latches, top, side curtains, etc.

"I'll buy it," I said reflexively. "But why don't you hold off on getting an assigned chassis number from the state. The correct VIN is pretty important to most Morgan owners, so let me write to the factory in England and see if we can cross-reference the engine and gearbox numbers to find the original chassis number. They have all this information handwritten in a big book."

When I got home from Colorado, I emailed Morgan's PR director — a gentleman named James Gilbert, whom I'd met while visiting the factory. He quickly wrote back and said he'd ask Morgan's archivist, Martyn Webb, if he could find the VIN.

This Mr. Webb kindly did. Turns out, the car was dispatched from the factory on August 27, 1965, to Bolton's of Leeds, Yorkshire. It was painted Smoke gray, trimmed in black leather, and came with wire wheels, sliding side curtains, disc brakes, and a heater. The original owner was a Mr. F. Franklin. Try getting that kind of detail out of a Kia factory 50 years from now.

I picture Morgan keeping this information in something that looks like the Book of Kells perched on a tall desk, everything written by goose quill while a candle flickers. Maybe it's all on computer now, but I prefer the Dickensian version.

In any case, I sent the VIN to Frank, and his intrepid business manager/other half, Bobbi Pokora, managed to wrest a clear and correct title out of the State of Colorado. Two weeks ago, I borrowed a 14-foot enclosed trailer and towed it to Fort Collins with my faithful but road-weary 1998 Ford Econoline. I ran over a shovel handle in the road near Ault, Colorado, and knocked a hole in the rusty catalytic converter, so now the van sounds like a Can-Am car, but not as highly tuned.

Nevertheless, the angels smiled on this sketchy endeavor, providing that rarest of all things, five days of warm, clear, sunny weather on the Great Plains in March. No blizzards. My friend Jeff Craig, another former Morgan owner and restorer, went with me for company. And encouragement.

Much has already been done on the Morgan, but the car needs a lot of elbow grease.

Which, of course, is why I drove to Colorado to get it. I wanted a project, and I've certainly got one. In spades. The Morgan is sitting in my workshop on jack stands. I've spent the first week of ownership sifting through boxes of parts and laying them on a temporary table made from a piece of plywood and two sawhorses. And bead-blasting random parts to be painted. Three full days of bead-blasting, so far.

I'm afraid it's going to take some time to put this thing back on the road, perhaps a year or more. But then, you don't buy a Morgan because you need good reliable transportation by next Tuesday. You buy it for the history, romance, and sheer offbeat Englishness of the thing. And because it fits in your workshop better than a de Havilland Gipsy Moth or a 32-foot Westsail sloop with teak trim.



Kyle T. Webster

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Morgan Books for Sale

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

Morgan Car Badge Collectors

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

Morgan Wire Wheels Available

Give your car a new look! Complete set of Five (5) - 48 spoke, splined hub, 15 inch painted wire wheels. Splines appear nearly new, sharp and clean. Wheels are painted and look great! Wheels donated by Randy Johnson, but the wheels are located in Orlando Florida, and available for pick up only. (Shipping may be too expensive, but . . .) Looking for best offer, with all proceeds going into the MOGSouth coffer. Call Mark Braunstein at 407-322-5060, or email series1@cfl.rr.com.

30 Year Garage Clean-Out - Morgan Parts For Sale

Plus 8 Parts - 5 each 1977 14" factory wheels - good condition, Offenhauser Valve covers for Rover V8 - excellent condition, assorted bumper irons and fender braces - some new, some used, 2 sets braided front brake hoses - new, 2 rear lever shocks w/mounts - 20K easy miles, Painted factory luggage rack - good condition

Plus 4 and 4/4 Parts - Transmission cover, fiberglass for +4 - new, Aluminum drive shaft cover for +4;4/4;+8 - new, L/R rear fenders - no rust, a few dents for +4 or 4/4-good condition, Front cross frame for +4 or 4/4 - good condition, assorted bumper irons and fender braces - some new, some used, 1 set chrome door hinges - like new, 1 set brass door hinges - new, 2 sets brass door hinges - used, Lucas voltage regulator cover - new in box, Starter Switch - new in box, 2 sets bumper guards - need rechroming, Rear lever shocks w/ mounts, Set top bows, fit 4/4 or low profile +4, good condition, +4 cowl badge and deck script - new in box, 4/4 cowl badge and deck script - new, Choke cable w/black knob - new, Lightswitch knob, black - new, Horn button, black - good, Aluminum brackets for mounting steering column to firewall - new, Early parking light switch w/cream knob - used, Early wiper switch w/cream knob - used, Thermostat housing for +4 - used, Early flat glass taillight lenses - new & used, Glass beehive tail and parking lenses - some new, some used, 1600 711E Ford motor - disassembled. Contact for full list or photos. **David Chiles 336 880 5851**



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2014 US (and a few International) EVENTS

2015

Ok, so it's starting to get hot.
... Down south anyway.

Same as last year, same as next year.

Don't think it's Global Warming. Sorry Al Gore!

Those of you in the northern climes or in the mountains have superb Morgan driving weather. Time to get the car out, park at that scenic overlook and have a picnic.

I guess I may just have to go to the beach. Enjoy the sea breeze and watch the waves. Oh, and don't miss this stuff!



The 2015 MOGSouth Events Calendar

- **Pebble Beach Concours d'Elegance**, Aug 16, Monterey CA
- **PUT - IN - BAY Road Race Reunion and Races***, Aug 31 – Sep 2, Put In Bay, OH
- **Atlanta British Car Fayre***, Sep 12, Norcross GA ([See Details Below](#))
- **Goodwood Revival**, Sep 11 – 13, Goodwood Circuit, Chichester, W. Sussex, England
- **Charlie Miller 'Big Muddy' Pub Crawl**, Sep 22 – Oct 4, Auburn IN to Cincinnati OH
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct. 3, Road Atlanta, Braselton GA
- **All British Car Show - Red Door Festival**, Oct 10, Pilgrim Mill Road, Cumming, GA
- **Euro Auto Festival***, Oct 16 – 17, BMW Plant, Greer, SC
- **Lake Mirror Classic**, Oct 16 - 18, Lakeland, FL
- **United States F1 Grand Prix**, Oct 25, Circuit of the Americas, Austin, TX
- **MOGSouth Fall Meet**, Oct 30/31 - Nov 1, Rome GA - Hosted by Gary and Judy Heck ([See Details in this Issue](#))
- **Hilton Head Island Motoring Festival & Concours d'Elegance***, Nov 1, Hilton Head Island, SC
- **SVRA Vintage National Championship**, Nov 4 – 8, Circuit of the Americas, Austin, TX
- **Winter Park Concours d'Elegance***, Nov 15, Winter Park, FL
- **Special Opening 'Wheels Through Time Museum'**, Dec 5, Maggie Valley, NC
- **MOGSouth Christmas Party**, Dec 5 - Waynesville, NC - Gene Spainhour / Pat Harris Hosts

EVENT INFO & LOGISTICS

- Location: [Historic Downtown Norcross](#)
- Time: 10:00 am to 3:00 pm
- Web Site: atlantabritishcarfayre.com

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- Discounted [advance online registration](#)
- Cost is \$15 per car, \$10 per additional car. \$10 per motorcycle. Proceeds benefit charity
- Day of event registration cost is \$20 per car, \$15 per additional car. \$15 per motorcycle.
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Newsletter Advertisers The MOGSouth Newsletter has a great bunch of very appropriate advertisers, but we could entertain a number of additional ones. Don't worry, I will ensure we don't have too many. I look at the other club Newsletters each month and they seem to have a number of locale specialty shops, automotive body work or paint, etc., that have small advertisements and cater to British Cars or collectibles. If you know of a shop that might be looking to expand their presence with the MOGSouth membership or might otherwise benefit from advertising in the newsletter, please send us an email, with all the necessary contact information, directly to mogsouth@yahoo.com.

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

Please Pay Your 2015 Dues!! We are still working to replenish the MOGSouth coffers!!

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

Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or material to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 7/15

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