

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 8/14

MOTORSPORTS Morgans and More . . .

This issue of the MOGSouth Newsletter is another of those without a big lead in MOGSouth story to highlight. It does, however, have a prevailing theme . . . **Motorsports**. There are a great number of folks in the club that are big fans of all things that go fast and have provided us with some great race reports from places all over the world, but oddly enough, none of them are in the MOGSouth region? That being said, there are actually a number of races scheduled over the next few months, that actually are in the MOGSouth region. So, if you go, be sure to report back so that we can share the excitement with the rest of the membership. The Morgan content of these race reports varies from just a little . . . to quite a bit. But, given that this is a Morgan Club newsletter, there is in fact, *some Morgan* content in each of them. And, to add some variety and spice to this newsletter we have some good Morgan technical bits and eclectic reads, as well as all the usual MOGSouth stuff. Be sure to read the **MOGSouth Updates** to get all the latest news on the upcoming **Fall Meet** and note the new stuff on the **Events Calendar**.



BENTLEY DRIVERS RACE MEET SILVERSTONE SATURDAY 2ND AUGUST

[A race report from the August Bentley Drivers Race at Silverstone UK, by Ian Shelmerdine. Ian and Barbara are wonderful MOGSouth members that share their time between the UK and Florida. Ed.]

Barbara and I arrived around 10.30am in warm sunshine with a slight breeze. We should not have been fooled; we parked the tin top (Morgan stayed home as we had driven 250+ miles to Melvin Rutter's emporium on Friday to collect parts for the Coupe re-build), and headed to the paddock to check out the cars.

As we next walked over to The British Racing Drivers Club area to ensure it was open and OK to use we bumped into Tony and Mary Oliver good friends and the Morgan Sports Car Club Competition Secretary just as the first shower started. We bade the farewell and got under shelter in the thankfully open stand. Qualifying was well under way and some good racing was a distraction from the rain although not much fun for the drivers.

This race meet was the 65th for Bentley at Silverstone and also celebrated the 60th Anniversary of the AC owners club. There were to be 9 races in all and the usual Bentley Car parade to start the event. The parade kicked off at 12.20 followed by a parade of AC's.

The first race for MG T types (only one entered?) AC's and Morgan's with an MGA twin cam thrown in, was in the wet. Number 69 piloted by Tony Hirst spun out and dropped back quite a way down the grid then began storming his way forward to take the chequered flag in the 15 minute race aboard a 2012 "Baby Doll" plus 4, 2nd was the 1962 +4 super sport driven by Richard Plant 3rd was another +4 (1960) piloted by Simon Orebi Gann the Twin cam took 4th place in what was a closely fought race.

The 2nd race was the Aston Martin Owners club Intermarque Championship which was much louder and faster with a range of Porsche's Aston Martin's and Ferrari's. Unfortunately the rain came down like stair rods and the track look more like a river in flood so quite rightly the clerk of the course red flagged the race and under the safety car the racers were directed to the garages to dry off and await a re-start. The rain eased a little and out came the tractor and road sweep to clear the track as best they could and for sure they did a good job where we were at Brooklands, Priory and Luffield corners. The race was re-started and was now to run for a further 25 mins staring under the safety car to let the drivers appraise them selves with the track conditions, this is exactly how race one started. The safety car pitted and a good race in very wet conditions was off again. A fast and exciting race it was with Ferrari taking the flag and Ferrari and Astons the next 3 places. Due to the delay of that race the program was obviously running late but the turn around between races were extremely well managed by all



Blower Bentley! Just waiting in the rain . . .



AC with Jaguar D Type lurking behind in the Garage . . .



Millions of Dollars of Bentleys lined up in the paddock . . .

Article and Photos Courtesy of Ian Shelmerdine

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concerned and the very wet Marshals did a splendid job.

Race 3 was all AC's with most being AC Ace Bristol's a couple of AC Aceca Bristol and one lonely AC Ace. The track was drying but more showers threatened. Needless to say AC Bristol's took the first 4 places.

Race 4 was an all Bentley Scratch race and of all types were on track, TT, 3/4 1/2 Ltr, 4 1/4 Ltr Turbo R MKV special This mix dating from 1921 to 1951 and looking fully up to date a 1990 Turbo R. I could not hear the tannoy for the roar of engines so cannot provide placings but suffice to say it was great fun to watch.

Race 5 was the Aero Racing Morgan Challenge with 6 classes represented and 30+ cars on the grid at the start. Those who follow this challenge and in fact many other races where Morgan's are involved will know the usual force to be challenged is the racer Keith Ahlers also a great collector of rare Morgan's and the owner of TOK. Keith was in pole position and made a fast start but with Philip Goddard in close behind it was clearly looking to be an exciting race.

The track had suffered yet more heavy showers and was not a day out drive for any of the drivers. Several good battles were seen across the field and classes but a car spun off and the race was halted under the safety car until the track could be cleared and the car recovered. The grid bunched up under the safety car so the leaders lost their advantage. The safety pitted and away they went again. Ahlers was once more in quick mode and took the flag with Goddard in 2nd number 11 Christian McCarty came in 3rd. Naturally the various other drivers will be given class wins/places regardless of the actual position across the line.

Race 6 was another great mix as an all comers handicap of 8 laps. There were too many marques to list but Lotus, Morgan, Caterham, Ford (Sierra Cosworth) Jaguar (D type) Allard, Lancia, Bentley and many other were represented. Making the field even more interesting were single seat racers such as Mallock and Crossle. We missed who took the flag but a Lotus and Caterham took 2nd and 3rd.

Race 7 was another all Bentley race this one being like race 6 a handicap Very much the same mix as the earlier Bentley race but the handicap making it very interesting. The cars were set off according to their handicap so the 1990 Turbo R was let go when the first car out had already completed 2 full laps in this 8 lap race and he still finished 4th behind a 4 1/4 ltr, a 3/4 1/4 ltr and a 3 ltr proving the handicap settings were not bad.

Time was getting on and at 5.30pm as race 8 just started and heavy rain descended we decided to run for the car and make the 166 mile home arriving a little after 8.00pm. The whole trip from home to Melvin Rutter's, Silverstone, our hotel and home was a little over 500 miles and we achieved 51.4 to the gallon and averaged 63 mph (Peugeot 408 Station wagon 2ltr turbo diesel).

Ian



Morgan Garage with Keith Ahlers' #8 and helmet shown . . .



Morgans too tough for the garage . . .



The Morgan pack at Woodcote corner . . .



PUT-IN-BAY, OHIO ROAD RACE REUNION AUGUST 25 - 27, 2014

GatorMog and The Morgan Three Wheeler Club are now recognized in stone to commemorate the final street race in Put-In-Bay in 1963. The stone is located on Catawba Ave. at the corner Concord Ave. to mark the spot where a front engine Elva driven by Jack Garlinghouse hit a phone pole trying to avoid either a spectator or a dog depending on the story. The Elva hit just a little off center of the front so instead of pushing the engine back into the driver it sheared off the intake manifold which is probably what saved him. As the crowd gathered around the demolished car, the driver was now where to be found. A frantic search found him unhurt sitting under a large bush having a cigarette.

That incident ended the wheel-to-wheel street racing in Put-In-Bay until it was revived 6 years ago on the airport course. For those of us now used to tracks with formal visitor fences and Armco it's now like traveling back in time, join us next year for the fun, 2015, in late August. *Rick Frazee*

[Rick Frazee sent this note and picture of the commemorative rock. He raced his newly rebuilt Bug-Eyed Sprite at Put-In-Bay this year and his 1950 F Super ran last year. If you read the small print you'll see the Morgan Three Wheeler Club and Gator MOG dedication. Rick promised to provide more on the Put-In-Bay race next issue. Ed.]



PUT-IN-BAY - REPORT FROM 'SOUTH'ERN CANADA ?

Dave Hornby traveled south (yes South) from his home in Canada to Put-In-Bay, Ohio for the Race Reunion. Although, not a member, Dave is loosely tied to MOGSouth, having found his gorgeous red, low mileage 1998 Plus 8 with MOGSouth/GatorMOG assistance in Jacksonville, FL.

Dave sent us these pictures of the Morgan action at the track. Dave's red Plus 8, adorned with the #98. The green flat rad is a bit of a mystery. It has some Plus 4 and some Series 1 4/4 elements. It has a 1948 (?) Plus 4



moniker on the windscreen placard but that is a post war Series 1 4/4 dash? In talking with Rick Frazee, he said that that the car belonged to Charles Hayes from South Bend Indiana and MOGSouth's Fred Sisson restored it for Charles. However, since Charles doesn't race, Fred took it around. He also said it didn't have the stock motor, so it's all a bit unknown. **Fred can you help us here??** *[According to Dave, there were a few other Morgans and Morgan owners in the crowd. Put-In-Bay looks like good fun, and worth the trip, if your schedule allows. Ed.]*



2014 GERMAN GRAND PRIX HOCKENHEIM, JULY 18 - 20



Shortly after all of my non-refundable payments were made, the trip to the German Grand Prix started to look like something right out of a Chevy Chase vacation.

First, US-based GP Tours informed me that participation in their tour was really low due to everyone going to the Austrian race, so they were re-booking the few of us who had signed with them to a British-based tour company instead. Airport-to-hotel transport was not provided, so instead of an easy bus trip from Frankfurt to Heidelberg, I had to figure out how to get to Bad Dürkheim, wherever that is. Airport to hotel wasn't a big deal, since I had all day Friday to get there, but I had a noon flight back on Monday, so I had to have a pretty dependable plan for the return. It turned out that there were two options. Book a taxi for about \$400 round-trip, or go by rail, which involved three to four trains each way with layovers shown in the five minute range and train-to-train travel time in the ten minute range. I finally found a very roundabout three train route that would do the job, assuming that I could make the 10 minute runs between trains in fewer than 5. Then, the evening before my departure, I was informed that my flight from Charlotte no longer existed and would be replaced by one 4 hours later. I was starting from Greenville, so that meant a 7 hour layover at CLT and it meant that all my painfully made train reservations were impossible to use. One bright spot, however. The long layover gave me a chance to try a glass of Red Oak lager, which was really great. But, at \$10 a glass, I didn't ask for seconds.

Anyway, I eventually got to Frankfurt, and a helpful agent at the German Rail office spent a great deal of time creating a new itinerary for me that still included the impossible connecting times. It turned out that these were figments of someone's imagination since the transits were from one track to the next. So, after all the fuss, I still got to the hotel before the check-in time of 2 P.M. and, this being Germany, it was impossible to release any rooms before then.

Luckily, while I was at the desk having this explained to me, the British tour guide appeared and said that he had the same problem and was coping with it at the terrace bar. That's when the weekend suddenly went from disaster to delightful. Before long there were six fanatical British F1 fans, a family of four from Florida who were also on the trip to the British GP two years ago and I drinking Bitburger drafts on Grandstand Tours' tab and making plans to meet at 5:30 for a couple beers while we decided where to have dinner. As we had those first few beers, we got an explanation of the strange structure immediately behind the hotel that was responsible for the town's designation as a spa.

This was a structure known as the "Gradierbau" which was a 300 meter long, two story high building in which the entire second story was a ten foot deep by about 12 foot high assembly of horizontally laid twigs. Like a 12 foot thick thatched roof. Water was directed from the roof over the ends of these salt-rich twigs creating a salt-water spray and emitting what was claimed to be ozone. By the time I walked the entire length of the structure to reach the entrance, made a round trip on the second story walkway adjacent to the twigs and walked back to the hotel, I had absorbed enough ozone that NASA could have stuffed me into a nosecone and shot me up to plug a hole in the layer.

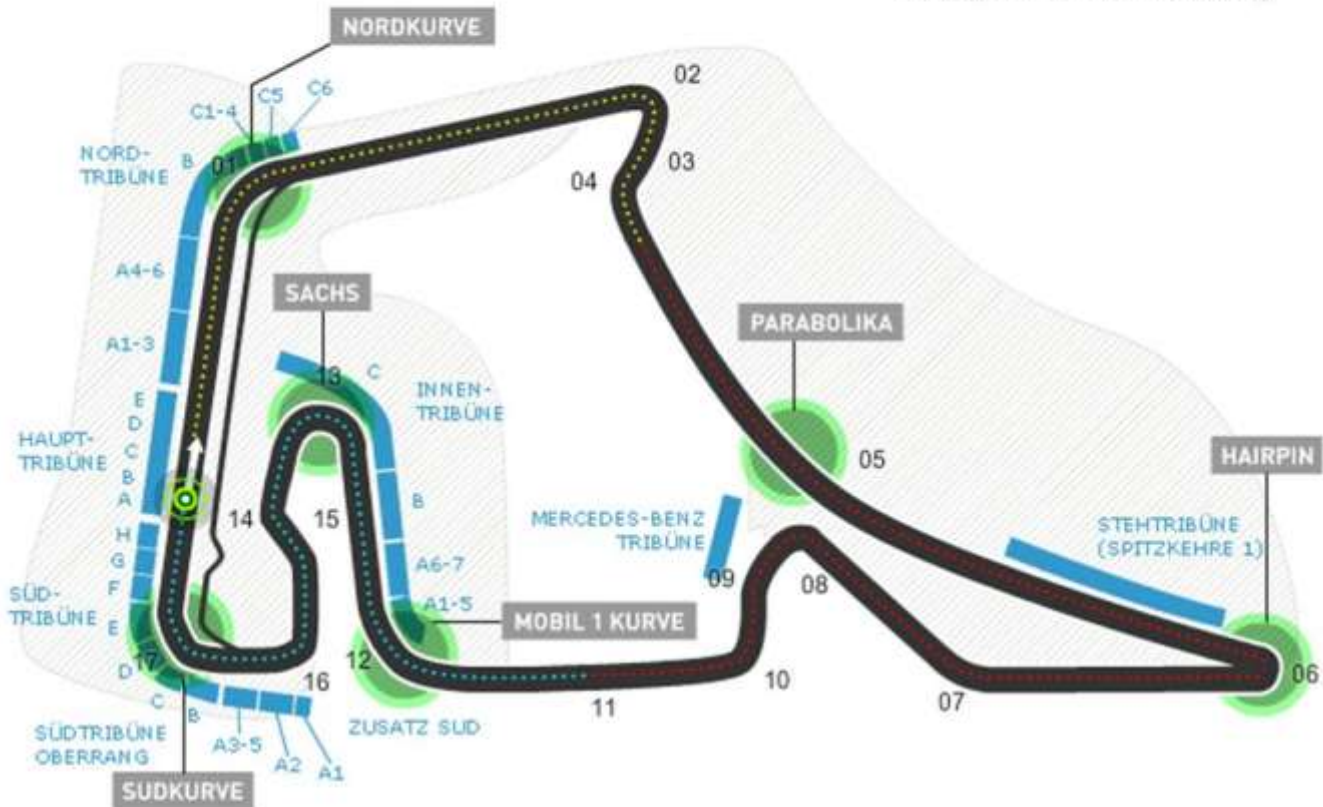
So at 5:30 we met to have "a beer" and decide about dinner, and at 8:00 we decided to walk across the parking lot to a restaurant which was located in a wine barrel. Yep. A real live barrel, about 49 feet in diameter, with a



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FORMULA 1 GROSSER PREIS SANTANDER VON DEUTSCHLAND 2014

<http://www.formula1.com/>



Key & Interactive Elements



Sector 1
Sector 2
Sector 3



Info / Image Points
(2013 data)
Start / Finish
Speed Trap
(2013 data)

ON / OFF
ON / OFF
ON / OFF

Grandstands

Turn Numbers / Names

DRS Information

ON / OFF
ON / OFF
ON / OFF

calculated capacity of 1.7 million liters, or about 450,000 gallons. The food and the service were so good that we ate there all three nights, although the beer-fed deliberations about the restaurant choice were so involved that we normally didn't get there until a little after ten.

And, in between the food and drink, we did go to the track. Hockenheim was a delight. The track is right in town, but the logistics were so well planned that our bus went right through the heart of the town with absolutely no traffic backups and we were dropped off at a street that led right into the track. Plus, there were no gates. We walked onto the grounds and strolled through all the food and souvenir stands, past the museum and GameStop and past the stage where drivers would be interviewed and sign autographs with no tickets required. I wonder how many of the hundreds of people waiting in line for Vettel's autograph on Saturday afternoon actually had tickets for the race.

Tickets were only required to get into the grandstands or viewing areas. My seat was in the upper level of a structure at the exit from



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the last turn that allowed me to see about half the track and most of the turns. It also had a mezzanine level between the upper and lower sections that included a food court, bars and bathrooms, so it was possible to spend the day there without ever leaving the grandstand building. I did take advantage of some of the non-F1 events to spend some time roaming the grounds, visiting the museum and enjoying some of the sights.

Would you believe a miniature tropical resort, with potted palm trees and three wading pools where people paid good money for the chance to sit on the side and soak their feet? For the less wealthy, the local fire department also had a truck which shot water high into the air, creating an open air mister for anyone who wanted to cool off. Did I mention that the temperature was in the mid-90s all weekend?

And some of the pre-race entertainment was also good. During the drivers' parade, a German TV network interviewed the four German drivers immediately in front of our grandstand, so we got a really good look at the drivers. And a marching band, in medieval costumes, put on an amazing show as they passed by. There had to have been close to a thousand band members.

Back to the racing. It was great. The battle between Alonzo and Vettel was outstanding, and watching Hamilton work his way from 20th on the grid to 3rd place at the end was incredible. And the weather, although incredibly hot, cooperated perfectly. It rained for the GP2 race in the morning, which didn't really matter. They all crash in the first corner of the first lap regardless of the conditions. And it rained again as we were walking back to the bus. But, it stopped long before we left the outdoor terrace bar at a little after 10 for one last dinner in the wine barrel and complimentary glasses of peach schnapps from the restaurant manager.

And, after a farewell party on the terrace, I was able to start packing by 1 a.m. on Monday. All in all, a really great trip, thanks to a great bunch of Brits, two of whom had the last name of **Morgan**.

John Tuleibitz

[Being a big F1 fan, I watched this race on TV, but I never saw John . . . Andrea? I think we need a bigger TV! Ed.]



Max Chilton of the UK, Parades the track prior to the race in a Morgan! (Driver for the Marussia F1 Team)



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

The Morgan SP1 (Special Project 1) (The Morgan SP1 is a one off, bespoke creation that has been commissioned through the Morgan Special Projects Division. Its evolution described by the designers and fabricators.)

Wrapping the Morgan 3 Wheeler 'Shmee Wheeler' at Dub Customs (Worth watching if you have any interest in the vinyl wrapping process or have a M3W and want to change the color.)

Slr (Early footage with Bill Fink of Isis Imports with early SLR racing (and other vintage race cars) and views of San Francisco and Pier 33.)

The Godfather of Formula 1: The Gordon Bennett Story – XCAR (Gordon Bennett was a millionaire playboy, perhaps with more money than sense. . . .)

http://www.markedentertainment.com/why_case_modern_family.htm (Morgan featured in the Sit Com 'Modern Family.' Not a YouTube video but if you click the link it should work.)

The 1933 Morgan Super Sports "Spitfire" Pickup Trike (This Vintage trike was once owned by Rick Frazee. He had it when it was in pieces and copper/rust colored. Now it is a bit fancier.)

L'Oréal Paris Men Expert Vitalift 5 TV Advert Hugh Laurie (This is not a cliché . . . Hugh Laurie of 'House' fame . . .)



THE SAGA OF A 4/4

Back in mid 2011 my wife and I decided that if we wanted to go to more Morgan events we would really need something better than our 1933 three wheeler. I was not a fan of the +4 and did not have the finances to purchase a used roadster. I had been brought up on the 4 cylinder ford engine so decided a 4/4 was the car we needed to find.

4/4s are not as common in the US as the +4 for some reason. Eventually one came along in Minnesota. I spoke at length to the owner and he sent many photographs, after a lot of dickering I ended up with the car. It was shipped to our then home in CT. Upon arrival I wondered what the heck I had done. The car was far from what the seller represented, and all the pictures it turned out were taken during a previous refresh 17 years earlier!

We drove the car a little before we realized that it was a mess, and would require a complete overhaul. I took the car completely apart, found the frame rusted beyond economic repair and the body tub in such a state that nothing was salvageable. To give you an idea, the passengers side door sill consisted of a piece of pressure treated 4x2, a piece of 2x2 two angle brackets from a local hardware store and a bunch of fiberglass!

I was now in the position where I either had to part the car out or attempt a full rebuild on a budget. I was lucky in getting a frame from Don Simpkins before he finished frames for the year (Don does metalwork in the winters and woodworking in the summers) which was shipped to CT. I had put together a list of the wood I would need ready to get my Daughter in Law's Uncle to source for me as he had for the three wheeler, when a chance conversation with Linda Eckler revealed that the factory was short of work and would do a deal on a skinned body tub. A deal that I could not refuse.

Shortly after the tub arrived and Larry helped me layout the necessary holes, I found out that the company I worked for was selling out their share of the Joint Venture where I worked and that I would need to find a new position in the company. I had six months to do so!

To make a long story short I relocated to Savannah GA into a rented house. And just to give you an idea of the issues we faced we moved from a 3800 sq. ft. home with 1500 sq. ft. of basement, an oversize 3 car garage and separate free standing garage to a 2500 sq.ft home with no basement and a 2 car garage! The car was moved in many boxes on a rolling chassis.

After nine months in Savannah we held an 80th birthday party for the three wheeler to celebrate 80 years since it had left the factory. Those who attended were treated to a loosely assembled pile of parts that somewhat resembled a 4/4.

Since then I have managed to have the engine rebuilt,



get all the panels painted and have finished the major assembly. I made a completely new dash, and rewired the car to have relays and fuses, all lights, with the exception of the head lights are now LEDs. Was it all easy, heck no! Even assembling everything before paint, nothing wanted to go back where it came from when painted. Small things like holding the wing tape in place whilst setting the rear fenders or the cowl in place turned into cursing sessions.

I did do one assembly job different than recommended and that was install the rear fenders to the body tub whilst it was off the frame and upside down. I figured having gravity work with me to hold them in place rather than against me would be better. It still took over 3 hours to fit the first fender as it would not move easily on the wing tape. I figured that lubrication was the answer and the second one was fit in 30 minutes.

During the rewiring I changed from positive ground to negative and had a couple of fun moments when I nearly set fire to the car. All I will say is if you do a conversion, do not try and reuse the old battery and starter cables but buy new color coded correctly. I had used the old cable from the starter solenoid to the starter which was black as it should be for a positive ground car. When I was looking for a good ground for a cable that was a common ground for the instruments I saw the black cable and hooked to it! Yep you guessed when I cranked the engine all hell broke loose

This small adventure cost me a rev counter, fuel gauge, oil pressure line and additional ground wires. You have been warned.

The yellow box on the firewall is a CD ignition from Fred Winterburn in Canada. I am very pleased with it. I do need to figure out a better wiper motor, these old ones are sloooooow.

I am now able to drive the car, I still have all the interior to refinish and need to get a hood and tonneau made so that I can be ready for club outings. Presently I am working on replacements for the wooden seat bases and installing seat belts, once this is done it is on to side screen refurbishment whilst I wait my turn in the upholstery shop.

Has it all been worth it? Only time will tell. I am into the car for rather more than I originally planned but that is nothing unusual. I hope by late fall I will be complete and able to join in some of the south east group tours.

For now I content myself with tearing round the local roads scaring old ladies and children

. . . . with a stupid grin across my face.



Peter Ballard



SuperDave's Garage

(770) 330 - 6210

dbondon@bellsouth.net



Offenhauser plus 8 (3.5L) intake manifold with Holley carb. \$200.00



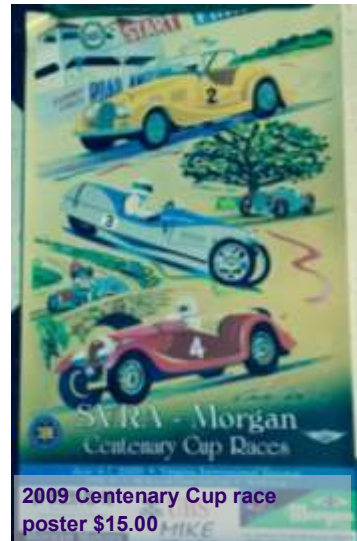
Original Plus 8 shocks. Low miles \$25.00/pair



Super Sport bonnet scoop for Weber carb set up. \$150.00



Astrali 15" leather rim steering wheel with splined hub. \$150.00



2009 Centenary Cup race poster \$15.00



55" aluminum mid year Plus 8 bumpers.

One small ding in each. \$150.00/pair

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MORGAN PLUS 4 CROSSES CONTINENTS AND OCEANS FOR NEW OWNERS

Benjamin Shahraban, <http://www.petrolicious.com/>



Cars often take long journeys on their way to our ownership, and sometimes it is not just the number of miles on the odometer, but the criss-crossing of continents too. In 1955, Mr. Robert Riley, then an eighteen-year-old American soldier serving at the British Royal Air Force base in Scunthorpe, England, purchased a car that checked all the boxes for him—two seats, convertible, and...wood framed. Yes, it could only be the Morgan Plus 4. With a two-liter Triumph engine and skinny tires all around, the Morgan must have been sprightly. And while 100-horsepower doesn't sound like much today, because of the wooden frame underneath, the car is very light. Robert had the car shipped back to his home in Maryland when he returned stateside three years later.

Photography by Christian Baumann, Controluce, for Petrolicious

He kept the Morgan a couple more years before selling it, and the car made another journey, this time further westward. The Morgan went to Californian Mr. Glenn Streeter (later the owner of the "Rock-Ola" company that continues to manufacture and sell jukeboxes to this day). Glenn exercised the Morgan regularly around the Los Angeles city of Torrance, and continued Robert's meticulous and documented upkeep. Receipts from the freight insurance of the car's shipment across the Atlantic, to a bill for sixty-five cents for "filling up the battery," everything is still there, and helps tell the story of a car that was clearly cherished.

Around the time the original owner was serving in England, current owner Mr. Helmut Marten was born in California. He now calls the gentle hills of Taunus, Germany home. But in 2009 when looking for a Morgan to add to his collection, Helmut found the one that Robert and Glenn had enjoyed, close to his birthplace! He didn't think twice. He booked a flight, checked the car out and drove it, then purchased it on the spot. Once more, the car crossed the Atlantic Ocean.

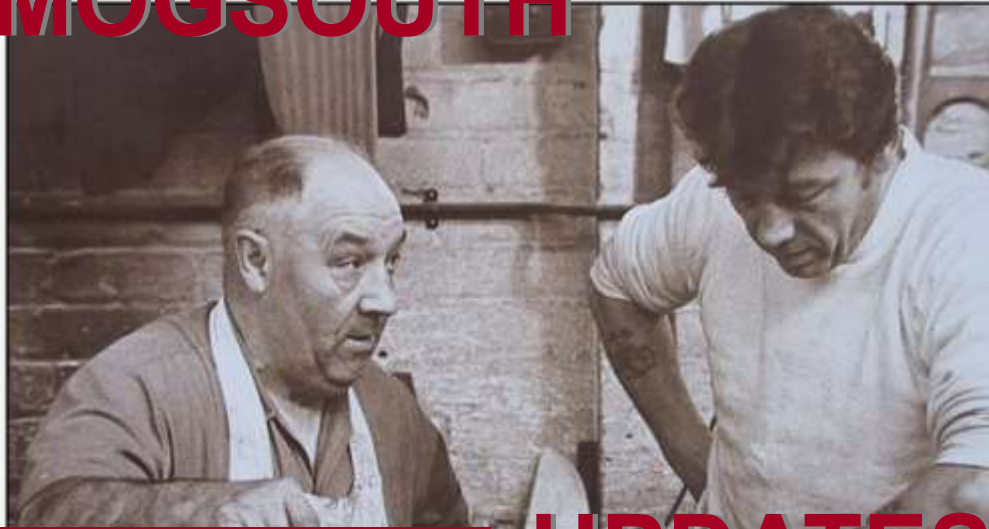
For Helmut, the Morgan is the perfect car. He fits into it perfectly, likes that the Morgan is handcrafted and that he can perform repairs and maintenance in his garage. In 2013 Helmut made another journey, the 1000 kilometer (~600 mi) trip all the way up to Malvern, England where this Morgan left the factory in 1955. **Another journey home.**



[One of the things that I think makes Morgan ownership interesting are the varied stories that come with our cars. Some stories are better than others but we all have a tale to tell. Whether the cars have traveled across the ocean as this one has or just rambled around the US for awhile, is significant. Even the receipts for maintenance and repair add to the car's history. So, when the car leaves your keep, you'll want to be sure to include the car's stories as well. Ed.]



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

The Fall Meet is approaching very, very quickly and the deadlines for making your hotel reservations and dinner reservations have already passed (or will in days.)

So you need to act now or miss all the fun, or at the least you may not get all the good price breaks and deals that have been arranged on your behalf.

If you have information that needs to be disseminated to the greater membership, let us know. This is your newsletter and this is the place to do it. If more it's more 'urgent' send us an email at mogsouth@yahoo.com and we forward it out over the net.

Monthly Club Gatherings !!

ATLANTA GA AREA MOGSOUTH BREAKFAST!

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

ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

Other Announcements Of Interest !!

2014 MOGSOUTH FALL MEET 19 - 21 September 2014

Lodging: Note Name Change: ~~Holiday Inn Express~~ is now **Gateway Inn & Suites**, Dillard, GA; Everything else remains the same. \$85.14 + tax; call **706-746-3585** (number changed from previous announcements). The **MOGSOUTH** group rate and block of rooms were supposed to be held only until Sep 3, 2014. But if you haven't made your reservations, you can still try. The plan for the meet is as follows:

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

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

Depart Dillard House at 11:30AM. Lunch OYO and tour Highlands. Come to the Noggin, even if you don't stay for dinner. Noggin starts at 3:30 PM at King Mountain Clubhouse (midway between Highlands and Dillard), with catered dinner at 6:30 PM: ribs / pulled pork / Brunswick stew / baked beans / squash puppies / cole slaw / rolls.

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

ACTION REQUIRED

Make sure you sent your check for \$13.50 per person to Pay for the Saturday Dinner to Jim Clark, 62 Foxcreek Rd, Highlands, NC 28741. He needs the count by September 5. If you haven't done it yet, do it or call him to discuss. Jim and Colette Clark, 62 Foxcreek Rd, Highlands, NC 28741 home 828-526-3926 or cell 828-200-0960. Questions, please call or email Jim @ 23dmarines@gmail.com.

AND OTHER THINGS YOU SHOULD KNOW !!



MOGSOUTH 40TH ANNIVERSARY (SPRING 2015) MEET UPDATES!

As of **August 2014**, we have most of the schedule defined and will start the registration process in the next few weeks. We are approaching this meet a bit differently than others because of the number of folks involved and frankly, we think it's a big deal. In case you have been hiding your head in the sand, the MOGSouth 40th Anniversary meet will be held the first weekend in May (1st - 3rd) 2015 in Aiken, South Carolina. We have a full slate of exciting Morgan activities planned for the weekend starting Friday afternoon. The weekend activities will finish with a banquet on Sunday evening. So plan your travel time and hotel reservations accordingly. **You don't have to be a MOGSouth member to attend.** All members of the Morgan community are welcome, regardless of club affiliation or car ownership. As is the norm for all our meets, there will be a complementary hospitality suite (or designated location), at the Hilton Garden Inn, provided by the MOGSouth treasury, open Friday, Saturday and Sunday, for Morgan 'Noggin and Natter' and whatever else.

You do have to register for the event, so we have some sense of how many folks to plan for, and during this registration process you will have to buy your 'meal tickets' and any MOGSouth 40th Anniversary Meet regalia we decide to offer. These items will be provided to you when you arrive at the hotel. Also, you have to make your own hotel reservations. See the hotel information below.

ACTION REQUIRED

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

HONORED GUEST

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

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

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

Be sure to put the dates on your calendar and make sure you have plans to attend. This is definitely going to be a great meet and you don't want to be left out of the fun. **Watch this space and the web site.** But, if you have questions, please feel free to call or leave us an email at mogsouth@yahoo.com.





MORGAN MOTOR COMPANY NEWS

A new one-off bespoke car! A product of the Special Projects Division at the MMC. I didn't know they had one (?) Not a lot is known about the car but it obviously evolved from the Lifecar.

Also, another international dealership. Now the Middle East.

I wonder whether we will ever see an attempt by the MMC to reenter the US market. I have come to believe that it is our litigious nature and the potential liability issues would be too big for the MMC?

That may be why we see the only new Morgan being imported, the M3W, classified as a motorcycle.

THE MORGAN SPI

The Morgan Motor Company has just released, what I believe to be, the first product of their Special Projects Division. This vehicle, called the **SP1**, was a one-off commissioned work so any future plans for production are still unknown.

The car is based on the current production 3.7L V6 Roadster, but substantial frame modifications were done to improve structural rigidity. The suspension was modified with trailing arm rear suspension with Watts Linkage and coil overs. FYI, this car does not have an Aero-like chassis as was used on the new Plus 8.

The **SP1** looks to share substantial styling

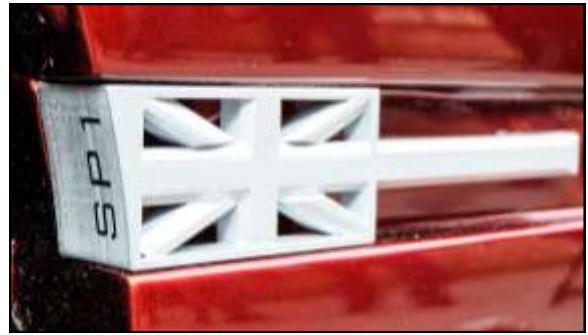


[Be sure to see the video on the SPI. It is listed with the other Morgan videos. Ed.]

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DNA with the Lifecar concept. The roof line and shape, the rear wings, the detail behind the front wheel, etc., all are shared. The **SP1**, however, is a fully road going car whereas the Lifecar was only a concept. Actually, it is nice to see that the time, effort and finances spent on the concept are finding their way to an actual product. There are more images on the MMC website <http://www.morgan-motor.co.uk/mmc/specialprojects.html>

In my opinion, the detail of the interior is very impressive, as is the engine bay. The headlight cowls duct cooling air to the disc brakes. Neat. And, I do have to say it is a very pretty thing. Showcases the MMC craftsman skills. The car was released 3 September at the Salon Privé Automobile Show in London. These photographs were taken from blog 'TalkMorgan'. As of now, not much else is known about the car. I'm sure there will be more information forthcoming from the MMC and certainly the press will want to get a closer look at the car. I will let you know what I hear. Ed.



SPECIAL PROJECT 1

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Morgan expands with Middle East dealership

Jul 21, 2014, by Tamlyn Jones, <http://www.birminghampost.co.uk/>

Worcestershire manufacturer opens first Middle East dealership as it continues targeting new global markets

Morgan has opened its first dealership in the Middle East as the Malvern car-maker continues its march into new global markets. The new dealership, ERAS Customs & Classics, has opened its doors for business in Dubai Festival City.

An official ribbon-cutting ceremony was performed by executives from the dealership's parent company, Al-Futtaim Automotive group, and Tim Whitworth, Morgan Motor Company's chief financial officer. ERAS's new showroom features a range of Morgan cars from the 3 Wheeler and Classic models, to the top of the range Aero Supersport, as well as an area dedicated to the history of the brand, alongside an array of merchandise.

The Dubai dealership follows the opening of a dealership in Tapei, Taiwan, in May this year. At the end of 2012, Morgan revealed ambitious plans to target new markets, an expansion drive which followed the opening of dealerships in both Shanghai and Beijing in 2012.

First Struthers for Morgan watch hand-delivered <http://www.watchpro.com/>

Husband and wife watchmaking team Craig and Rebecca Struthers went on a road trip to hand-deliver the first piece from their collaboration with Morgan Motor Company.

Craig and Rebecca attended the MOG2014 event in Harrogate arriving in style after driving to the event in a stylish Morgan 4/4, which served as the "coolest wrapping we could think of" for Struthers for Morgan #1 of 5 according to Struthers London managing director Rebecca.

Master watchmaker Craig Struthers, who personally custom designs each watch in collaboration with a network of craftspeople and the buyer [...]

Craig Struthers added: "We colour matched the burgundy leather to the car trim, added walnut burl panels to the box to mirror the dash. The solid silver dial which we make in-house was fired with cream ivory hard enamel to match the paintwork. [...] As a final bespoke touch, we set a garnet into the solid 18ct rose gold crown using a unique setting design by our master goldsmith." This first watch is 1 of only 5 being produced in 18ct gold.

Discussing the watch's **three-month build time**, Struthers continued: "Our watches manage to be brand new yet manufactured with an instant heritage. Each watch comes with a story which we are passionate about sharing with our clients, to make sure it's conveyed we produce a unique printed manual of the build process which is given with each of the watches we make featuring the exact watch the client walks away with on their wrist."



[For the watch collector, this is just the thing to complement your car! Ed.]

Three-Wheeler puts on the brakes for new recall <http://www.autoblog.com/>

The M3W certainly isn't the fastest performance vehicle money can buy, but it might be one of the coolest. As fun as it may be, the quirky roadster is being hit with another brake-related recall, and this one is nearly as absurd as the last.

The new campaign covers 235 units of the Three-Wheeler in the US from the 2012 through 2014 model years.

According to the National Highway Traffic Safety Administration, the vehicles, which are considered motorcycles by the agency, don't have the correct warning lamp telling drivers if the brake fluid is low. This light is one of the requirements of the Federal Motor Vehicle Safety Standard No.122a covering motorcycle brake systems.

To make this recall even more bizarre, the Three-Wheeler technically already comes with a brake warning light installed. "The lamp that we have been using shows a (P) type symbol that illuminates red when the park brake is applied or there is a failure in the brake system leading to low brake fluid," said the company's noncompliance notice to NHTSA. However, that's not what the code specifies. Morgan says that it's sourcing a correct lamp for the vehicles.



MORGAN PLUS 8 SPEEDSTER: DRIVEN <http://www.pistonheads.com/>

[Another somewhat favorable article on the Speedster. This time from Pistonheads. I would think it would be fairly difficult to keep a single car in top shape as it goes from one 'press' entity or another. You certainly want it to be free of problems that would result in a poor review. They must have some sort of 'reset' process after the MMC gets the car back each time. Just pondering . . . Ed.]

We had been after a **Morgan Plus 8 Speedster** ever since the anniversary special was confirmed back in April. Hopefully it doesn't take much to see why, but we'll come to that. Yet through commitments on both sides, plus the availability of just one prototype press car, the drive was pushed further and further back.

As it eventually transpired the booking should have been perfect. A Speedster needs sunshine so what better time than the second weekend of August? OK, that didn't quite work out. But it did correspond with Wilton Classic Supercar weekend and for that the Morgan was perfectly suited.

The sortie to Salisbury, indeed the whole weekend with the Speedster, was a motoring trip for which it was perfectly suited. The drive to Salisbury, indeed the whole weekend with the Speedster, was a motoring adventure of the delightfully old-fashioned kind. Can this journey be endured with just goggles or is a helmet required? Will a parking ticket be stolen if the roof isn't put on? Will anything fit? And is it going to rain?

Cold and wind battered at 0515h on a Sunday morning, the old days seem grossly overrated. But when strangers in supercars mention how cool your Morgan is, when members of the public smile and wave and when the V8 rumbles off stone walls you won't want to be driving anything else. Providing it's sunny, obviously.

Sunny mood

The Speedster wasn't actually meant to be in the supercar paddock at Wilton; turning up at the gate without the required passes, the taste police declared it was "fantastic" and waved it through. The 997 Turbo in front commented on how great it sounded when we parked up. It's that kind of car.

Riding on such a wave of positivity, how on earth can the Speedster be objectively assessed? It's tough, so let's deal with the good points first.

Every single person loved the Speedster's appearance. It isn't markedly different to the Plus 8 but the changes are enough to create a fabulous retro racer vibe. The bonnet strap, the steel-look aluminium wheels, the screen and the exposed tow hooks are minor tweaks but make it look really special. There can't be many other £70K new cars that can command similar attention.

Snap, crackle and pop

And it sounds like an old racing car too. The V8 woofles at



Endearing retro racer or anachronistic folly? Time to find out!



Flat cap advisable with that screen!



Noise from here suitably rowdy

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start up and emits a thunderous rumble throughout the rev range courtesy of the optional AR Racing exhaust. It pops, it bangs and it crackles. The noise is fantastic. It's also loud enough to set off car alarms but that's another story entirely...

However, the Speedster is also akin to a classic racing car in less endearing ways too. The feeling of being sat high is exacerbated by the tiny screen and a lack of windows. You probably won't fall out but that doesn't stop the fear lingering. And though the steering wheel is close, your body is too close also, meaning your arms can ache from prolonged periods at a skewed angle. Conveniently enough the door is an ideal arm resting place, creating an especially raffish one-handed driving position should one fancy it.

Two hands firmly on the wheel and with a great B-road reeling off into the horizon the Speedster is certainly memorable. The steering is slow and quite heavy but that engenders some confidence in the long front end. The brakes are powerful but need a big push to be fully effective. That muscle car sound is matched by towering performance in any gear.

Blurred lines

The Speedster's main issue is that it feels quite vague when pushing on, discouraging such behaviour. That's a shame as it doesn't seem particularly vicious beyond the limit, but the distant messages relayed up to that point make the experience rather disconcerting nonetheless. Especially when rain is being wiped from goggles with the sleeve of your blazer.

Soon you'll be dreaming of a cruise in the sunshine with the Speedster, a task it excels at if you don't mind some turbulence. But surely that's the remit of the Plus 8? The looks of the Speedster promise a more focused driving experience but it must be remembered the car is really just a cosmetic enhancement of the Plus and nothing more.

So how's this for an idea? The Speedster is £15K less than a Plus 8. A proper roof can be optioned if you wish. Keep the manual, the expensive auto is fairly sluggish and even Morgan admits that. And invest that £15K in some fancy dampers, maybe some brake tweaks, a decent racing seat, some optimisation. There's latent potential for a stunning track car in there somewhere. The performance is there for sure, as is outright dry grip from the Yokohama Advans. Plus it would definitely be cheaper than a (similarly heavy) Lightweight E-Type...

However. Even as is, the Speedster is totally captivating, probably because of its compromises. It's not the last word in dynamic finesse but let those people go and spec up a Boxster S. You'll chortle haughtily at F-Type drivers who think they have a eye-catching British sports car. Cursing it in the wet makes the moments in the sunshine all the more special. But most of all **the Morgan Speedster plasters a ruddy great grin across your face and leaves an indelibly positive mark long after the V8 din has subsided and the flat cap is in the drawer. It's joyous.**



Who needs windows anyway?



Looks idyllic; doesn't feel quite at home

MORGAN PLUS 8 SPEEDSTER

Engine: 4,799cc V8, **Transmission:** 6-speed manual, rear-wheel drive (6-speed auto optional)

Power (hp): 372@6,300rpm, **Torque (lb ft):** 370@3,400rpm, **0-62mph:** 4.5 sec, **Top speed:** 155mph

Weight: 1,100kg, **MPG:** 26, **CO2:** 256g/km

Price: £69,995 [*About \$87,250 and that is without options. Ed.*]



2013 Morgan 3 Wheeler July 2014, by Davey G. Johnson, Photography by Robert Kerian

From the July 2014 Issue of [Car and Driver](#)

[Well, we have seen a few reviews of the M3W in the press over the last few years, but this one is a bit different. First, it is quite well written and secondly it talks to the experience factor of the M3W, more so than the greasy bits. The experience is no doubt the biggest selling point for the car. The actual technology of the earlier cars, 2011-2013 is being challenged somewhat, however the 2014 spec is said to correct these early technical issues and upgrades can work. Ed]

Three for the Road: We pry open the abandoned desert towns of California.

All myths aside, the Golden State is a lonely, hard place at the edge of the continent, low on water and high on stretches of desolation. Little is preserved here; it falls into disrepair and uselessness and it's either left behind to rot or it's razed and replaced—sometimes with something better, sometimes not. Space isn't what's at a premium here; California's got plenty of it if you prefer to live somewhere inconvenient and desperate. The high costs come because 32 million people are trying to squeeze as closely as possible to the verdant coastline, where the weather is much better.

A long-running outfit from England has produced a machine that promises to up the quality of anyone's lifestyle. You won't be shocked to learn that it's also expensive. **On paper its credentials are shaky:** It lacks a top, a radio, and, most notably, a fourth wheel. Yet it proves a surprisingly effective vessel for -surveying California's interior, an open landscape that begs exploration. The new Morgan 3 Wheeler, an outmoded concept in which you are inches from the ground and never not outside—climate control by the sun, wind, and rain—seemed perfect for discovering *démodé* California.

Perhaps nothing is as quintessentially British, a finer embodiment of stiff-upper limeyness, as a Morgan trike. It looks as if it were assembled out of bombast, bicycles, and scraps of Sopwith and Handley Page aircraft. The 2013 example we picked up from Dennis Glavis's Morgan West dealership in Santa Monica, California, looks straight out of the model's prewar heyday. Morgan's early Cyclecars tended to be powered by Matchless and JAP (JA Prestwich) motorcycle engines, so the bold, chrome S&S X-Wedge conker bolted to the nose of our car is its main modernistic telltale.

With a 4.25-inch bore and stroke, the 56-degree V-twin chuffs out a claimed 116 horsepower. The torque routes via a shaft to the single rear 175/65 R-15 Vredestein tire somewhat incongruously designed by the avowed modernists at Giugiaro.

Sandwiched between California's arid Owens Valley and the even drier Death -Valley lie the Searles and Panamint valleys. Scuttling over the 2600-foot pass between them and onto Panamint's dusty flats, we passed the inaccessible remains of Panamint City, which in 1874 was a silver-mining town of 2000 so lawless that Wells Fargo refused to open an office there, calling the place "a suburb of hell." And this was a town established by Nevada senators.

To guard against theft, the denizens of Panamint City cast their silver into 400-pound ingots, too heavy for bandit horsemen to carry off, and hauled them by mule the 150 miles to Los Angeles. Once the mines were tapped out, the road to the place washed away, and Panamint degenerated into a collection of falling-down shacks. A general store with uncertain hours in nearby Ballarat still sells a few provisions and paperback books to the legions of off-roaders who now populate the town on weekends.

Morgan, however, has often reveled in "obsolescence." Roll up in a 1991 Plus 4, for example, and passersby could be forgiven for thinking you were driving a prewar antique. You basically are. The ash boards framing the body prove it. Yet thanks to the BBC, the Morgan brand has more vibrance than it has had in a half-century. Later, we pulled up to the only gas station in Panamint Springs (which, besides a restaurant, is more or less the only thing in Panamint Springs), and a teenager leaned out of a minivan and said, "Hey! I saw one of those on *Top Gear*! They were doing donuts in it!"

"This is for a **Car and Driver** story," we replied.

"Car and Driver?" What's that?"

Clearly, the rotten kid hadn't been in a dentist's waiting room recently. Or ever. We yawped and muttered,

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hung a left out of the parking lot, passed a slow-moving Celica from Oregon, and blasted up State Route 190 to Father Crowley Vista. Assuming one does not get stuck behind a slow-moving tourist, that stretch of 190 is one of the most magnificent driver's roads in California, an eight-mile uphill quickie rife with switchbacks carved into the side of the painter's-palette Argus Range.

Face tucked down behind the vestigial windscreen to avoid a sudden shower, we decided speed was the only way to stay dry. A hailstone to the cheek only increased our resolve. The stiff pedals and Miata-sourced transmission work in concert at speed, making more sense under frenetic levering and hammering than they did while putt-putting down into the valley from Trona, a mineral-harvesting town so inhospitable to growth that its football team plays on dirt. Driving through this forlorn place, unaware of that fact, you'd assume that its football team played on dirt—right after you got over the shock that Trona has enough kids to justify having its own high school.

We pressed farther into the desert. From the tourist-trap Calico Ghost Town near Barstow, we pounded south, past the sprawling warehouse farm of the Marine Corps Logistics Base Barstow, then east to Ludlow, a town on old Route 66 that was decimated by the construction of Interstate 40 in the 1960s. Ludlow is no Radiator Springs children's fantasy; it's a true casualty of progress, now just a wide spot in the road that's gradually being narrowed by the elements and desert-rat pickers.

From Ludlow, we made a straight eastward shot on a road that seems too slender to have ever linked Chicago and Los Angeles, passing the semi-preserved Googie architecture of Amboy. There was a time when Route 66's two lanes were deemed sufficient and a vast improvement over what had come before. Tin Lizzies, Hupmobiles, and Pierce-Arrows alike trundled its rolling ribbon, and it seems cliché to note that the Morgan, after a day's seat time, finally delivered on the promise of a special type of motoring nirvana out here.

The 3 Wheeler's 0.74-g skidpad number places it at the soggy bottom of lateral grip: Even the Prius C manages a 0.79. But the numbers say nothing about how satisfying it is to hurl the little Morgan into a corner. Goose the throttle and the rear end comes out. Relax your right foot and it tucks back in. The rolling tripod never threatens to tip or swap ends. Though the unassisted steering is lovely, the steering wheel hits lock before you'd expect, in order for the tires to clear the exhaust pipes. That gives the 10.6-foot Morgan a turning radius akin to that of the *HMS Ark Royal*.

Over the rolling hills of Route 66, the big twin went on like stereophonic jackhammers, making put-pows with a metallic-tinted overtone, spinning along as if H.F.S. Morgan had pictured this exact stretch of road when he conceived his Cyclecar 105 years ago.

The weather was T-shirt pleasant. Miles of arid-country scrub rolled past. Milkweed, brittlebush, creosote, ocotillo, yucca, and desert ironwoods. To be alive in the desert with so much air around you—nestled into a tiny cockpit, glancing down to watch the road markers tick past the skinny Avon front tires, the miles ahead visible through the control arms—makes the Morgan's quaint inconveniences seem worth it. One is prone to forget the car's unique configuration until the central rear wheel thumps a road irregularity that missed the wide-stance fronts. Or until a Suburban blasts by packed with waving, grinning children.

Some have described the 3 Wheeler experience as "flying along the ground," but that's too pat, too simple. It's the joy of both controlling and being spirited along by something so elemental. The Morgan feels like a luxury item simply because it's built of things cars don't seem to be made from anymore. (Well, that and our optioned-up example's staggering \$73,396 price.) There's no veneer of soft-touch synthetic between the driver and, well, anything. The tiny trunk is held down by leather straps and Dzus fasteners. A well-made Dzus fastener is infinitely more pleasurable to interact with than a sensor under the bumper that pops the decklid with the wave of a foot. Conveniently, nothing fits in the trunk that



would be bulky enough that one might ever wish for a hands-free latch.

Yet, thanks to fuel injection and a modern transmission featuring a brace of synchronizers and five forward gears, the 3 Wheeler never feels archaic. It is a relic out of time, but if it's a ghost of a different age, it radiates the spirit of a more recent one—of sports cars of the 1960s. It makes Porsche's Boxster feel as if it's fraught with all manner of needless frippery and pointless isolation.

Out on empty, bypassed Route 66, some smidgen of the pioneer spirit that brought people out here begins to well. The heart expands, peace descends. It's pure serenity over a perfectly rhythmic cacophony. We were cautioned to keep the revs above three grand, as sustained operation below that could shake the exhaust from its moorings. Though this engine's power peak hits at 5345 rpm, torque falls off rapidly above 4000. With only about a 1000-rpm power band to play with, there are no Ducati arias to be heard. Instead, it's the thrum of tremo-lo picking on a baritone guitar—if the baritone guitar served double duty as construction equipment. The metaphor seems appropriate for a place that builds and rebuilds without much thought, a place that packaged a bleached rock 'n' roll dream and sold it to the world.

When a canal dig gone wrong dumped the contents of the Colorado River into the Salton Sink, a new oasis appeared. The Salton Sea was born of man's folly, and it'll likely die the same way. But those early years must have been something else.

The presence of Henry J. Kaiser's *Hot Metal* and *Aluminum First* hydroplanes at the 1949 Speed Boat Regatta suggested that the Sea was a new Shangri-La for the new California. The state was in transition, rattled from its mining and agrarian roots by go-go Hollywood and wartime industrialization. The low-altitude air and dense saltwater made the place ideal for record speeds. However, Kaiser's boats were duds. The line was that he knew only enough about hydroplane design to be dangerous. His Henry J automobile followed the hulls into obscurity five years later. By the dawn of the Reagan era, things had begun to fall apart for the Sea as well. The water surged, then receded, and marinas fell into disrepair. On the western edge of the lake, Salton City is littered with neighborhoods that were paved but never built.

The Sea may one day evaporate back into the dried-up primordial sink it was 109 years ago, leaving a ring of failed dreams and empty foundations as a bathtub ring writ large.

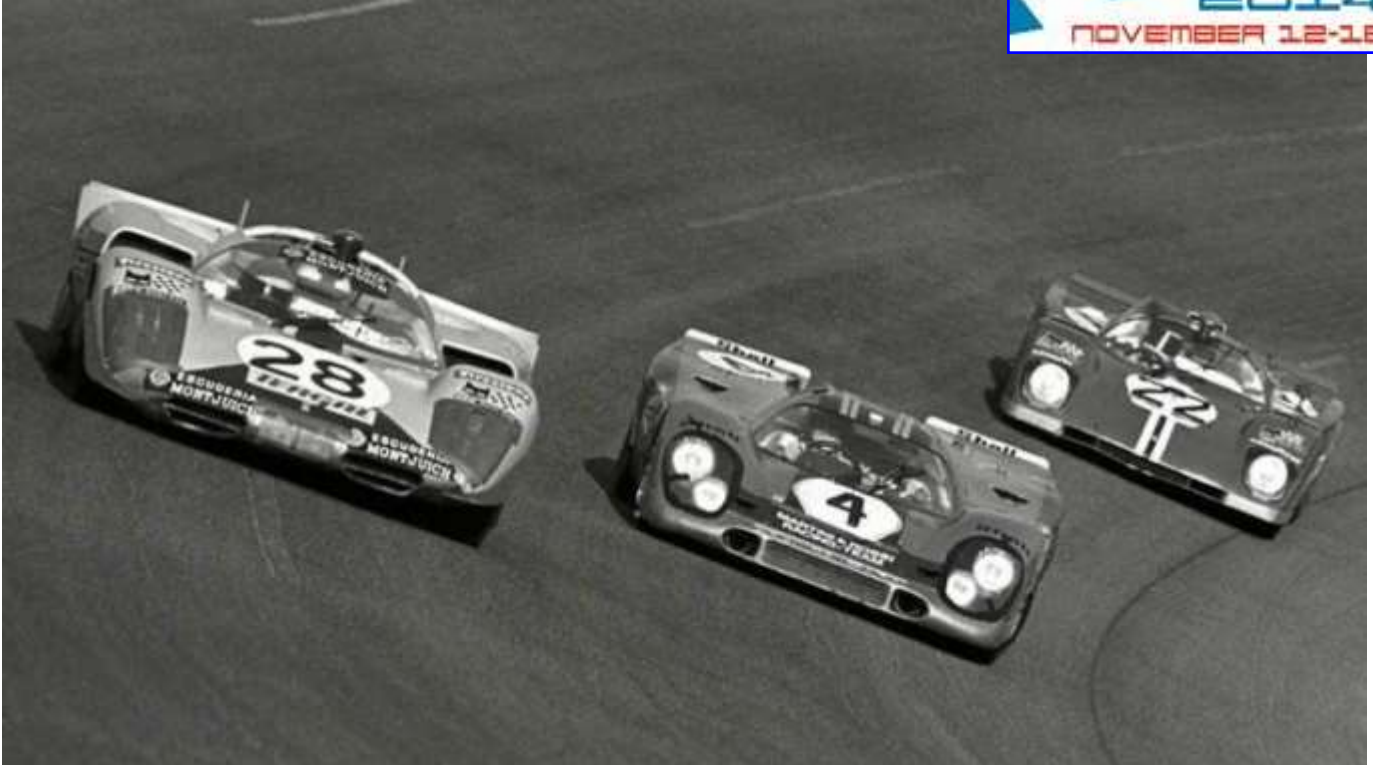
Morgan is certainly an exclusive manufacturer, but not one given to the sort of grandiosity that sunk the Salton Sea. It has survived by staying small, by adapting only as much as it has to. The 3 Wheeler's doing well for the company, which has built more than a thousand of them in the past couple of years. In returning to its origins, Morgan has constructed an unlikely mobile oasis, an escape from the world that paradoxically drops you directly into the thick of it. The little torpedo positively vibrates with life.

Its timeless spirit has already outlasted a few California booms and busts.



VINTAGE RACING COMING TO DAYTONA

[Unfortunately, here in the US, we don't have the Le Mans Classic or the Goodwood Revival to satiate our vintage car racing hunger. We've had to be happy with the smattering of events at our local tracks. Now however, it would appear that the racing gods are looking out for us (well those of us really 'south' in MOGSouth) and have scheduled a vintage weekend in Daytona akin to past endurance races. Ed.]



[The internet was simply buzzing with all the announcements. And the GatorMOG contingent is planning to descend on Daytona for the races. Let us know if you want to join us. Ed.]

From <http://blog.hemmings.com/>

Where do you go to see Porsche 917s and Ferrari 512S sports prototypes locked in mortal nighttime combat? Your scratched-copy DVD of *Le Mans*? A better option is in the offing: Coming this November, the first for-real 24-hour endurance race for vintage competition cars in North American history will take place at Daytona International Speedway.

The new Classic 24 at Daytona, as it's being called, is a collaboration between Historic Sportscar Racing Ltd., the Historic Motor Sports Association and Vintage Racing Events. It mirrors an established, successful race at Le Mans, and is a salute to Daytona's long heritage of distance racing, which dates back to Dan Gurney's 1962 victory in the inaugural Daytona Continental, which lasted a mere three hours that year. The accompanying photo, by Bill Warner, demonstrates the kind of heavy hitting that's battered the high banks for decades. The race is set for November 12-16.

From <http://autoweek.com/>

Five days of what is expected to be exciting on-track action, including HSR's sprint and endurance race series, night practice and night races, lead into the start of "The Classic 24 at Daytona" at 12 noon on Saturday, Nov. 15, and finishing 24 hours later.

The event will feature six period-correct groups of legendary race cars competing in one-hour sessions, four times each over the 24 hours. A mandatory pit stop during each session for optional driver changes will allow fans to see these great cars up close. When one group is checked the next group will be gridded, waiting and ready to roll out behind the pace car for the next green flag.



"GRAND PRIX" STAR JAMES GARNER DIES AGE 86, <http://motorsportstalk.nbcsports.com/>



[I don't know if you were aware of this or not, given the passing of a good number of other celebrities of late, e.g. Robin Williams, Lauren Bacall, and others. Each has meaning to us, as they all were marvelous talents.

However, James Garner, in his role in the film 'Grand Prix,' was very significant for me. When it first came out, I was mesmerized by the spectacle of motorsport and can directly attribute my love of cars, motorsport and most definitely F1, to his performance and this movie. I'm sure I'm not alone. Ed.]

American actor and star of racing film *Grand Prix* James Garner has died at the age of 86, according to media reports. Garner enjoyed a successful acting career, with his two most notable roles coming in TV series *Maverick* and *The Rockford Files*.

However, motorsport fans will undoubtedly remember him best for playing the role of American F1 driver Pete Aron in 1966 film *Grand Prix*, which is widely regarded as being one of the greatest racing movies of all time. The movie gained a cult status in the motorsport world thanks to appearances from a number of contemporary racing drivers. Graham Hill, Jackie Stewart, Juan Manuel Fangio, Jim Clark, Bruce McLaren, Dan Gurney and Jack Brabham were just a few of the F1 stars to make a cameo in the movie.

Garner's love for motor racing was aided by shooting the film, in which he did all of his own stunts and racing scenes. He went on to set up the American International Racers team, which raced at Le Mans, Daytona and Sebring in the late 1960s.

His feats in the film industry were recognized by the Screen Actors Guild in 2005, when he won its Lifetime Achievement award. He died at home in Los Angeles yesterday, and is survived by his wife, Lois, and his two daughters.

Rush director Ron Howard paid tribute to Garner on Twitter today, saying that he was admired by all that knew him. When starring in *Grand Prix* the people around F1 said he had the talent to be a pro driver.



IMSA: OAK RACING PONDERING 2015 OPTIONS <http://www.racer.com/>

France's Oak Racing has brought speed, character, and success to the inaugural season of the TUDOR United SportsCar Championship, but team manager Philippe Dumas says **a return engagement for the Prototype effort cannot be guaranteed**. Onroak Automotive, Oak Racing's parent company, manufactures a pair of winning P2 cars with the proven open-top Morgan and the new Ligier JS coupe, and according to Dumas, the factory team would step away from competing in the TUDOR Championship if they are faced with racing against customer cars.

"It all depends on how many cars we sell [in the U.S.] next year," Dumas told RACER. "As a car manufacturer, if we have customers racing in this championship, we cannot race against them as the factory. It was very good to be here this year and to show the Morgan car to people, to show the level of performance, but if we have customers involved, we can't fight against them. It's not like in the ELMS or the WEC."

The team chose to campaign a factory P2 program in America to showcase its product in front of new buyers, and with Oak's experience, the has been the fastest P2 car in the Prototype category at almost every round. But Dumas and Onroak's owners are concerned about creating a dynamic where its customers have to beat all comers in Prototype and **the company that builds their car**. Oak fields the G-Drive WEC P2 effort this year, and its **Morgan chassis is one of the most popular among P2 entrants**, yet with at least one Ligier JS coupe likely headed for action in the TUDOR Championship in 2015, a factory-run program could stifle interest with potential customers. Provided more Ligiers are sold, Dumas also envisions **the possible closure of Oak Racing altogether**. *[Could this be the end?? Ed.]*





Drum brakes . . . Ok, again, not a terribly exciting topic, but one that can have serious consequences.

Speaking from my own personal experience, I had to admit to being guilty of neglecting the rear drum brakes on one of my cars and suffered a catastrophic failure a very long way from home.

Luckily, it didn't result in any injuries or damage to my car or others. I learned my lesson and now look at my drum brakes and the components that make them work on a relatively frequent basis.

You might consider doing the same . . .

Rear Drum Brakes <http://www.mossmotoring.com/>

[Most Morgans out there have drum brakes, and they work well, if properly maintained. There is no magic here, and it's appropriate to give them a little attention every now and again. I have neglected mine all too often and have had issues. The things to watch for includes leaking hydraulic fluid from the wheel cylinders, brakes shoes that have been worn down too far and drums that have been scored. Each of these issues can be corrected. New wheel cylinders can be procured, shoes can be reshod or new ones procured and drums can be turned (takes a machine shop or brake specialist unless you have the tools . . .) or can be replaced. This article is mostly from a MOSS Motors article and is a good overview and will help you disassemble and then reassemble your drum brakes. I have interjected some notes and pictures to help clarify it some. It gives us some direction as we attempt to correct our inability to stop, and stopping is more important than 'going.' And, it is a big safety concern! Not all that exciting but certainly not something to ignore. Ed.]

Disassembly

What is going on with those pesky brakes? Let's take them apart starting at the back. While the front brakes do most of the work, it is important that the rear brakes are operating properly. *[Some Morgans have drums in the front as well, e.g. the early Plus 4s and 4/4s. Ed]* The hand brake really needs to be able to prevent the car from rolling, and should be able to stop the car if the hydraulics fail.

Not too many tools are needed to completely overhaul the rear brakes, and the parts are pretty cheap. A six-pack of beer will be necessary, too. The following description is relevant to Girling systems, which are found on most high end British cars like ours.

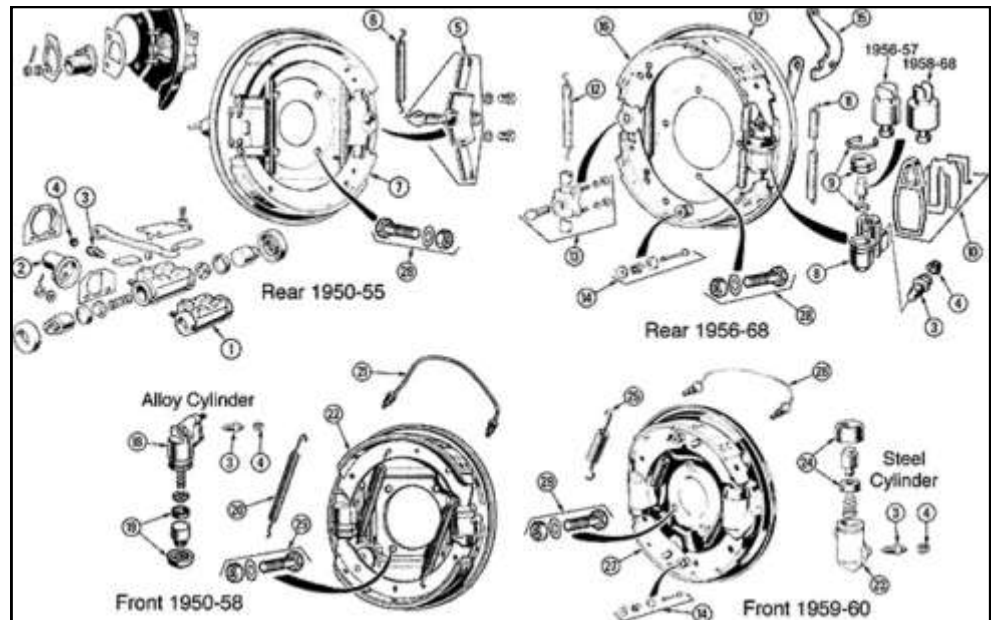
1. Raise the rear of the car and place on jack stands. It is important that you can get up close and personal with the rear brake assembly without it falling in your lap, so be certain that you can do this safely.
2. Remove the wheels. This is a great time to clean them up and check the condition of the studs, and/or wire wheel adapters, which will have to come off, too.
3. Remove the two screws that hold the drum to the hub. You may have to use your impact screwdriver for this job!
4. Back the square head adjuster all the way out. Special wrenches are available, or an eight-sided socket is even better.
5. Remove the drum. The drum should come off easily once the adjuster has been backed off. In the case of terminally frozen brakes, the wheel cylinder, shoe retaining pegs (drill these out), and adjuster mechanism can be released from the back and the drum wrestled off. Avoid hammering on the rim of the drum, as the cast iron chips easily. *[I have found that slight taps with a rubber mallet do help. Take a look at the inside of the drum. You can probably see grooves on the inner walls from wear. If these grooves look unusually deep, or if you see hard spots or burned places, take the drum to a brake shop for measurement and turning. If the drums aren't worn past legal limits they can be possibly be turned rather than replaced. Otherwise you'll need new drums. Ed.]*

6. Remove the clips that hold the shoes to the back plate. Just twist the end of the puny little peg 90 degrees with some pliers and the clip will go flying!

7. Remove the shoes and their springs, noting the position of all the pieces. You should be able to pop each end of the shoes off its perch and pull both off together with the springs still attached. *[Inspect the brake shoes. These should be evenly worn, with no bald spots or thin places. The brake lining should be at least 1/16-inch from the steel part of the brake shoe, preferably more. The linings should be firmly bonded or riveted to the brake shoes. Most brake shoes and linings are built for some 20 - 40K miles. If yours have been there for a while, they'll probably have grooves in them, which is not necessarily problematic as long as the lining is sufficient. This groove may be the result of a rock or other bit of debris that got caught between the lining and the drum and digs a groove. Ed.]*

8. Disassemble the adjuster mechanism and clean and lube the components. It is held on the backing plate with two 1/4 bolts, but you don't really have to take the whole thing off.

9. Disconnect the brake line and hand brake linkage at the wheel cylinder. Cap off the line, or better yet drain the master cylinder reservoir first with your Mighty-Vac. A flare nut wrench should be used on the connection to prevent rounding the nut. Work it back and forth taking care not to twist off the line, which may have rusted to the nut. A little penetrating oil might help.



Explode view of Morgan Drum Brakes Courtesy of Morgans of New England, Morgan Spares.

10. Now the tricky part; remove the wheel cylinder retaining plates by driving them apart with a punch or screwdriver. This is a fiddly job, requiring patience and some strong reading glasses. Swearing is optional. Remove the rubber dust cover and pry the larger plate slightly away from the tabs that keep it in place. Tap the larger plate free. Once that plate is gone, the hand brake lever will slide out past the wheel cylinder and the two smaller plates and cylinder can be removed. Now, sit back with a beer and enjoy the mess you've made. *[Inspect the wheel cylinders to ensure there are no signs of leaking brake fluid. If they leak, get new ones. Replacement parts are readily available. Call one the dealers that advertise in the MOGSouth newsletter and see what they can provide. Even complete Morgan drums are available (or upgraded alternatives such as the ALFINs or Datsun Z car hubs which have improved cooling can be found but are getting harder to source). Don't let poor brakes keep you from driving your Morgan. I have been guilty of that and it really is a poor excuse. You have the car, use it and have fun. Ed.]*

Reassembly

So your car is all jacked up and the rear brakes are in a million pieces! Okay, make sure that you have plenty of cold beer and now, let's get that bad boy back together.

This is the opportune time to clean up that backing plate, which at this point can be easily removed and detailed. You might as well paint the brake drum, too, while you are at it. "Gloss black" engine spray paint works well and dries quickly. "Dull aluminum" paint looks pretty good on the hand brake lever. Don't cheap out—purchase all new parts for the rest of the job. Now that everything is clean and shiny, it is time for...

1. Place the wheel cylinder into the back plate. New ones are so



Continued Next Page

cheap that it is hardly worth rebuilding the old ones. If you must, then make sure that the bore is clean with no pitting and that the passages for the line and bleeder screw are unobstructed. If the wife is away, take the cylinders into the house and scrub them inside and out with a soapy Scotch-Brite pad in the kitchen sink. After they have been completely dried, use Girling Red brake grease for reassembly. Otherwise, a little brake fluid will work, but be careful not to get it on those freshly painted items.

2. Pass the brake line through the rubber dust cover and connect it to the cylinder. It is always easier to screw the connection into the cylinder while it is loose in its mounting. Sometimes a connector that has been over tightened will be hard to start because of flaring at its tip. A little bit of sanding or perhaps filing will reduce the end of the connector (not the line!) to its proper size.

3. Place the two smaller retaining clips on the back side of the cylinder with the tabs up. Do this from the lever side. Use a little chassis grease to lube the area. There will still be enough play at this point to allow the hand brake lever to slide into place. So do it!

4. Put a little chassis grease on the large (relatively speaking) retaining plate and slide it between the other two to lock the cylinder in place. It goes on in the opposite direction from the other two, and the notches on the end will engage the tabs on the bottom plate. This is probably easier said than done. Maybe a beer will help.

5. Now the rubber dust cover can be pulled over the hand brake lever and its square edge tucked under the larger retaining plate, which stands slightly off the back plate. Some cars have some little pegs on the inside of the back plate with felt spacers to steady the shoes. These are of dubious value, but if the felt is missing, a bit of 1/4" fuel line can be cut to take their place.

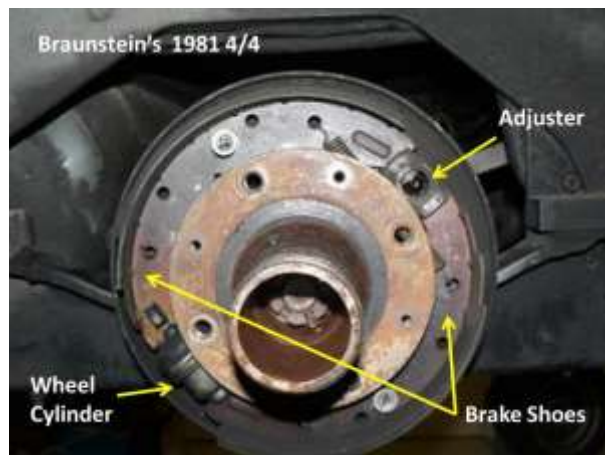
6. At this point the rehabilitated adjuster assembly should be in place with the adjuster bolt backed out. Go wash those filthy hands, then come back and set the new brake shoes side by side. Carefully position them so that the linings are symmetrical and the square hole that fits over the hand brake lever is where it needs to be. Place the springs on the shoes, with the spring with the straight piece in the middle on the wheel cylinder end. Hold the shoes apart so that the springs don't fall off and set the square hole end over the brake lever and onto the cylinder. Carefully wrestle the other ends into place. I think you will find this method preferable to placing the springs on after the fact. Make sure the shoes are resting in the slots provided for them and not off to one side. Stand back and see that the shoes are centered...if not, a few taps with a rubber mallet will get things right. 7. If you can still find them, push the two shoe retaining pegs in through the little holes in the back plate and secure them to the shoes with the spring clips. If you hold the peg in place from behind with one hand, you should be able to slide the clip into place (no twisting this time) with the other hand, using no tools. If not, you are a wimp!

8. The brake drum will go on easily now, since you have the adjuster backed off and the shoes on straight. Take care to have the quarter-inch countersunk screw holes lined up.

9. After verifying that the drum turns freely (if not, you are on your own), adjust the brakes up tight. Reconnect the hand brake linkage. Release the hand brake, first, damn it! If the hand brake has too much travel, now is the time to adjust it. Leave the drums adjusted tightly until after the system is bled... *[If you forgot how to bleed your brakes, MOGSouth Newsletter Vol 2, 2014, has a short step by step . . . Ed.]*

10. Finish six-pack. *[I do like this step, but best not to test drive the car afterwards. Ed.]*

[GoMOG also provides good guidance on Morgan brakes. Visit <http://www.gomog.com/allmorgan/brakeindex.htm> . Neglecting your brakes is not smart and could cause your car damage, worse yet, cause you or your passenger physical injury. We tend to neglect our brakes because they seem to work most of the time, but a little attention just to be sure, will certainly help. Just as a reminder, watch for leaking wheel cylinders, brake master cylinders, and make sure you always check the brake fluid levels. Check the shoe linings and brake drums for sufficient thickness and make sure all the other springs, clips, screws, etc. are in place and doing their job. Best to err on the side of caution where brakes are concerned. Ed.]



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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.morganhistoryinfoshop.com has added a number of web pages for car Badge collectors. There is a **COLLECTORS FAVOURITES** where you can share your passion with others. A page for **WANTED car** badges. A new **THREE-WHEELER** page. And, a **NEW ITEMS** web page with new limited edition badges. Also other types of Morgan regalia are offered. Also he has other regalia. Send Hermen an email at plus4plus@live.nl to discuss.

1970 PLUS 8 FOR SALE !!

British Racing Green, Tan Leather Interior
3.9L Rover Engine, Original 3.5L included, if desired.
Holley 390cfm, MSD Electronic Ignition
Right Hand Drive, 4 Speed Moss Box, Spot Lights, Bumpers, Weather Equipment.
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2005 ROADSTER FOR SALE !!

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

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

New Reduced Price. Now offered at \$79,900 **Bob Szymanski**
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Did You Know?

TIME-SPEED-DISTANCE ... ARGH ...

TSD rallying (Time Speed Distance), is a form of rally usually conducted on public roads but sometimes includes private or road sections.

Many Morgan TSD rallies exclude roads that are not paved, thus reducing the potential for gravel or rock chips. In some cases these unpaved roads are totally ignored, e.g. they do not exist, with respect to the instructions. E.g. if the next instruction is to take the next left turn, ignore the unpaved road, and go on to a paved road before going left.

The object of these TDS rallies is to maintain precision with respect to the time or average speed (quite challenging on a Morgan with a suspect speedometer) experienced on any given segment. You just need to remember that Time (T) is equal to Distance (D) divided by Speed (S).

TDS rallyists use various devices to stay on track. More sophisticated rallyist might use a GPS and a Rally Computer, but most sports car rallies, run by clubs, allow only the equipment in the car and a watch. This typically includes the odometer and speedometers included on the dash and the watch on your wrist. In some rallies, a calculator is allowed, otherwise you do the math manually.

Rally instructions may be simple textual statements or sometimes 'tulip' graphics. An easy tulip has a dot for direction of entry and arrow head for direction of travel also the distance to the next point is indicated.

Order	Distance	Time	Tulip	Time	Instruction
1.	0.00	0.00	T	0.00	Loose PPWD (Paved Road) (Start Instruction Happens Immediately)
2.	0.50	0.10	Y	0.30-41	BTZ Morgan Crest 1.25M
3.	0.25	0.13	Y	0.05-04	"X" OOD Begins 10 mi after at White Marker 145.5
4.	13.30	13.30	Y	0.15-48	BTZ BTZ Morgan BT 1.5M
5.	15.00	2.00	Y	0.10-33	BTZ Morgan Take Exit 163 (County Line 805)

WARNING: Doing a TSD rally with your spouse can be quite the (mis)adventure. Having been down that road, literally, many times, I would advise against it. Or, at least offer a stern word of caution to the unwary.



New for 2014, The **MORGAN**
ROADSTER '65 Porsche
 Medium Ivory, Yarwood
 Kensington Vanilla Leather

NEW 2014 MORGAN 3
WHEELER Brooklands Edition,
 Brooklands Green

NEW 2014 MORGAN 3
WHEELER Black/Black leather/
 Black painted nose cowl, Black
 exhaust and black heat shields

NEW 2013 MORGAN 3
WHEELER Black Cherry Metallic!

NEW 2013 MORGAN 3
WHEELER Porsche GT Silver!

2012 MORGAN 3 WHEELER
 Red, brand new, full warranty
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2005 MORGAN ROADSTERS: Silver
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2005 MORGAN ROADSTERS:
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 Peacock Blue Metallic wings

2003 MORGAN PLUS 8
 Royal Ivory/Red Leather
 35th Anniversary

2003 MORGAN PLUS 8
 Brooklands BRG/Stone leather

1967 MORGAN 4/4 SERIES
V British Racing Green

1962 MORGAN SKIMPY
SAN BRG/Tan Leather

1962 MORGAN PLUS 4 SUPERSPORT
ROADSTER Soft Yellow body/Black

1961 MORGAN PLUS 4 DHC,
 Red/Black Leather, chrome wire
 wheels // DRAMATIC PRICE REDUCTION

1959 MORGAN PLUS 4
DROPHEAD COUPE Kingfisher
 Blue, stunning restoration

1959 MORGAN PLUS 4 FACTORY
LIGHTWEIGHT Regency Red/Tan

1935 MORGAN 3 WHEELER
MX4/SS Barrelback

1934 MORGAN 3 WHEELER
 Ivory/Red 29 Historic Races
 and Concours, fully restored

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New PERANA Z-ONE

PERANA Z SILVER

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1969 LOTUS ELAN SPRINT DHC



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2014 US (and a few International) EVENTS

2014

As we get a little closer to the fall, it's getting a bit cooler, and in some cases, a bit more conducive for Morgan drives.

The Fall Meet is just around the corner and it looks to be great!

The deadlines for making your hotel reservation and sending your check for dinner to Jim Clark has passed, but you may still be able to get in on the action. Call him.

As of right now, we still haven't locked down the location for the annual Christmas Party. Please, let us know if you have an idea.



The 2014 MOGSouth Events Calendar Is Here!

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

- **Goodwood Revival**, Sep 12 - 14, Goodwood Circuit, Chichester, W. Sussex, England
- **MOGSouth Fall Meet**, Sep 19 - 21, Highlands, NC - Hosted by Jim and Collette Clark **See Details In this Issue**
- **The Petit Le Mans**, Oct 4, Road Atlanta, Braselton, GA
- **Brits at the Beach**, Oct 11, 321 Causeway Drive, Wrightsville Beach, NC
- **Euro Auto Festival***, Oct 17 - 18, BMW Plant, Greer, SC
- **GatorMOG Noggin**, Date/Location **TBD**
- **Lake Mirror Classic**, Oct 17 - 19, Downtown, Lakeland, FL
- **Hutchison Island Speed Classic**, Oct 24 - 26, Savannah, GA
- **Hilton Head Island Motoring Festival & Concours d'Elegance***, Nov 1 - 2, Hilton Head Island, SC
- **HSR Classic 24hr Race at Daytona**, Nov 12 - 16, Daytona, FL
- **Winter Park Concours d'Elegance**, Nov 14 - 16, Winter Park Country Club, Winter Park, FL
- **MOGSouth Christmas Party**, Dec 6 - **Location TBD**

ELECTRIC CAR BUFFS LAUNCH MALVERN CLUB <http://www.malverngazette.co.uk>

[With all of the talk about the Tesla electric vehicles in the press, one wonders what has become of the Morgan Plus E. Well, it's alive and apparently well, and has reemerged to part of an electric car consortium being formed in Malvern. Ed]

A GROUP of enthusiasts for electrically-powered cars have formed a club in Malvern. And the group, the Malvern Hills Electric Automobile Association, or ElectrAA for short, is moving swiftly to make its mark, with a launch show at Malvern Theatres next month. Electric cars are becoming increasingly popular, with one news report this week claiming that sales of the vehicles in the EU in 2013 were double the previous year.

Dan Wild, the group's secretary, said: "2014 promises to be an exciting year in the field of electric-powered vehicles coming on the back of the programme to install two chargers at every motor services in the UK, the charging network building in the hotel market, and the start of the Formula E Grand Prix season in September."

Among the vehicles they hope to feature are a Tesla, a Nissan, a Mazda RX7 converted from rotary to electric motor, a Nissan Van and Taxi, and **of course the Plus E Morgan from Malvern's own car company**. Invited speakers include industry figures Robert Llewellyn, Simon Crowfoot and Paul Churchley.



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OF NEW ENGLAND



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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 to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096. **Name Badges - Have you found your badge yet?** If not, order one from the club. Also, let us know what else we need, in addition to the car badges, in the MOGSouth regalia bin. We haven't spent a lot of time and money buying things that no body wants, so we don't have a stockpile of regalia items. This doesn't mean we can't get something. Shirts, hats, jackets, patches . . . Just about anything. Let us know in person or send an email (mogsouth@yahoo.com) if you have an idea or a need. We'll do what ever makes the most sense.

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

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

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. 8/14

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

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

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

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