

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 8/13

## MOGSouth Fall Meet

### Huntsville, Alabama

### September 26 - 29, 2013

**I**t's not that often that MOGSouth goes west of Atlanta for its meets. But that's understandable, as the vast majority of our membership is east. But every now and again we just have to go west. There are too many gorgeous and wonderful places to visit, like Huntsville, Alabama, not to venture in that direction every so often.

For those of you that didn't go to Huntsville this year must not know of the sheer beauty of northern Alabama in the fall. I find it an absolute treasure and something not to be missed. The attendance at the meet was good. It would have been better still however, the schedule was not playing well with a few folks having to opt for other significant events, e.g. weddings, christenings and the like.

And, a few felt the financial drain of the recent trip to Ohio to support the recent Peter Morgan Memorial Races.

The schedule even impacted us, with Andrea unable to commit to the vacation days necessary to make the trip to Huntsville. I, being unemployed, had all the time I needed. My attendance without her really didn't sit all that well with Andrea however, and I did get the 'look', once or twice. But, to frame it positively, it was a good opportunity to link up with my sister again, as she lives just south of Atlanta in Peachtree City. And, she volunteered to ride with me to Huntsville. So, I drove up to Peachtree City on Thursday, alone. The typical Morgan gaggle from Orlando were consumed by the scheduling conflicts previously mentioned.



Photo by Barbara Curasi - Brian Miller and Aero

Thursday was cloudy and rain was threatening, but the top was down, as always.

*I was really hoping for some good rain.* As some of you know, I have been chasing an elusive electrical gremlin in Ugly Betty ever since the Savannah Noggin. It's one of those lovely intermittent gremlins that seem to come and go without correlation to anything one might infer, like accelerating or decelerating, engine speed or temperature, etc. It manifests itself as electrical power loss and engine shutdown - kind of like someone just turned off the key.

The closest thing I could find, that might be related, is moisture. It all started in a rain shower. It recurred again, after I had supposedly fixed the issue (lots of new grounding wires, cleaning of contacts, etc.), on an early morning with high humidity and fog. After another round of cleaning, replacing and tightening, I took the car on numerous test drives. I even ventured out in the pouring rain. I erected the top, put on the side curtains and wiped some more Rain X on the windshield. Again, the car performed well, and even leaked as only a Morgan can. I was soaked after 15 miles in the deluge. I had to guess it is fixed, but I've said that before. The drive to the Fall Meet and back was to be the shake down cruise. I bought Ugly Betty to travel and it needs to be able to make runs like this to give me the confidence that the car was up to long distance touring. (I did however buy a cheap pre paid wireless phone, and packed by AAA card, just in case . . . )

Well, I didn't have to wait too long. I was some 10 miles down the road and the rain started. Really just a shower, but I was soaked none the less. And, unfortunately, my fixes were useless as the car lost power a few minutes later, but the recovered almost immediately. 30 minutes later, another shower followed by another momentary power loss. It must be moisture, I thought, and as long as it's dry, I should be good. It was clear all the way to Peachtree City and no more incidents. I got to my sister's house mid afternoon but headed out almost immediately to have dinner with Ray and Susan Morgan. They were another of the MOGSouth members with conflicts for the weekend in Huntsville. Dinner was great and we had a good visit. Ray has plans to race his prewar Riley at COTA for October 25-27, if anyone is going.

On Friday morning we packed up and headed North. I alerted my Sister to the electrical issues but it was clear, so I was optimistic that we would be fine. We motored on for a few hours and about halfway through Carrollton, GA the car cut out and we coasted to a stop on the right side of the road at a used car lot - right under a giant inflatable purple gorilla. Just great! It appeared that now the issue had shifted from a nuisance to more of a catastrophic failure, with no quick recovery. I was however perplexed - no rain - no fog - no moisture, why now? However, after 45 minutes or so the car recovered, and we again had power and we were soon back on the road. We made it to Huntsville without incident.

The Fall Meet was superb! The weather was glorious, cool and crisp, with minimal cloud cover. The car behaved all weekend long. John and Carolyn Wade did a tremendous job in organizing our fun and shepherding us along. Friday evening found us between the Embassy Suites' free happy hour and the MOGSouth Hospitality Suite John and Carolyn set up. We thought about leaving the hotel for dinner but soon decided that there was no real need.

Interestingly, the Embassy Suites hotel was also hosting the 72nd reunion of the 'Flying Tigers.' There were three of the four still living WWII veterans (each over 90 years old) at the hotel accompanied by hundreds of family members. The Flying Tigers were initially recruited to train Chinese pilots but then flew the P-40 Warhawks in theatre during 1941 and 1942. In their 7 months of service, they had over 300 aerial victories. Seeing Bob Steele's Morgan Three Wheeler with the Warhawk markings was a huge treat for these veterans. What a special coincidence!



Photo Courtesy Wikipedia



**Bob Steele with his M3W and Flying Tiger Vet, (Ret) Major Skip Stiles. The Flying Tigers' P-40 Warhawk.**

On Saturday morning we partook of the hotel's breakfast and I found a few hot cups of coffee to clear my head. John and Carolyn had charted a route for us that took us down the streets of the Twickenham district, with Huntsville's historic antebellum mansions, through the northern Alabama hills and into southern Tennessee. It was only some 60 miles, but took us about 2 hours. Absolute fabulous vistas and great Morgan roads. In our convoy, we had a pretty good



representation of Morgans models, with Plus 4, Plus 8, M3W and Aero 8 all represented. We also had a few tin tops.

Most of the folks at this meet weren't all local. A good number of folks traveled some distance to the meet. Folks came from Alabama, Georgia, Missouri, Illinois, Mississippi, Florida, and Tennessee. Charlie and Anita Hill drove their lovely 1964 BRG Plus 4 over 650 miles from Kansas City. Wonderful! *Who said the older cars can't travel distance??*

I think the only mishap during the trip to Lynchburg was that Charles Harris lost his 'white' ball cap in the wind. Understandable, as he was riding with Graeme Addie in the M3W. The hat soon got run over by the Morgans following Graeme. Eventually the hat was recovered, and Charles was glad to get it back. He proudly wore it rest of the weekend with a great big, black, Morgan tire track across the top.

We had a quick pit stop at a rural gas station but be had to be quick, as we were on the clock - we needed to reach our lunch spot, the historic Miss Mary BoBo's Boarding House by 1100. Our lunch spot is extremely popular and you can't show up late. The Boarding House is now owned by the Jack Daniel's Distillery, and is only a restaurant now, and it only serves lunch. The old rooms used by the boarders have all been converted into small dining rooms. The menu is varied and not published but consisted of good home cooked southern fare, and all we wanted. Some of the fixings were seasoned with . . . Jack Daniel's Whisky, of course. What was really special however is that each dining room had a Docent and ours, Janice, provided us with an hour long history lesson about Miss Mary BoBo's Boarding House, the historic personalities that resided at the Boarding House over the years, the town of Lynchburg, and some history of the Jack Daniels Distillery itself - all while we ate. The Jack Daniels Distillery provides scholarships to local students, in exchange for the financial support, they are obligated to wait on the Boarding House dining rooms. It was all very fascinating!

After lunch, a stroll through the shops on the square in downtown Lynchburg. They had everything 'Jack Daniel's' you could ever want, from whiskey barrels to Jack Daniel's candy. Funny thing about Lynchburg however, is that it has only one real employer, the Distillery, but resides in Moore County, Tennessee, a dry county.

When thy called our tour number we all headed out on a small bus into the heart of the Distillery. It was a very interesting tour, although much of the operations were inactive due to annual maintenance, we saw quite a bit. We missed the early parts of the process with the mixing of the corn, barley and rye, but we did get to see the mixing machines and storage vats.

There were several places where the whisky was really thick in the air. We inhaled (some of us repetitively and deeply!) the strong smell of the raw whisky as it was 'charcoal mellowed,' dripping down though charcoal filters to a storage vat below. And, then again in the one of the barrel warehouses. One could just taste the '*angel's share*' (the whisky lost due to evaporation during aging) of whisky as we moved into the warehouse. We stayed in the warehouse for just a few minutes, but just long enough to enjoy. I suspect that there will be a few unhappy angel's who'll find their *share* just a tad short this week. Then we were done and headed to the gift shop to buy that commemorative bottle to take home.



Photo by Mark Braunstein



Photo by Charles Hill - Waiting for the Distillery Tour

09/28/2013

The drive back to Huntsville equaled the drive up, with wonderful country roads lined with trees (just about ready to turn color) and foliage canopies, replete with splinters of flickering light as we drove through. Rolling hills and Kudzu canyons, small farms and dilapidated old barns. These are the moments in the Morgan that I really cherish - a feeling that there can be no better time or better place. This is when the car is worth all those Morgan idiosyncrasies.

After a few hours back at the hospitality suite - or a shower for some or a nap for others - we headed to dinner. Again John and Carolyn planned well and we had our own private room at a local German restaurant, the Schnitzel Ranch, just a mile or two from the hotel. *Good food, good beer and lots of socializing.* The smaller nature of this meet allowed for more a more intimate, tighter interaction between the attendees, and we all had a great time.

John and Carolyn had created special key chains for everyone, each with the MOGSouth Morgan silhouette. They also presented a few Morgan spirit awards, one went to Charlie and Anita Hill, and another to Bob Steele.

Sunday morning came too soon. I really don't like these events to end. I have too much fun. We packed the car, checked out and said our good byes. The weather was still clear, and after two days of no problems, I had some confidence in the car. We motored south.

About 150 miles from Peachtree City, it happened again. Complete shut down and we were parked on the side of the road. I poked, prodded and tightened. With no power, I had no fuel pump. I was at a loss, so my sister called AAA. No sooner had we done that, I decided to remove everything from behind the seats to get at the fuel pump. Perhaps I could hot wire it to a tail light or some other source of power that still worked. Before I could really do anything, but some 45 minutes after we stopped, the power came back. We cancelled the AAA tow truck and repacked the car. The rest of the drive to Peachtree City was without incident.

I left Peachtree City early, around 0830, to begin the drive back to Orlando. Good thing I left early as I was only 45 minutes into the drive, a few miles short of I-75, and dead again. Again, I unpacked the car and poked and prodded at the fuel pump. By now I had focused all my attention on the pump. I tightened some of the English bullet connectors that I used to connect the fuel pump to power and that seemed to work. Ok, a loose wire. I repacked the car and continued on . . . for just another 3 miles . . . I was getting a bit frustrated at this point and starting looking at all the wires, as well as the nightmare under my passenger side foot well. My car is a bit weird as it has a good number of circuit breakers and relays mounted in the foot well, and no visible fuses. I finally traced the power for the fuel pump through a circuit breaker. Some of these circuit breakers have an automatic reset capability, while some have a manual reset. All of mine appear to be automatic. The seemingly magical recovery and return of power I had been experiencing must have been the automatic reset. But now the circuit breaker had failed completely.

I temporarily rewired the fuel pump to another power source and once again heard the hum of the pump in operation. Again, I repacked the car and headed south. I finally pulled into my drive way a few minutes before 6PM. Quite tired but relieved. I am now 100% convinced the problem has been identified. That, in itself, is a really good thing. I have been chasing that gremlin for months (I hate electrics!) I wanted this Meet to be a shakedown cruise for the car, and it was. It worked well when it needed to and didn't impact any of the good parts of the Meet. I really can't complain.

Even with all the distractions this was a fabulous meet. Everyone there had a blast. These events, scattered throughout the MOGSouth region may be far for some but not beyond reason. Some came in a Morgan while others did not. Apart from visiting other places and enjoying wonderful drives, we get to chat about the cars, kick a few tires but mostly just enjoy the company of really good folks and old friends. *This is what MOGSouth is all about!*

*[Lots more pictures of the MOGSouth Fall Meet on the web, go to [www.mogsouth.com](http://www.mogsouth.com) and click on 'Photos' Ed.]*

**JOHN AND CAROLYN - A HUGE THANK YOU!!**

*Morgan*





## GENE McOMBER GOES WEST

**CALIFORNIA HERE I COME! - AUGUST 15-19**

### **PEBBLE BEACH CONCOURS & MONTEREY HISTORICS**

**I**t took my turning 80 to have a special dream come true; namely, a trip to Pebble Beach and Laguna Seca in mid August. This was the only big car show I had not been to. The trip was made possible by my three sons as a birthday gift which was a HUGE surprise to me.

Son Tom and I flew from Orlando to San Francisco and into Monterey. Son Rick flew from Michigan to San Jose and picked up our rental car. Son Rob and his wife drove from Sandy, Utah and we eventually all met at a beautiful rental home Tom had arranged for in Pebble Beach. Tom did all the coordinating of the flights, too, and researched special restaurants that we thoroughly enjoyed.

The first event, that just Tom and I did, was to view spectacular cars to be auctioned. By then, Rick had arrived to join us and on a street in Monterey, we spotted what we thought was a Morgan Trike. Upon inspection, we discovered it was an almost new Ace with HD engine! In talking to the owner, he said it was one of 13 cars built before MMC shut them down. It was a very well engineered car.

On Friday, the 16th, we all visited the awesome marine life at the Ocean Aquarium followed by a drive along the ocean to Big Sur where we were awe struck by the beauty of the waves and rocks. We were delighted to see Bobby Rahal at a restaurant where we had gone to for lunch!

Saturday was race day at Laguna Seca. I particularly enjoyed the pre war cars which included 2 Morgan Trikes. The only other Morgan racing was a +4 from Houston, Texas. It had seen better days but really ran quite well. The beautiful Super Sports Morgan (Baby Doll IV) was there but did not race. The loudest field, by far, was the Trans-AM cars. If we ever return to this beautiful track, we would plan to go for 2 days. We missed the historic Formula I cars.

Sunday was Show day! We left early and were shuttled in. First, we saw shops selling expensive merchandise followed by manufacturers' displays. Next, we came to a large area of Concept Cars where we saw Jay Leno, who was with an Executive from Aston-Martin, discussing the latest Aston-Martin Speedster. Finally to the actual Show grounds where we saw 250 exquisite cars which included around 30 Alfa Romeo models 8C from the 1930's which will be going on a driving tour in the Canadian Rockies after this event. It was extremely crowded and difficult to take pictures. Of course, it was great fun seeing the many celebrities such as Jackie Stewart, Roberto Guerrero, Bobby Rahal, and Wayne





Yes, a few Morgans were spotted but also Aston Martin, Bentley and Ferrari. Hey, isn't that Jay Leno in the crowd??



Carinni. Of most interest to me, were the restored Indy cars; namely, "Old Calhoun"- the 1963 500 winner. Best of show was a 1934 Packard which had been discovered in Puerto Rico being used as a taxi! Of course it had been totally restored.

On our way out of the show, we stopped at the Bugatti display where we saw a Le Mans winning Bentley and Jean Todt - former head of Ferrari Formula One team.

As you can see, we wasted no time in taking in all we possibly could. My boys were so considerate of my staying comfortable as I had toe surgery scheduled for Aug. 30 and I am grateful to say I made it through the trip (and surgery) very well!

Monday was a day and a half coming home - first, our flight back to Orlando was cancelled due to fog (without previous notice) but we were able to get a later flight that would arrive into Orlando at midnight! That put us home about 2:30 in the morning and Melissa and Betsy were sure glad to see their husbands walk in the door!!!!

I will be forever grateful to my 3 wonderful sons for all they did for me and this was on top of being very generous to Betsy and me at the time of our 50th Anniversary earlier. We have many special pictures to enjoy, now, along with endless memories of sharing this time together. *Gene McOmber*

[What a wonderful Birthday Gift! Congratulations Gene! We should all be so fortunate. Ed.]



# 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)

## First Day Issue of new Morgan Stamp (Christmas Gift?)

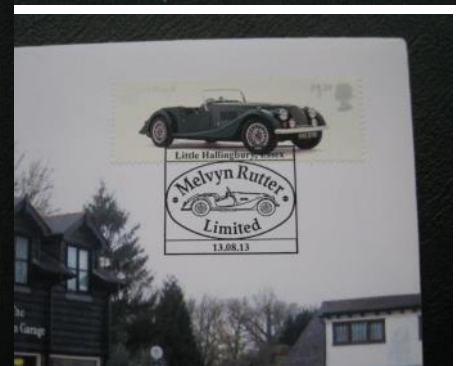
Melvyn Rutter, the long time supporter of MOGSouth, has a very small supply of First Day Issue envelopes, featuring a great photograph of his Morgan Garage and the new Morgan Plus 8 stamp on the front. The rear of the envelope has two more pictures of the Morgan Garage, as well as short description of the Plus 8 and Melvyn Rutter's establishment.

There are very few of these left, and are being offered at a cost of £35 plus delivery costs in secure stiff packaging to prevent creasing.

A perfect Christmas gift for any Morgan enthusiast that also is a stamp collector!

Contact Melvyn directly at [<mr@melvyn-rutter.net>](mailto:mr@melvyn-rutter.net)

[But do hurry, they are going fast!!! Ed.]



## 'Fergus' Number Plaques Available !!!

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

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

## Wanted English Ford 100E Engines

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



## Morgan Parts for Sale

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

## Morgan Library Additions

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







## Another Mystery Vehicle

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

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

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

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



## SuperDave's Garage

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## Letters to the Editor . . .

### Correction to Last Newsletter

"Dear Ed, Just like to point out that I was there at Put-In-Bay and am a MOGSouth member, must be my shy retiring personality that had me overlooked. Mine is the Red and Black car with its top up in the overhead shot." *Peter Ballard*

*"Peter ! Sorry I missed you and the car in the report. Rick Frazee provided the words, so I will blame him. You must have been flying under the radar all week, however I find that hard to believe! I really should have recognized the car in the pic though, as I stared at it for a good while. I will put a blurb in the next issue. Thanks and Cheers." [Peter was there in Put-In-Bay with his lovely JAP powered Morgan Sports as evidenced by the picture on page 2 of the article. More MOGSouth participation reinforces the preeminence of MOGSouth in the US Morgan community. Ed.]*

### HAVE YOU SEEN THIS TROPHY? MCCDC LOST IT SOMEHOW?

#### The Melvyn Rutter Award for Support of Marques & Clubs

"Is it sitting your garage gathering dust? Is it in a brown card-board box in the bottom of your coat closet? Did you wrap it up and put it in the attic? I was the premier recipient of this award back in 1987 and I'd like to see it again - no matter the condition. If you have it, please contact me. I'd be happy to pay for shipping to me in Connecticut. I can return it if you like; I'd just like to have around again for short while."



Spider J.C. Bulyk, [bulyk@me.com](mailto:bulyk@me.com), 203.640.5700

### Comments provided in response to the 'New and Fast, Old and Slow' concerns discussed in the last newsletter.

"Greetings from the UK. Re the discussion about Fast and Slow and whether the Club should divide. The main club meet here in the UK as you know moves about the country each year so can lead to 200/300 mile each way trips for some. Not quite as far as over there but on our roads with the heavy traffic it can be hard work especially in an older car."

*"We too have noted how few older cars are to be seen at these events and frankly it is disappointing and a shame. We sold our 2 +4's 1955 and 1952 back in 95 when the new 4/4 was delivered. Not because they were now out dated but we had lost our work shop to developers and had nowhere to garage them. The 55 car was Barbara's daily driver for several years and we visited Mog events all over the UK in it and yes we had the occasional break down but always managed to get there and back. OK so we had a bundle of spares and tools on board (always) but who doesn't when driving around in an older car. So what am I saying? Do not split the club, the older cars and trikes bring far more enjoyment to the eye and create more interest for visitors. The*

Continued Next Page

## Did You Know?

### GRADING BOLTS AND HOW TO TELL WHAT'S WHAT . . .

According to the famed Morgan guru Cuthbert Twillie *"For a car that is going to be used on the road, the fasteners that attach the front sub-frame to the chassis, the rear shock mounts, the rear springs, anything on the front sub-frame that is bolted should be GRADE 8. One could say anything that's fastened to the chassis ought to be GRADE 8."* [That's good enough for me . . . Ed.]

Head Marking	Grade and Material	Nominal Size Range (inches)	Mechanical Properties		
			Proof Load (psi)	Min. Yield Strength (psi)	Min. Tensile Strength (psi)
US Bolts					
 No Markings	Grade 2 Low or medium carbon steel	1/4 thru 3/4	55,000	57,000	74,000
		Over 3/4 thru 1-1/2	33,000	36,000	60,000
 3 Radial Lines	Grade 5 Medium Carbon Steel, Quenched and Tempered	1/4 thru 1	85,000	92,000	120,000
		Over 1 thru 1-1/2	74,000	81,000	105,000
 6 Radial Lines	Grade 8 Medium Carbon Alloy Steel, Quenched and Tempered	1/4 thru 1-1/2	120,000	130,000	150,000
Stainless markings vary.  Most stainless is non-magnetic	18-8 Stainless Steel alloy with 17-19% Chromium and 8-13% Nickel	1/4 thru 5/8		40,000 Min. 80,000–90,000 Typical	100,000–125,000 Typical
		3/4 thru 1		40,000 Min. 45,000–70,000 Typical	100,000 Typical 80,000–90,000 Typical
		Above 1			
Head Marking	Class and Material	Nominal Size Range (mm)	Mechanical Properties		
			Proof Load (MPa)	Min. Yield Strength (MPa)	Min. Tensile Strength (MPa)
Metric bolts					
 8.8	Class 8.8 Medium Carbon Steel, Quenched and Tempered	All Sizes below 16mm	580	640	800
		16mm–72mm	600	660	830
 10.9	Class 10.9 Alloy Steel, Quenched and Tempered	5mm–100mm	830	940	1040
 12.9	Class 12.9 Alloy Steel, Quenched and Tempered	1.6mm–100mm	970	1100	1220
Stainless markings vary.  Most stainless is non-magnetic.  Usually stamped A-2	A-2 Stainless Steel alloy with 17-19% Chromium and 8-13% Nickel	All Sizes thru 20mm		210 Min. 450 Typical	500 Min. 700 Typical

Chart Courtesy [www.boltdepot.com](http://www.boltdepot.com)





## *A Few More Letters to the Editor . . .*

suggestion of alternative scenic tours is great and I would also encourage more local events like those Gator Mog are starting to do. *Keep the old cars out there.* All the best" *Ian & Barbara Shelmerdine*

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"As an 80 year old owner of an old, now 63 years new, Plus 4 Flatrad, I agree that long traveling drives are getting harder on me, Ritamarie, and the car. *If we deem the Morgan does not fit our needs for an event, we take a more usable vehicle.* In past years we trailered the Morgan to many events, but now much less. By the way, if anyone is interested in a great aluminum open trailer, I think it has come time to sell it. But, back to the "old vs new subject," leave as is. *Certainly do not fragment the club as it is the friends we really go to get together with, the cars are just "frosting on the cake."* P2116, Plus 4 Flatrad *Perry Nuhn*

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"Our Morgan is 50 years old and runs very well for its age, at around 50 to 60 miles per hour. *We really enjoy running with new and old Morgans. Morgans are built to enjoy driving the way they were designed and in the time they were designed.* We feel the faster cars should lead the pack and go the speeds they were designed for. *The slower cars can bring up the rear at speeds they were designed for.* On tours slower cars need GPS or a good local map of the designated routes and final destinations. Cell phones used between faster and slower group leaders could make the tours easier to keep track of at final destinations. 1963 Yellow 4-seater" *Chuck & Karen Bernath*

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"I want to address the question raised in the recent newsletter regarding the aging of our Morgans and the possible implications for our events."

"1. *We should never split the club based upon age of cars.* When I go to an event, there are lots of PEOPLE I look forward to seeing who drive the newer cars. *A club event would not be worth traveling to without full representation of old and new cars and their owners."*

"2. Generally, any site seeing excursions planned during an event are planned on predominantly country "back roads," so the *speed potential of the Morgans is not a factor."*

"3. *If owners of older cars do not want to make the upgrades to enable faster touring, they should simply plan on an extra day or so to get to the event and return home."*

"4. Most members are aware that my 64 and 65 4/4s are equipped with 5 speed gearboxes and 4.1 rear axles....traveling 70 or so MPH is no problem. This is a fix that is not at all noticeable to an observer, but in the eyes of many owners renders the Morgan "not original."

*"I have never looked back after making the change to my 4/4s, since it has made many long, wonderful trips possible in the Morgans."*

"5. Older Morgans also benefit from the modifications I suggested in my article 'See and Be Seen' in a prior newsletter. *The cars become safer and much more reliable."* *Andy Leo (North Carolina)*

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**In an attempt to properly summarize the messages received from the membership, the following themes were captured. If you think I have it wrong, let me know. Ed.**

**Don't Split the Club.** *There are great benefits to having both the 'New and Fast, and Old and Slow' groups together. Whether it is including the cars for diversity and interest or engaging with the people in both groups.*

**One Size is NOT Likely to Fit All.** *Event Planners need to consider the implications of differing car capabilities when planning events, especially the driving events. Consider alternative routes, if appropriate.*

**Increase the Number of Local Events.** *More local events allows the members with concerns about their cars, or with limited or constrained schedules and/or budgets, to participate more often.*

**Your Morgan Shouldn't Hold You Back, Consider Upgrades.** *Look at Graeme Addie or Andy Leo. Enough Said.*

**Good Communications, Maps and Instructions Are Key.** *Clearly written step by step guidance with maps and cell phone communication should be included for all tours. GPS addresses should be provided when possible.*

**Having a Morgan to take to an Event is not Necessary. Attend Anyway.** *One of the most frequent comments received was that 'it is the people, not the cars', that are important.*

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# FACTORY



MORGAN MOTOR COMPANY NEWS

We sometimes are not terribly complementary of the MCC about their inability to get new cars to the US, but in their defense, meeting the requirements of the US agencies responsible for assuring our safety must be a nightmare.

I wish they would allow the cars to be imported with some sort of waiver or acknowledgment by the buyer of the varied safety deficiencies in the car. I hate to see these cars simply excluded from import into the US. I don't fault the regulatory bodies, they are just doing their jobs, but I really don't want to be driving around in a Q-Tip. Ed.

## Lurking Out Back of the MMC Factory

There are certainly a few things I would love to salvage from the 'Scrap Yard' out back of the MMC. It's certainly a shame that this kind of destruction is necessary to get the cars past the certifying agencies, whether they are EU, US or other. Makes you cringe!

The gray fenders, upper left, are definitely new Plus 8 fenders. The Aero Coupe is obvious. On the car in the middle of the picture, the rusted metal plate behind the gas tank is something I haven't seen before. And, note the roll bar behind the dash, under the scuttle. Safety is the big



Photos Courtesy of [www.thesmokingtire.com](http://www.thesmokingtire.com)

challenge these days. And it must be difficult to have to answer to the regulatory bodies in all the various markets the MMC serves (or tries to.)

It would be interesting to know if any of these things were merely test items and didn't end up in production, or design features that did.

This lower picture appears to be a car damaged on the track, perhaps the Silverstone Classic. A Roadster I suspect, and the dark gray car lurking back in the shadows is a M3W.

This sure would be a fun place to spend a little time and having a tool box available might be helpful. Undoubtedly, however, being the UK, it would be raining. Ed.





# DWIGHT'S MORGAN ADVENTURE OR A MORGAN ROAD TRIP You Do Not Want To

In late February 2012, I was returning home when someone pulled out from a side road without looking. They had stopped for the stop sign, but never looked in my direction. I left a nice set of skid marks for just over 30 feet and hit with the drivers side driving light centered on her left front wheel. The impact did not seem very severe, and I do not think I hit the air bag, although the fumes from it were rather strong. My radiator was ruptured and the front of the car was crushed, but I was able to roll the car to the shoulder. State Troopers responded and cited the other party and called a roll-back tow truck. The right front fender of the other car, an early 1990's Honda Civic, was bent slightly and that wheel was locked from the impact.

The wheel base on the left side of the Morgan was reduced by about 6 inches. The cross frame was bent back and the main frame seemed to be bent in toward the engine as the gusset on the bottom of that member at the most forward cross member was buckled down.

A few days later, the State Farm adjuster called and told Jackie he was on his way to appraise the collision damage on our truck. When she told him we had no damage to a truck, he said "they said it was a Morgan Road Star." When he arrived and I uncovered it, he said "I know this car. I've seen it around town for years. I just didn't know what it was." He only reported the car as expensive, rare, and heavily damaged. I received a phone call from their Atlanta office asking who I could get to make repairs. After a short discussion they suggested I call Linda and Larry Ekler of Morgan Motors of New England.

Linda arranged shipping via "Minuteman Transport". When their truck arrived it was much too long and low to negotiate my drive. The truck was parked with the rear of the trailer just past my driveway. The cooling system of the Morgan was dry and I could not turn the front wheels to the left without locking the left front wheel, and the crankshaft pulley was inside the crushed charcoal canister. The engine would start however. I started the engine for about 10 seconds, just long enough to roll the car forward onto the sloped concrete driveway. Turning off the ignition I lost my headlights. Even though the main glass was broken, the halogen bulb still functioned. I turned ignition back on without starting the engine. I could steer right with slight difficulty, but steering left resulted in the left front wheel sliding. As I approached the highway, the car almost stopped, but I engaged the clutch in 3<sup>rd</sup> gear and the engine took over for the last 50 feet.



The bottom level of the trailer had a late model Corvette, a new Porsche SUV, and another Porsche, I think a 911. There was considerable room left between these cars, so mine was to go on top. The rear door of the trailer served as a lift gate, and with the Morgan on it, it was lifted to the upper level. With the Morgan rolled forward to the front of the trailer, strapped down, I turned off the master switch and placed the master key on the ring with the ignition key.

On arrival at Morgan Spares, the car was appraised at the time of the accident at \$76K and change. The shipping to Morgan Spares came to \$890, just under \$1 per mile. The list of parts to be ordered from MMC came to roughly \$20K; with incidentals and labor about \$16K more.

State Farm issued me a check based on this initial estimate. This included my deductible. Out of that, I paid Linda a large portion of the estimate up front.

By the time I got the car back, 1 day short of 18 months from the crash, there had been some additions and substitutions from the estimate which raised the total by a bit over \$1,000 plus the \$2100 for shipping (return shipping was by Reliable Transport). State Farm promptly issued me a check for this amount. The only cost to me was a few hundred dollars for some upgrades I asked Larry to put in while he had the car. These consisted of anti-tramp bars on the rear, brake reaction struts on the front, and black powder-coated scoop type cowl box.

The overall result is a new front bumper; a new windscreen, the old one needed replacing due to sand-etching; the bumper strut boots were cracking from and are now new; new rubber mounts on engine gearbox and exhaust system; front wings with minor dings were renewed; slightly mismatched paint on right rear wing damaged at fall meet in 2011 was corrected; kingpins and bushings and front Koni shocks were renewed; the original radiator which had a history of leaks which I had repaired was replaced with MMC's best aluminum competition radiator; the anti-tramp bars and brake reaction struts give a much improved feel and sound under hard acceleration and braking. The rusty patch where the chrome plating was missing on one wheel hub can't be found. It must have been on the replaced left front. What are the odds?

In spite of the 18 months without the car, I came out very well. Now the door over the passengers air-bag fits like it should. Before it fit about 1/8 - 3/16 inch proud. The only flaws I have noted are a few small spots on concave areas where the paint bubbled. I think that after I practice a bit more, I will be able to touch up these areas so that they are not noticeable. Larry Ekler noted these, but I encouraged him to ship the car back and let me deal with them!.

My next project will involve replacing most of the panel and marker lights with LED's. I have done this on my Endfield/ sidecar with very good results. This should give better lighting with fewer occasions to mess around behind the dash.

I found the Eklers very nice to work with and very responsive to my needs and wishes. Also they were far enough away that I could not hang around and get in the way. I really wanted the car it back as I did not realize what a large part of my daily life the Morgan has come to play.

*Dwight Kinzer*





Picture Courtesy Susan Morgan



Shuttle van

Ray Morgan

Stacey Schepens

## HSR Atlanta Historics



Picture Courtesy Dave Bondon



MOGSouth Members Take Podium Positions at the Historic Sports Racing Atlanta Historics - Road Atlanta, Sept 19 - 22, 2013. Stacey Schepens in the Morgan 4/4 came in third, behind Ray Morgan's 1st Place and overall win in his Merlyn Sports Racer.

## Atlanta British Car & Motorcycle Fayre

There was a great turn out in Norcross for the 7 September Atlanta (Norcross) All British Car and Motorcycle Fayre. There were some 20 Morgans by the time everyone showed up.

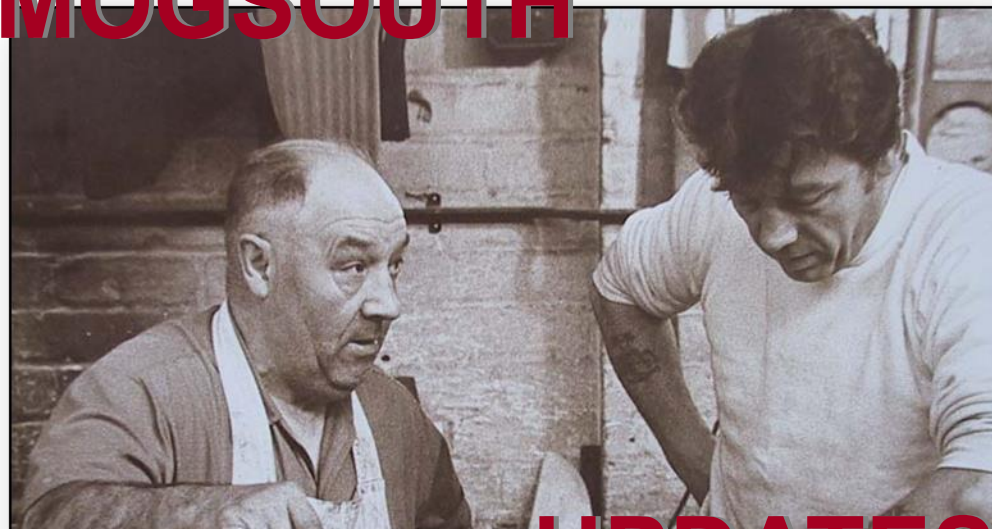
Everyone had great time, even Greame Addie's grand kids got in some practice on their 'pit stops'.



*Dave Bondon*



# MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

## UPDATES

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

Look for the details of the GatorMOG Noggin in Sarasota and the MOGSouth Christmas Party in this issue of the Newsletter.

The Christmas Party will be in a new venue this year Black Mountain, NC. It is still scheduled for Saturday, the 7th of December. David and Sarah Chiles are our hosts.

Look for more details to follow.

## 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 !!

### GATORMOG SARASOTA NOGGIN - 11, 12 & 13 OCTOBER 2013

**Friday October 11th** - Arrive and check in at Hampton Inn (Sarasota) Located at University & I-75. **(941) 355-8619** mention 'Morgan Group' for group rate (\$102.00 + taxes.) Leave 5:00 pm to the Stelcher's for get together and shop tour. (6708 90th Street East, Bradenton, FL 34202) **Use your GPS.** Dinner at Linger Lodge.

**Saturday October 12th** - Leave Hampton Inn at 8:15 for the McOmbers for Omelet breakfast. Gene will provide directions to 7556 Ridge Road, Sarasota - **DO NOT USE GPS!** 11 a.m. - Leave McOmbers for St Armands Circle for shopping and/or Mote Marine Aquarium, everyone is on their own. 2:30 / 3:00 - Meet at Ron and Kathy Gricus' home (571 Chipping Lane on Longboat Key, FL) for light refreshments and optional boat ride. 6:30 - Dinner at the Apollonia Grill (8235 Copper Creek Blvd., University Park, FL 34201), it's within walking distance. **Sunday October 13th** - Meet at Hampton for breakfast and goodbyes. To date 13 couples have signed up, and a few more maybe's. You don't need a Morgan to come. Please let me know if you will attend and make your hotel reservations directly. Rick Frazee, [mog4@earthlink.net](mailto:mog4@earthlink.net) or 407-620-0507

### MOGSOUTH CHRISTMAS PARTY - 7 DECEMBER 2013, BLACK MOUNTAIN, NORTH CAROLINA

The venue is the Monte Vista Hotel (<http://www.themontevistahotel.net>) a lovingly restored hotel. David and Sarah Chiles are our hosts for the festivities. The Club will host a hospitality room for those arriving earlier on Saturday. The MOGSouth Christmas Party is a great time to see old friends and meet new ones, all of us brought together by a love for these wonderful automobiles. The highlight of the evening will be the announcement of the recipients of the Mother Courage Award. Details later but mark your calendars now!

### PARTICIPANTS IN THE MOGSOUTH FALL MEET, SEPTEMBER 26 - 29, 2013, HUNTSVILLE, AL

Anita and Charles Hill	Ron Davis	Gay and Fred Hollinger	Charles Harris
Mark Braunstein and Barbara Curasi	John and Carolyn Wade	Graeme Addie	Brian and Rosie Miller
Egil Dunens and Rosalie Barnes	Joe Speetjens	Bob Steele	Paul and Trish Batovski

AND OTHER THINGS YOU SHOULD KNOW !!







New MORGAN Plus 4  
60th Anniversary Badge

2016 MORGAN all new EVA  
GT // Order yours now!

2013 MORGAN 3 WHEELER  
Sport Green (BRG) exterior

PreOwned 2012 MORGAN  
3 WHEELER Pozzi Blue

2010 MORGAN AERO SUPERSPORT Cote  
D'Azur blue metallic/Wings and roof  
panels in Midnight Blue Metallic.

2009 MORGAN AeroMax

2008 MORGAN Aero 8

2005 MORGAN ROADSTER British  
Racing Green/Mulberry Red leather,  
Green Fabric Top, 11k miles.

2005 MORGAN ROADSTER Silver Blue

1967 MORGAN PLUS 4 FOUR  
SEATER Supersport

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

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

1962 MORGAN FLATRADIATOR  
Skippy San

1962 MORGAN PLUS 4 SuperSport  
Roadster Soft Yellow body/Black

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

1953 MORGAN PLUS 4 ROADSTER  
BRG, Brown Leather

1952 MORGAN Plus 4 Butterscotch

1935 MORGAN 3 WHEELER Ivory

1934 MORGAN 3 WHEELER Ivory



WWW.MORGANWEST.NET



WWW.PERANAWEST.COM

WWW.ALLARDWEST.COM



#### OTHER MARQUES

2013 ALLARD J2x MkII Blue with Red  
Leather, Hemi engine!

2013 PERANA GT BY ZAGATO  
730HP/6Speed manual  
or 430HP/AT

2011 ZOLFE ROAD ROCKET

2007 HARLEY DAVIDSON  
HL1200N NIGHTSTER

1978 TVR TAIMAR

1972 HARLEY DAVIDSON  
XLH SPORTSTER

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

1960 AUSTIN HEALEY 3000  
BN7 triple Webers, 2 tone BRG  
paint w/khaki green leather

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MORGAN TECHNOLOGY INFO

## TECH

Classic Morgans all have kingpins and the life expectancy of any given kingpin is the stuff of legends. I believe I have nursed mine way beyond their expected life and have truly suffered for it.

Owners of Classic Morgans will undoubtedly find that they must replace their kingpins at some point. Finding someone who is experienced in this task and has all the required 'special' tools (e.g. normal tools used in special ways . . . ) is a real benefit. But in many cases, having done it once, people don't seem to readily offer their assistance. I wonder why?

## Replacing King Pins in 20 Easy Steps ! *[It's never an easy job and it always a mess. This procedure comes from Dave Wellings, the current Concours Secretary of the MSCC. His car is a Roadster, so if your car is different, the instructions will differ, but these steps are generally consistent. Have fun but be safe. Ed.]*

This job is **SAFETY CRITICAL**. You should not attempt this job unless you are experienced in dealing with suspension & brakes. So if you are not experienced, let somebody do it who is.

1. First loosen the wheel nut.
2. Next remove the wheel.
3. Next jack up and place securely on axle stands. Place two axle stands under the lower cross tube, and two under the gearbox cross-member. (One on each side.)

4. Remove Brake Caliper. Access to the top bolt is very tight. The Caliper bolts are  $\frac{3}{4}$ " AF. With the two bolts removed, the caliper can be hung out of the way using cable ties.

5. Now remove the wheel hub. Remove the split pin which retains the hub nut, via a hole in the spline. It's important to note how slack the hub bearings are before loosening. The nut is 1 and  $\frac{3}{16}$  inches. Once the split pin & nut are removed, a rubber mallet can be used to remove the hub.




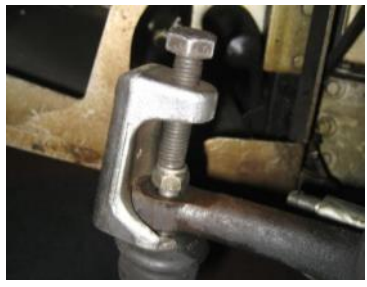







6. Next the damper. Top nut is  $\frac{9}{16}$ " Nyloc.
7. Once the nut is cracked it's necessary to use a 4mm Allen key & ring spanner.....





8. Lower nut is  $\frac{9}{16}$ " Nyloc. Access is a bit tight. It's important to protect the stub, so plenty of masking tape.





<p>9. Next the track rod end. Another 9/16" AF Nyloc. Once the nut is loose, use a splitter.....</p> <p>10. Leave the nut on the end to protect the threads.</p>		
<p>11. Next loosen, but don't remove the top bolt. A bit messy, but compressors ride round the spring, so I tried to keep them in place with cable ties.</p>		
<p>12. Incidentally, the stub was quite tight on the kingpin. Then I removed the damper blade at the thrust plate end. Two 7/16" AF nuts &amp; bolts. It simply pulls out of the chassis fixing.</p>		
<p>13. The kingpin bottom is a nyloc. It's 3/4"AF. I took this off, but replaced it loosely as it retains the rebound spring tension so is best left in place until the tension is released. The idea is to progressively loosen each nut &amp; bolt, and replace with longer bolts until all the tension has gone. The nut &amp; bolt on the left is removed pending the fitting of a longer bolt in order to continue. These are 1/2"AF. The one on the right is blocked by the reaction bar which must be either loosened or removed.</p>		
<p>14. Extended nuts &amp; bolts in place. I hadn't replaced the centre nut at this stage. The only tension left now is the rebound spring, and when that nut was removed it still has a kick. I should have continued with longer bolts each side, but no harm done.</p>		
<p>15. So, once the top bolt was taken out, the stub axle and spring assembly lifted out sideways and upwards. I'd expected to have to lower the kingpin from below. but that wasn't necessary.</p> <p>16. This job is incredibly messy, and I'm running short of old sheets.</p>		

<p>17. I had devised several schemes to remove the bushes. It occurred to me that a socket on the end of a long extension might work. I jammed the stub axle between two timbers over the pit, because my vice too small. The chosen socket was just small enough to slide down the inside of one bush, and then was angled against the inside end of the other. Many hard hits with a hammer, and..... The second bush is easier, because with the first bush out of the way, a larger socket can be used which has a better location on the second bush..</p>	
<p>18. Then after a degrease, a blow over of primer.....</p> <p>19. Followed by a coat of satin black. Note that the threaded shaft for the taper is available as a stainless part, but I have discovered that my new stainless shafts have the incorrect thread for these stub axles. The originals are a finer thread, so be careful. Cross threading the stub axle will be expensive.</p> <p>20. So that brings an end to my first stint, and <b>five hours</b> work. The problem with kingpins is that once you've done one, you must repeat the whole thing. Although the second pass is usually quicker because all the right tools are out and the technique should be better!!!!</p> <p>PS - All the fasteners so far have been AF. EXCEPT - the damper shaft on the stub axle is 7/16" Whitworth.</p>	

## ***Helpful Tech Tips from Dwight!!***

**Tonneau cover zipper** - In time, these zippers tend to separate. Lubrication seems to solve this problem. A classical method of lubricating zippers is to rub the edge of the open zipper with a candle. A mixture of bees wax and candle wax gives a softer wax than either by itself. Another lubricant that works well is a chapstick. Lightly rub the chapstick on the edge of the open zipper, then wipe the closed zipper with cloth or paper towel to remove excess lubricant.

**Source of replacement zipper** - Handcock Fabrics has order forms for Custom Zipps. They list zippers in a variety of materials, colors, widths, lengths, weights, and applications including clothing, luggage, sleeping bags, tents, and marine applications. I got a heavy brass zipper for my tonneau when the original Nylon zipper completely failed. It was about \$25 - \$30 and service was very prompt. I stitched it in place with tan thread, then took it to an upholstery shop and paid them about \$10 to run 2 uniform seams down each side with heavy black thread. The tan thread was then easily removed. Later lubrication of the old Nylon zipper with a chapstick allowed it to be zipped up very nicely.

**Bleeding clutch and brakes** - A length of hose (about 3/16" ID) and a wine or beer bottle is all it takes to bleed air from the system if you have a helper. If you do not have a helper, a hand vacuum pump will work nicely. I got mine from Sears. It works nicely, but the catch container that came with it had major air leaks. I took a 1 1/2" copper pipe coupling, soldered caps on both ends, and fitted one end with a threaded brass plug with O-ring seal for emptying, and 2 1/4" copper tubes, one going to the bottom and the other marked "P" only going through the cap. With the pump connected to the tube marked "P" and a length of clear plastic tubing from the bleed fitting to the other tube on the trap, pump up a good vacuum, then briefly open the bleed valve. When you only see fluid coming out of the system, the job is done. To avoid sucking air past the threads of the bleed valve or fitting, put some heavy grease such as wheel bearing grease around the bleed nipple. This source of air can fool you into thinking you are still pulling air out of the system.

**Adding brake fluid without spills** - A small brake fluid bottle fitted with a plastic cap with flip-up nozzle allows the bottle to be inverted closed without spilling. Place a clean towel near the master cylinder reservoir. Remove cap from reservoir. Invert bottle of fluid over the reservoir and then open nozzle. Squeeze bottle to dispense the desired volume of fluid. Close nozzle before moving bottle from reservoir. Cover top of fluid bottle with towel and remove from car area. Replace reservoir cap. Hold towel under the reservoir cap as it is removed or replaced. .

**Repairing rock chips in paint** - This is the best method I have found, but have not always used due to my tendency to rush the job. I have a small can of Connaught Green traditional lacquer touch-up paint. I use a small camels hair paint brush. Clean the chip of loose flakes by lightly turning the tip of a keen, sharp knife in the chip. Place a small drop of the paint in the chip and also place a similar drop on a piece of scrap metal. Allow the paint to almost dry. When the test drop is only slightly tacky to the touch but soft enough to dent with a fingernail, Wipe it lightly with a lint free cloth moistened with solvent. At various times, I have used xylene, paint thinner, or trichloroethylene. I use what I have closest at hand. The object is to remove the paint almost down to the level of the original paint. A trace of solvent on the surface of the new paint will give a good gloss as it dries. Sanding results in a frosted surface rather than glossy. It can be left slightly high as drying will cause shrinkage. If you have questions, call or email.

*Dwight Kinzer*



## Morgan Plus 8 review (2012 onwards) By Steve Walker, <http://cars.uk.msn.com/>

*[This is the same source and author that reviewed the Roadster 3.7 in the last issue of the newsletter. It is interesting to note that he prefers the Plus 8 to the Roadster. Ed.]*

A powerful modern V8 in a timeless classic car body, Morgan's Plus 8 sounds a beguiling combination for car lovers.

What – Morgan Plus 8 (2012 onwards)

Where – Malvern, England

Date – October 2012

Price – £85,200 (including VAT)

Available – now

Key rivals – Aston Martin V8 Vantage, Maserati GranTurismo, Porsche 911, a V8 classic car.

Dangerously alluring for anyone with a soft spot for motorcars, Morgan's Plus 8 looks expensive and flawed but time at the wheel tends to wipe such concerns away.

**We like** – V8 performance, V8 soundtrack, unique looks.

**We don't like** – hefty price tag, lack of safety equipment, lack of boot.



### First impressions

It was true in 1968 and it's true now – you can't beat the sound of a V8. The difference is that new cars running on eight cylinders tend to isolate their drivers from them with layer upon layer of metal, glass and sound-insulating fluff. Morgan's Plus 8 is one of the few new cars that doesn't, it seems as if it's just you and that great charismatic lump of engine. But then, this car has been around since 1968.

To be fair, today's Plus 8 isn't quite that old. The latest version was launched in 2012 with the aluminium chassis from Morgan's Aero 8 supercar and a 4.8-litre engine paired with a six-speed manual gearbox, both sourced from BMW. The technology under the surface is resolutely modern but, this being a Morgan, the surface itself owes more to sports cars of the 1930s than anything from the last 50 years.

There are no airs, no graces and very few mod cons. What Morgan offers for the £85,000 price tag attached to the Plus 8 is a taste of motoring from a different age - that and the unfettered rumble of a very big V8 engine. The question is whether that's enough?

### Performance

Contrary to the impression you get when you stare out over the long multi-louvered bonnet of the Plus 8, this is not a big car. At 4m long and 1.7m wide, it's got the footprint of a large-ish supermini and it weighs 1,100kg, which also puts it in the small family car ballpark. Of course, small family cars do not have 367hp V8 engines.

With all that power and 370lb ft of torque, Morgan says the Plus 8 can see 60mph in 4.5s and blast on to 155mph. It's fiendishly quick and a match for the other performance cars that occupy its elevated price point. There's no traction control or stability control so you need to exercise plenty of caution when feeding the power on – particularly as the throttle pedal feels feather-light underfoot.

*the rising, throbbing sound from the exhausts is bouncing back at off the scenery*

The damp roads of our test route were layered with autumn leaf mush and any over exuberance with the throttle on the exit of corners had the tail wagging like the flaps of the leather flying helmet that really should come as a no-cost option on this car. All the time the rising, throbbing sound from the exhausts is bouncing back at you off the scenery. It's quite an experience.

### Ride and handling

The driving position is high and upright for a sports car and the steering wheel is very close to you. Once you're in, however, it's very comfortable and only the exceptionally tall will have serious problems fitting themselves in.

The **Plus 8's steering is power assisted** and quite light while the gear change has an old-school mechanical weight to it. Despite issues with deploying its power on the very slippery roads where we tested the car, the handling is quite predictable, even benign. You're left in no doubt when the grip levels are running out and the steering feels quick enough to rectify any problems.

*Continued Next Page*

The car is quite stiffly sprung, so low speed bumps can be jarring, but when you get going the ride is far better than you'd guess by looking at the apparently ancient bodywork. In dry weather, the Plus 8 would actually be a decent long distance car, even more so if it had a boot.

### Interior

There is no boot and the rest of the interior does without a lot of the things you expect to find in a modern car too. For a vehicle costing £85,000 it does feel quite basic but the build quality is passable and whatever isn't dipped in chrome is wrapped in leather.

If you do need to take anything with you on your journey, it will have to be squeezed into the tiny void behind the seats, dropped into the passenger footwell or attached to the optional external luggage rack with bungee cords. If it's still there on arrival, consider the journey a success.



*It's definitely a car that works best in the sunshine*

There's a start button at the centre of the dash for stoking the V8 into life, three (count 'em) windscreen wipers and big old-school instruments mounted centrally on the dash. For the purpose of keeping all this dry there is a canvas roof that's less that proficient at keeping moisture on the outside. The Morgan Plus 8 is definitely a car that works best in the sunshine.

### Economy and safety

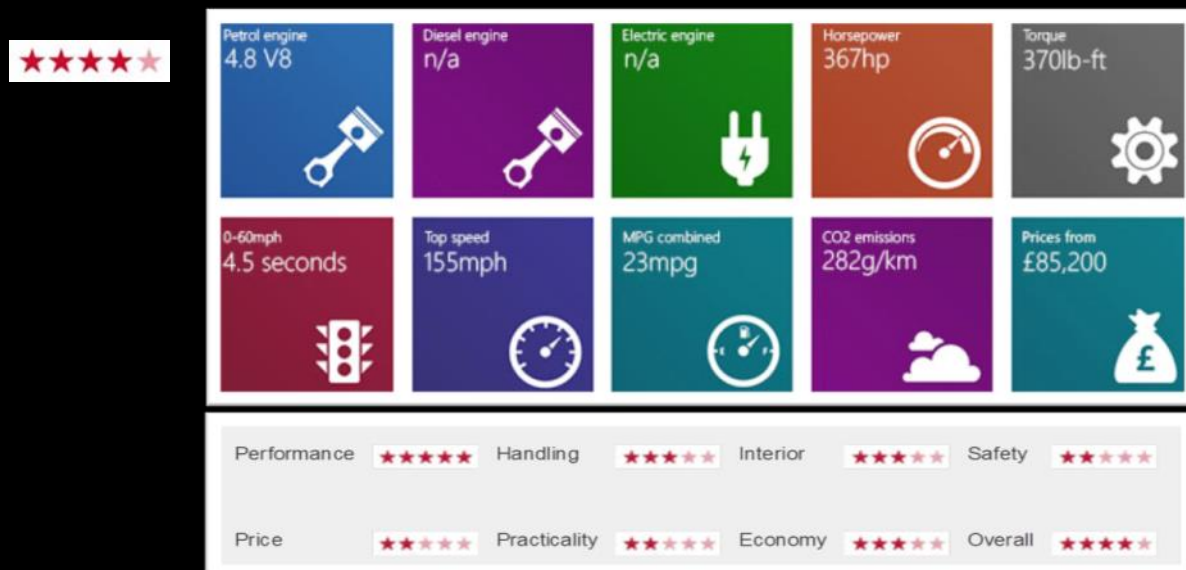
Safety kit is for wimps and Morgan owners take to the road with little more than a stiff upper lip for protection. Seat belts and ABS are legal requirements and that's pretty much all you get. The 55-litre tank means that even with respectable combined cycle economy of 23mpg, you don't get that far between fill-ups. The CO2 emissions are pegged at 282g/km, although there is an automatic gearbox option that lowers this to 256g/km while boosting economy to 26mpg.

### Verdict

Driving the Morgan Plus 8 is a never-to-be-forgotten experience. The car puts you at closer quarters with a fantastic, throbbing V8 engine than virtually anything else on sale. Cars simply don't look, sound or feel like this anymore and that gives this Morgan a trio of highly valuable, unique selling points.

Naturally, the idea of spending £85,000 on a car with the Plus 8's limitations will only get off the drawing board with a select group of customers and their incredibly understanding spouses. You could buy a modern Aston Martin or a Porsche and own a car that would cosset you, carry your luggage and keep the rain out as well as being exciting and entertaining. You could but it wouldn't give you the same emotional connection you get with the Plus 8. It's a car that just makes people smile.

### Scorecard





# 1909



2013 US (and a few International) EVENTS

# 2013

As the year winds down, the weather improves. The heat and rain have gone away. A perfect time to get the car out and enjoy the fall.

There are still lots of things happening in the MOGSouth Region. There are a number of major Concours in the area as well as other shows and races. Time to Play!

GatorMOG has another Noggin on the calendar and the Christmas Party will soon be upon us. Plan on being there!



- **GatorMOG Sarasota Noggin**, Oct 10 - 11, Sarasota FL
- **Euro Auto Festival\***, Oct 18 - 20, Greenville-Spartanburg, SC
- **Petite Le Mans at Road Atlanta**, Oct 19, Road Atlanta Braselton, GA
- **HSR Savannah Speed Classic**, Oct 24 - 27, Hutchinson Island, Savannah, GA
- **Hilton Head Island Concours d'Elegance\***, Nov 1 - 3, Port Royal Golf Club, Hilton Head Island, SC
- **Winter Park Concours d'Elegance\***, Nov 8 - 10, Winter Park, FL
- **Formula 1 US Grand Prix**, Nov 17, Circuit of Americas, Austin, TX
- **MOGSouth Christmas Party**, Dec 7, Black Mountain, NC - David & Sarah Chiles Hosting \* **New Location\***

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

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

- **All British Classic Car Show**, Feb 9, **2014**, Royal Palm Place, Boca Raton FL
- **GatorMOG Orlando Noggin**, Feb 22 - 23, 2014, Orlando & Vicinity, FL - Braunstein Hosting
- **Amelia Island Concours d'Elegance**, Mar 7 - 9, **2014**, Amelia Island, FL
- **MOGSouth Spring Meet**, Mar 28 - 29, **2014**, Charleston, SC - Charlie Miller Hosting w/ help from Gordon King
- **Orlando All British Car Show**, Apr 5, **2014**, Mead Gardens, Winter Park, FL

## 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 Cars at Chelsea Auto Legends 2013** (A few quick bits on things to come)

**Rush - Official Trailer #2 (HD)** Chris Hemsworth, Olivia Wilde (It will be here soon . . .)

These next two videos are not in YouTube, so just click on the link.

<http://science.discovery.com/tv-shows/how-its-made/videos/morgan-craftsmanship.htm> (Only about 2 minutes of the show but good. I was surprised to be sitting there in front of the TV when it came on.)

<http://science.discovery.com/tv-shows/how-its-made/videos/engine-installation.htm> (Another 2 minutes of the show.)

**Wood Frame Sports Car - How It's Made Minisodes** (Another Discovery Channel video of the factory. Much the same, but this one shows some good manufacturing bits. Worth watching.)



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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** - Given the geographically distributed nature of MOGSouth, everyone doesn't get to every event. And, unfortunately names and faces are getting harder to remember. **Have you found your badge yet?** If not, order one from Randy. And as soon as you do, you'll find the one that's missing. No sweat, now you have two! Much better than relying on the paper *'Hello, My Name is \_\_\_\_\_'*. These leave a sticky residue and don't last too long.

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

*Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or contributions to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).*

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 8/13

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

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

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

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

