

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 8/15

Morgans in The South

August 2015

**Keeping the Faith
and Flying the Flag**



1967 Morgan Plus 4

Simple by design, yet an inviting beauty to look at

[MOGSouth / GatorMOG member Gil Stegen is famous! His absolutely gorgeous 1967 Morgan Plus 4 Drop Head Coupe graces the pages of the September issue of Hemmings Motor News. Way to go Gil!!! Ed]



WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

Being a small manufacturer of handcrafted sports cars means that many components that are fitted to their cars are just that — crafted by hand. We're referring to the Morgan Motor Company, and the most noticeably handmade-looking part on a Morgan is the instrument panel.

Morgan was founded in 1910 and was based in the small town of Malvern Link, Worcestershire, England. Its old-school crafts-men made dashboards out of solid wood, which were fitted by hand to the car at the end of its assembly.

Although walnut veneer was a popular choice in later years, before regulations meant that the instrument panels had to be covered in a padded black vinyl, many of the older

dashboards were fabricated from a single piece of solid mahogany, an example of which is shown here in this 1967 Morgan Plus 4 Drophead Coupe. This Plus 4 was bought by its one and only owner, Gilbert Stegen of Lake Worth, Florida, who still enjoys driving his Morgan even after 49 years of ownership (a full feature on this rare Drophead Coupe will appear in an upcoming issue of *Hemmings Sports & Exotic Car* magazine).

There's an open glovebox on the far right side; on the opposite end, ahead of the driver, sits a Smiths 6,000 RPM tachometer with a redline set at 5,000 RPM. Like the other two gauges, it features a black bezel with white numbers on a flat black background.

In the center of the dashboard sits a metal panel, which contains the 140 MPH speedometer on the far right, and a four-in-one gauge on the left, nearest the driver. This gauge, with the "Morgan" logo silkscreened in the center, houses the ammeter, oil pressure, water temperature and fuel gauges. Both are Smiths gauges as well. The ignition switch is fitted to the lower center, directly above the shifter, the choke is on the left and the headlamp switch is on the right. Above are various lighted components such as turn signals, plus the toggle switches for the windscreen wipers and heater blower. In the center of the dashboard, above this instrument panel resides the horn push-button. As you can see from the three-spoke wooden steering

wheel, there was no provision for a horn button in its center. The beauty of this Morgan dashboard is that it has that handmade look, which so many enthusiasts find appealing. In today's world it's a refreshing alternative to the mass-produced stamped-steel instrument panels that all other cars were fitted with. Like Morgan, this handcrafted wood dashboard a throwback to simpler times, before government regulations] changed the way automotive interiors looked. ^



MORGAN ROADSTER

A Ford V-6 encourages this classic shape into the 21st century. www.roadandtrack.com By Dennis Simanaitis



I was taking the Morgan Roadster up the 405 to its next assignment when I had a revelation: **I was driving a perfectly usable automobile.** Yet, I was sitting uncustomarily close to the steering wheel, in a breezy open cockpit, its classically round instruments set in handsome wood. I sighted down a long louvered bonnet, as it bobbed this way and that with the 405's freeway hop. This could have been my own 1965 Morgan Plus Four 4-Passenger Family Tourer, except....

The Roadster is powered by a 3.0-liter 24-valve V-6 producing 225 bhp at 6200 rpm, 200 lb.-ft. of torque at 5400 and, more important for proper feel, adequate torque throughout its rev range. Put this engine and a 5-speed gearbox in a car weighing 2240 lb., and it'll go from 0 to 60 mph in 5.2 seconds.

Its ride is firm, but the relatively tall 205/55-16 tires keep it from feeling ridiculously so. Cornering is commensurately flat, and it's as though you're urging the front of the car through a bend from an aft point of view. In what's admittedly a rather cramped cockpit, you sit close to the wheel. In the old days, it was necessary to put some shoulder into a Morgan's steering, but today's electric power assist has eliminated this.

Our lads had good fun with the Roadster at the test track. I've already cited its 5.2 seconds to 60, followed by quarter-mile results of 14.1 sec. at 97.7 mph. The Roadster circled our 200-ft. skid pad at 0.80g. It sliced through our slalom gates at 64.0 mph. Not bad for a suspension design dating back to 1909.

The Malvern Link folks are building only 82 of these Roadsters. (Stout ash wood is in abundance, so there must be something else in limited supply.) The price is \$73,950, plus shipping from the U.K. and any local taxes; figure around \$77,000 upon delivery sometime between December 2005 and February 2006. Standard equipment includes driver and passenger airbags, air conditioning (in addition to that provided by Mother Nature), leather upholstery (your choice of more than 50 colors), custom paintwork (your choice of more than 35,000 colors), stainless-steel wire wheels (or alloys, a no-cost option), a walnut dashboard and a black PVC top with side screens ("What are side screens, Grandpa?").

Among options are superior weather equipment of colored PVC and a tonneau cover (\$823). Or deluxe weather equipment in mohair (\$2238). Or a carbon composite hardtop (from \$3145). Why do you suppose this fixation with weather protection? I'd keep the top stowed, though I would get the separate tonneau cover in black PVC (\$370). A side screen bag (\$194) too, as it'll keep them from getting scratched.

And this, of course, is the charm of owning a modern, oxymoronic though this term may sound. Here's a car with side screens and air conditioning. With separate fenders (wings, in Brit-speak) fabricated using the most advanced Superform techniques. With sliding-pillar front suspension dating from the first Morgan and twin catalytic converters dating from Ford's latest emissions labs. The Morgan Roadster is 21st-century vintage motoring.

And perfectly usable at that.



MORGAN AERO 8: PH CARPOOL <http://www.pistonheads.com/>

Car: Morgan Aero 8

Owned since: June 2014

Previous cars: BMW Z4M Roadster, Ferrari Mondial T Coupe, BMW E36 M3 Evo Cabriolet, Mazda MX-5 Mk1, Mini Cooper S, six or more Westfields and countless daily drivers.

This PHer wanted to combine a bit of Ferrari, Z4M and Westfield into one and appears to have nailed it!

Why I bought it:

"Having tried to combine the family with my love of driving, hence the M3 and Ferrari choices, it transpires that the family endure what I embrace!

Therefore I gave up on the four-seater fun bus and returned to two seats and open tops. I wanted something that combined the driver connection of the Westfields, the speed and reliability of the Z4 and the aural and visual drama of the Ferrari. *I think the Morgan Aero 8 ticks all those boxes."*

What I wish I'd known:

Put simply, I wish I had remembered the car and details. Like most people my view of Morgan was of cars fabricated out of ash that were styled and drove with a traditional bent. However the Aero 8s (Series 1 cars at least) utilise an aluminium glued and riveted chassis, double wishbones all round, a limited-slip diff, inboard dampers, rose jointed suspension and a BMW supplied V8 with a manual that is hard mounted to the chassis. Underneath it started out as a 1996-1997 GT2 race car first before being adapted to road use. Driver connection and speed ticked."

Things I love:

"I love the looks and road presence and the effortless performance it serves up. I know the looks can be decisive but I have a secret passion for Art Deco and hot rods so, to me, roof up or down it is just gorgeous. Others seem to agree as well as every trip out normally involves a few Q&As from admirers along with requests for photos. The fact my car also comes with a melodious V8 is just the icing on the cake.

"Ownership also brings other delights, a signed picture of the car in build and a photo build diary for example. Aural and visual boxes ticked."

Things I hate:

"Well there is no getting away from the fact that it is hand made, *but for me this adds to rather than lessens the appeal.* There is only one bug bear, the tire pressure monitoring system and its total reluctance to either work properly or be silenced for good!"

Costs:

"Well I had the leather tidied up and the annual service completed the other day, all of which was totally reasonable for a car with an original list price north of £60K. So far it is similar in running costs to the Z4M. However despite having an epically long bonnet engine bay space is at a premium. As a consequence some ancillaries like oil filters and access points like changing a bulb do require removal of most of the front body work, with the resulting labor costs."

Where I've been:

"I love a road trip, so just a month after purchase it was on the Eurotunnel for a trip to the Le Mans Classic, two up with all our camping stuff. This year sees it heading to Exmoor and Wales for long weekends and if the stars align a Scotland hoon as well. With an aluminum chassis I did make a point of using it over the winter as regular use helps with the reliability."

What next?

"I will get the front resprayed this year to remove the stone chips and will either silence for good or fix that sodding tire pressure monitoring system!"



*[There seems to be a slew of MOGSouth cars in the trade publications these days. Even I got a little press. The 'MOG' Magazine, endorsed by the MMC, featured my Series 1 DHC Avon Coupé for their July 2015 issue's **Iconic Mogs** feature. Cool Stuff! Ed]*



Proto-moto: The Avon Coupé

For any car to become a production vehicle there has to be an initial test bed, something to experiment with and perfect a particular design. The prototype for the Drophead Coupe, is a Morgan known for its rarity in production form. This is a particularly rare example, even by those standards, and a test vehicle which was responsible for a number of Morgan firsts.

Known as the Avon Coupe, this vehicle not only possesses a very interesting history, but it also has a raft of unique features. The Morgan Motor Company has always had a history of producing fast, functional and lightweight sports Cars, but in the inter-war period was in need of diversifying to keep up with its rivals. The prototype started its life as an attempt by Morgan to compete with the more luxurious models on the market as provided by Triumph and MG.

Just before 1937, Morgan had come up with the idea of commissioning a company to prototype a Drophead Coupe-style car with luxury in mind. Unable to put the resources aside themselves at the time, Morgan approached coachbuilders Avon to mock up a design that would be appropriate for a luxury Morgan.

Avon were a company who started up in 1919 in Warwick, specializing in coach built car bodies - Initially they started making bodies for Lea Francis, but expanded to produce bodies for Austin and Standard. There are a few Avon specials' out there that you may have heard of, including the slightly oddball Jaguar-Avon estate and the Avon-Triumph Acclaim.

Morgan gave Avon a production 4/4 to use and they quickly set about creating a new type of Morgan. To retain the classic Morgan look, Avon kept the front engine, bonnet, grill and headlights, but the rest of the car was totally redesigned. The side doors, side wings and rear of the car were completely new-Avon presented their design to Morgan who approved, and on 8th August 1938 it was announced that it would go into production. Although nearly all of Avon's design suggestions were used, there were a few elements dropped to lower cost. For example, Avon had designed a curved rear complete with recessed area for the spare wheel and metal enclosure.

Morgan opted to keep the standard 4/4 rear end as it provided a more practical and straightforward solution in terms of production. When it came to the interior, Avon designed a beautiful wooden cockpit surround to accompany the standard 4/4 dash. Underneath the body, however, the Avon was powered by a Coventry Climax engine and was mechanically identical to the production 4/4. The Avon prototype soon became a test bed for all sorts of parts for upcoming Morgan models - the prototype was the first Morgan ever to have an OHV Standard Special engine . . . [\[Get the magazine to see more. Ed.\]](#)



"The Morgan Motor Company was in need of diversifying to keep up with its rivals"



The Morgan - 'First and Last of the Real Sports Cars'

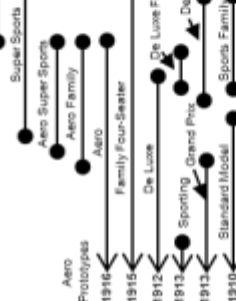
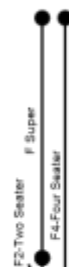


MORGAN MOTOR COMPANY

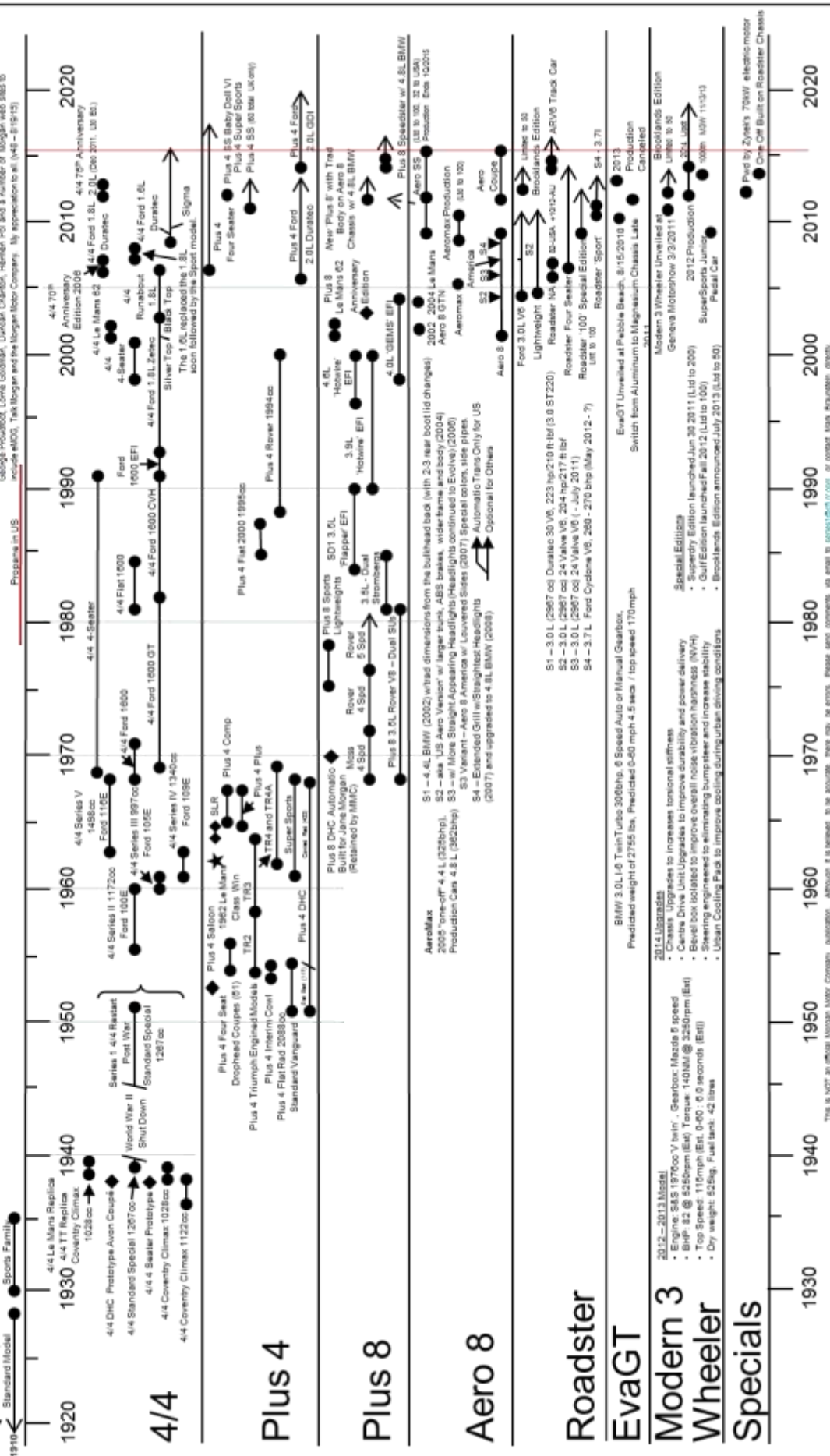
information compiled primarily from previously published sources to include illustrated Morgan Buyer's Guide, Klan Hill, 1880, *The Cars and The Factory*, John Tipter, 1993, *Original Morgan*, John Wormal & Liz Turner, 1992. Additional contributions from noted Morgan historians and enthusiasts to include Ken Hill, John Wormal, George Proudfoot, Lorne Goddard, Duncan Charlton, Herman Holt & a number of Morgan web sites to include eMOC, Tell Morgan and the Morgan Motor Company. My association to all: (M48181818)

Vintage Three

Wheeler



**Celebrating Over 100 Years
1909 – Still Going Strong**



UNRESTORED ORIGINALS

The beauty of old cars in their natural state, warts and all

Feature Article from Hemmings Classic Car <http://www.hemmings.com/> by Richard Lentinello This article originally appeared in the March, 2010 issue of Hemmings Classic Car.

[I found this article somewhat appropriate, given our apparent desire to over polish and over chrome most things. (When did you last see a totally original Morgan?) It does make you think a bit about what really needs to be done. I certainly know most of us retain what ever original bits we can when restoring a car for reuse. (Maybe we are just cheap?) We clean, unbend, repair rust, etc., but in many cases we have to resort to new components, and given that Morgans have been around for awhile and are, for the most part unchanged, we tend to do a bit of upgrading along the way. Many of us certainly try to use period appropriate technology but in some cases this cannot be done.

Knowing just what components are correct and knowing just how they were installed into the car is getting harder and harder to ascertain. The knowledge of 'how' and 'what' is waning That is my biggest fear for our restorations of the future. We will just not 'know' and have no way to find out. So, keep all the notes and pictures, and records you find. They are invaluable, and these things are going the way of the dodo bird. And, if you are restoring a car, ask all the questions you can, don't just assume you know what's right. You will be surprised what you find out. I always am. Ed.]

In the pursuit of perfection, in the quest to restore collector cars to the absolute finest condition possible, the integrity of the automobile manufacturer's construction methods and all of the unique characteristics associated with the car's manufacture get tossed out the window, never to be seen and appreciated again. Significant information that future car enthusiasts will not be able to access in order to restore cars--cars that are too far gone to be worthy of being preserved as is--to their factory-correct state will be discarded like yesterday's trash. How sad.

As much as we all appreciate the hard work and talent required to restore an old car to standards equal to a Pebble Beach Concours-winning Classic, there's something special about an original car. Unrestored original cars are honest and real, not replicas of their former selves--which is essentially what they become once they are restored.

We use the term "unrestored originals" in order to drive home the point that the cars featured on the following pages truly are original. Many people falsely believe that cars that have been restored to factory-correct specifications are considered original. But how can that be if the new paint they're now wearing wasn't applied by the car's manufacturer, the upholstery doesn't feature the same grain pattern as the original fabric, or that the new reproduction bumper and floor pan were made overseas? These restored cars are truly correct reproductions, but in no way can they be considered factory-made originals.

Original cars are desirable for more than their simple existence. Professional and amateur restorers alike rely on original cars as reference material, so they can see how they were really painted at the factory, how the seats were upholstered and stitched, seam sealer was applied, decals and stickers were placed, electrical connections were wired, and how hinges and other hardware were finished.

Most importantly--and this is something that is often done incorrectly on restored cars--is knowing when certain components were bolted in place. Were the brackets, braces, filler panels and fender bolts installed after the surrounding area was painted body color, or were they installed first, then subjected to overspray during the painting process? Having the ability to access this type of critical reference material for little things such as these is what makes certain restorations truly authentic. And if it weren't for the well-preserved originality of unrestored cars, we would not have this significant information.

With each passing day, chances are great that we lose another original collector car to a restorer's dream of building the perfect concours car.

This is why we need to educate our fellow car enthusiasts, as well as every old-car owner we come in contact with, about the importance of keeping original cars original.

After all, they're only original once.



THIRD WHEEL'S THE CHARM

In The Cockpit of Morgan's Revived 3 Wheeler; The Time Machine Alternative



A Morgan 3 Wheeler is neither car nor bike. It is, however, a totally unique way to motor about. And after more than half a century away, the trike recently went back into production. Sliding into the new Morgan 3 Wheeler is relatively easy. The seating is two-up, although the two would need to like each other's company pretty well.

The seat is comfortable, featuring a raised center section that keeps occu-pants firmly in place. The banjo-style, four-spoke steering wheel is pretty cool and is positioned nicely.

Power comes from one of S&S Performance's big-bore V-twin motorcycle engines—call it a pseudo Harley, but those

1983cc deliver quite the shock when you press the aircraft-style starter button. That unforgettable rumble announces that this is a motorcycle engine, not the typical car powerplant.

And in typical Harley fashion, all at once everything begins to shake, buzz and rattle. This isn't necessarily a bad thing, though. Immediately it's like you're taxiing to takeoff on some new adventure.

The shifter falls right to hand, and it's connected to a slick five-speed unit reputed to be from a Miata. As the Morgan moves off, though, you instantly notice that the updates mainly stop at that Mazda gearbox. The steering is manual, while the clutch pedal can most charitably be described as very firm.

Like the rest of Morgan's model line, the 3 Wheeler's body features three main ingredients as an aluminum body and chassis support an ash wood frame and leather-trimmed interior. Dry weight is about 1150 pounds, and that giant S&S engine produces some 82 horsepower in base trim. Compare those figures to your standard Little British Car.

The driving experience is one part formula car, one part fighter plane. Although it may not handle like a motorcycle, the Morgan trike definitely delivers a dash of that experience, too. The wind is free to slap you in the face, and your nose won't miss a thing, whether it's the trike's mechanical smells or the perfume of the passing countryside. Suddenly you're in prewar England.

Once on the road, the rough-and-tumble idle quickly gives way to a Harley rumble. The power-ful engine and light weight mean that things start to happen in a hurry. Zero to 60 takes about 6 seconds, putting this trike on par with many of today's performance cars. That Mazda gearbox ensures quick, easy gear changes.

You would think that having a hulking engine out front would make for some weird handling dynamics, but it doesn't. Through the turns, the driving sensation is close to what you'd experience in a Lotus 7 or old Formula Ford. It's easy to forget there's just a single wheel out back.

In addition to great handling, quick turn-in and tons of torque on tap, this Morgan has one more surprise: It rides nicely. Sure, there are a few buzzes and rattles, but the 3 Wheeler cruises much more smoothly than its prewar origins would lead you to believe.

Although Morgan started out with trikes, they were fully committed to cars after 1952. Before the famed company added the trike back to their lineup for 2012, you had to find—and likely restore—an earlier one. How much does it cost to relive those early three-wheeled days? Budget about \$50,000 for a previously owned, late-model example.

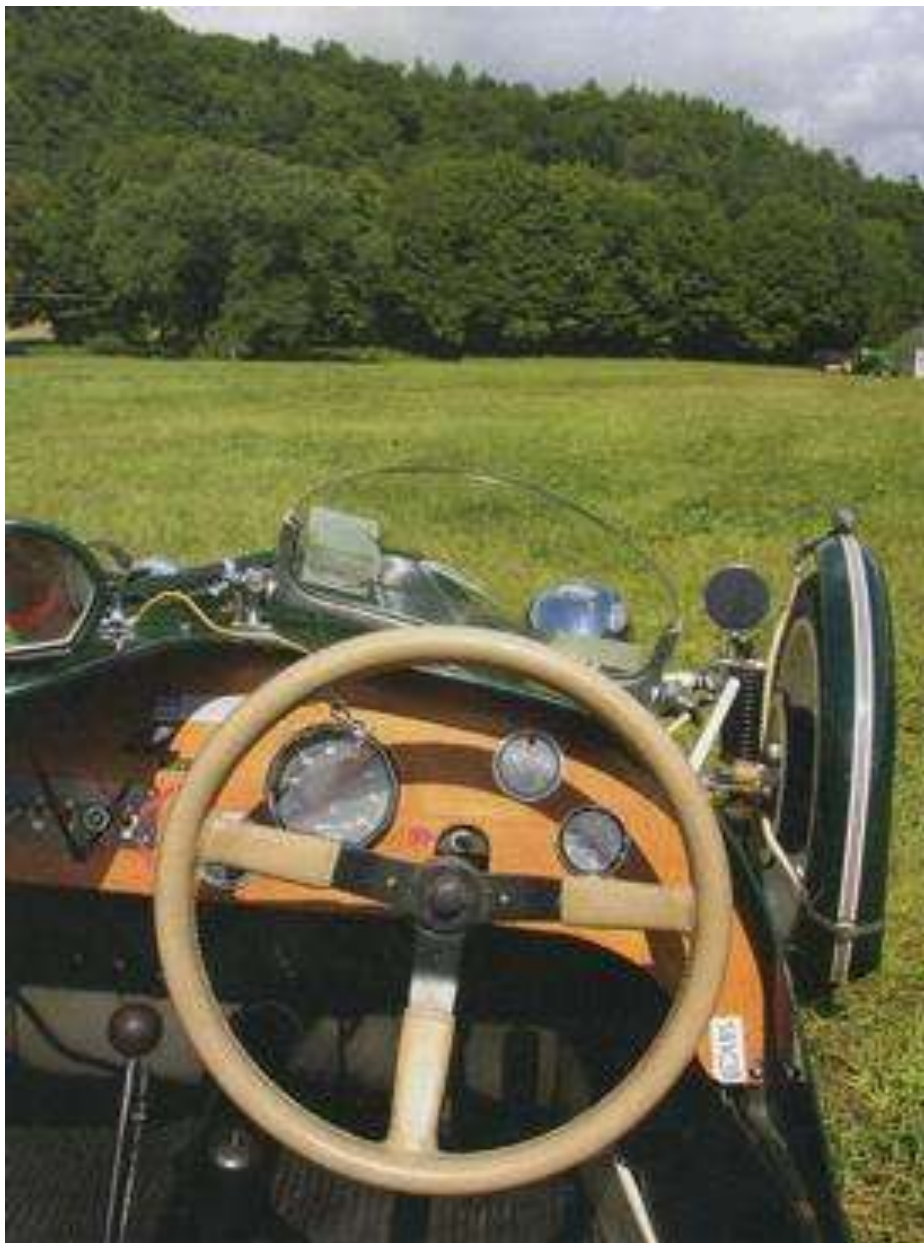
Hey, it's cheaper than building a time machine.

[MOGSouth Supporter Morgan Motors of New England provide the M3W to Classic Motorsports to review. All Morgan press is good press!]



[Classic Motorsports (Sept 2015, Page 81) compliments their article on the M3W with a quick pictorial of Chris Towners pre-war F Type. A pretty car that is well known in the Northeast. Ed.]

A three-wheeled Morgan isn't limited to country drives. Chris Towner regularly runs his 1938 Morgan F Trike in vintage race events. The F Trike appeared in the early '30s, some 20 years after the company's first V-twin machine.



WOULD YOU LIKE AN ORIGINAL TRIKE?

The dream for many enthusiasts is to own a genuine, early Morgan trike. Then there's the reality: For some of us, we barely fit in the darn thing. Chris Town-er's 1938 Morgan F Trike was a bit cramped for us, so we settled for a quick country drive.

The old trike's ride is a little rougher than the modern version's, but its modified, side-valve Ford E93A seems to give it a similar power-to-weight ratio. Morgan supplied the

three-speed transmissions, though, with a reverse H-pattern. As a result, first is up and to the right. Second is down and to the left, and third is up and to the left.

The handling on this old Morgan is quite crisp, although the steering is even stiffer than the new car's. Once underway, though, the machine goes where it's pointed.

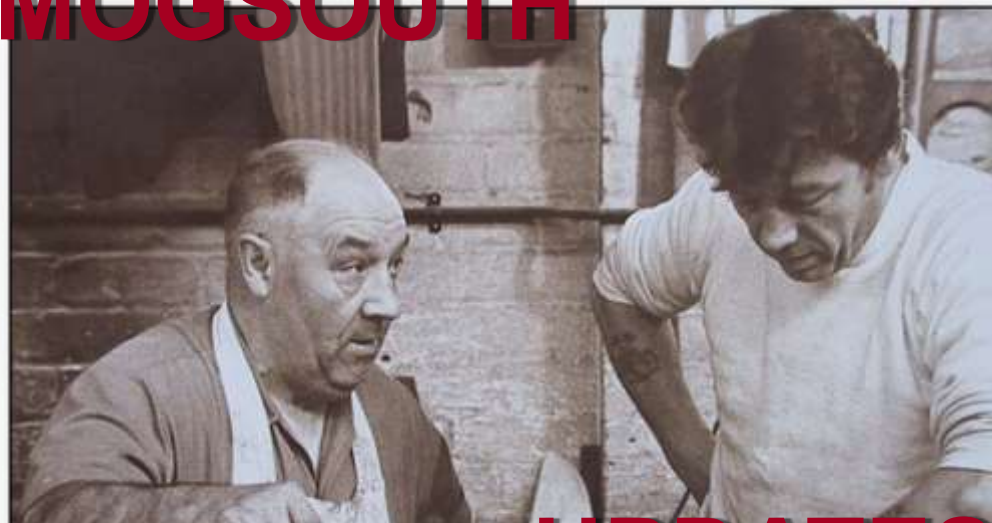
What did we learn from this Morgan trike experience? From the cycle fenders to the long hood to the intimate cockpit, perhaps three wheels can be more fun than four.

“From the cycle fenders to the long hood to the intimate cockpit, perhaps three wheels can be more fun than

Classic Motorsports (Sept 2015, Page 81)



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Finally, GatorMOG has settled on a date and location for its next Noggin. The GatorMOG group (and any others who want to play!) will converge on one better shows in Central Florida, the Lake Mirror Classic. This show is a big show with something for everyone, to include hot rods, a Concours and even boats.

Pre-Registration is required, so if you are planning on coming, you need to register now! And, I suggest you do it online to get the reduced registration fee.

The MOGSouth Fall Meet and Christmas Party are gelling nicely so get them on the Calendar too!!

MONTHLY CLUB GATHERINGS !!

ORLANDO FL GATORMOG / MOGSOUTH BREAKFAST!

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

GATORMOG FALL NOGGIN - OCTOBER 16 - 17, 2015 - IN LAKELAND FL **NEW**

GatorMOG will have their Fall Noggin in conjunction with the **Lake Mirror Classic Car Show**. There will be a Friday evening Noggin (October 16) at a location in Lakeland to be announced, and the GatorMOG Morgans will all participate in the **Open Show** (or Concours) on Saturday October 17. Also, we are working to confirm the Host Hotel. We'll let you know. **However, you must pre-register for this event.** There is a fee that goes to Charity. See the registration form elsewhere in this issue (or you can register online.)

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

MOGSouth's Fall Meet for 2015 will be held in and around Rome, GA on Halloween weekend, Oct 30, 31 and Nov 1. The Hawthorne Suites Hotel in Rome is holding rooms for "**MOGSouth**". Phone: 706 378-4837.

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

The hotel will hold the rooms until Sep 30, 2015. The tentative schedule for the weekend is as follows.

Friday, Oct 30th, Friday night river cruise on the Roman Holiday (sounds like a good title for a movie!) Riverboat from 6-8 PM with a box dinner for \$15.00 per person. **Please make your reservation for this with Judy directly.**

Saturday, Oct 31st, a scenic tour to Chattanooga with a rest stop at the Chickamauga National Battlefield Park and then a tour of the Coker Tire Factory at 10:30. Lunch is on your own. Convoy back to Rome leaves at 2:30.

Sunday, Nov 1st, Breakfast at the hotel then visit Judy and Gary's home in Kingston (20 miles east) to see their classic car collection. Contact Judy Heck for Friday riverboat and dinner reservations and Saturday dinner reservations. Email: heckgj@aol.com - Phone:(404) 234-0948

FYI - More details were provided in an email sent out by Randy Johnson on 29 July.

MOGSOUTH FALL CHRISTMAS PARTY - DECEMBER 5, 2015 **NEW**

SAVE THE DATE - Saturday, December 5th - The Waynesville Inn and Country Club in Waynesville. NC. Special rooms rates will be offered by the hotel. For early arrivals. Downtown Waynesville has special holiday events and gallery openings on Friday night, and some very good dining options.

Saturday Morning 10am-2pm SPECIAL BONUS EVENT - WHEELS THRU TIME MUSEUM - Curator Dale Walksler (of *What's In the Barn* on Velocity Channel) and MOGSouth member and motorcycle enthusiast Bob White will welcome MOGSouth members to a special private opening of the 'Wheels Thru Time Museum', in Maggie Valley, just a short drive from the Waynesville Inn.

Saturday Evening - MOGSouth Annual Christmas Party at The Waynesville Inn. Gene Spainhour & Pat Harris are our hosts. More details to follow. Contact gene.spainhour@gmail.com with questions.

AND OTHER THINGS YOU SHOULD KNOW !!



GATORMOG FALL NOGGIN, OCT 16 -17

Register by Mail, Fill Out This Form and Mail to Address Below,
or Register Online at <http://www.lakemirrorclassic.com/>



LAKE MIRROR CLASSIC AUTO FESTIVAL

October 16 - 18, 2015

Name _____

Address _____

City/ST/Zip _____

Cell Phone _____

Email _____

Vehicle Description

Year/Make/Model _____

- ♦ First time vehicles please submit one high-quality photo and a display sign description not to exceed 100 words.
Send via email to: Ginny Askew at Ginny@LakeMirrorClassic.com

Vehicle Type

- ☐ Car
- ☐ Truck
- ☐ Motorcycle
- ☐ Wooden Boat
- ☐ Bicycle
- ☐ Military

Preparation

- ☐ Restored (original specs)
- ☐ Restored (non-original specs)
- ☐ Unrestored Survivor
- ☐ Slightly Modified
- ☐ Heavily Modified
- ☐ Customized

Condition

- ☐ National Show Winner
- ☐ National Show Quality
- ☐ Excellent
- ☐ Good
- ☐ Fair
- ☐ Rough

Select Events Entered

- ☐ Hot Rod Rendezvous (Friday Night).....
- ☐ The Lakeland Open Car Show.....
- ☐ The Concours d'Elegance (☐ Judged / ☐ Not Judged).....
- ☐ Motorcycles and/or Bicycles.....
- ☐ Classics for Sale Corral.....
- ☐ Hemmings Road Tour & Lunch (Sunday).....
- ☐ Boats.....

Applicable Fees

- \$30 Per Vehicle
- \$75 Per Vehicle (\$50 before 9/1/15)
- \$75 Per Vehicle (\$50 before 9/1/15)
- \$25 First Vehicle/\$20 Per Additional
- \$75 Per Vehicle
- \$30 Per Person ____ Qty
- \$50 Per Boat

Make checks payable and mail to:

Lake Mirror Classic, Inc.

P.O. Box 328

Lakeland, FL 33802

\$_____ Total amount enclosed

Trailers and Large Vehicles

- ☐ Check here for assistance with parking for trailers and large vehicles. Vehicle length: _____



1953 Morgan Roadster



Yes, sometimes I watch television. Mindless entertainment mostly . . . the news, weather and other bits of 'reality,' but find I do watch the automotive shows occasionally, as Andrea enjoys them so much. Her choices are not typically my choices either. Sometimes these automotive shows are actually educational. I learn new things or at least reinforce things I 'think' I already know.

FantomWorks in a car restoration show on the Discovery Channel. It focuses on a restoration shop and their clients. The shop is in Norfolk VA and Dan Short is the proprietor. Dan is an ex Army guy, and since I too was in the Army, his 'take no prisoners' approach, sort of resonates with me. Mostly, they do a lot of muscle car restoration. I guess that is what pays the bills. Not really my cup of tea though but occasionally there is something that draws me in. The episode with the 1953 Morgan Plus 4 (*'Good After Bad'*) was one that caught my interest. I saw the Morgan flash by on several other episodes but never caught the actual episode where the Morgan was the star. Then flipping through the channels, very late into the evening, it just showed up. Technology . . . you got to love it!

I settled down to watch this episode and the 1953 Morgan Plus 4 was sort of a back plot or supporting story line, while the main story or star of the show was a 1969 Camaro SS that had been previously restored. Unfortunately the owner of the Camaro had been taken by the previous restoration shop he had used (not FantomWorks) to the tune of some \$50K USD and had gotten some very, very shoddy work for that investment.

It played out that the folks at the FantomWorks had to redo most of what was done to the Camaro, except the paint. The lesson to be learned here is that, like in all things, buyer beware. Be sure you know who you are dealing with on any restoration and have a good sense of what you are getting for your money. Restoring any car is not cheap, but having to do it twice will really put you off. Also, even the most well intended folks can make mistakes. Understand that and take into consideration their capabilities. If you have a car worked on, or buy an older car, check everything to make sure you know what you have - what works . . . what doesn't . . . and what might need fettling.



Anyway, the 1953 Plus 4 car into the FantomWorks shop primarily for a new top and side curtains. There were several other issues as well. There was no previous top to use as a pattern, nor were there any bows, nor even that typical row of lift a dots along the windscreen. The holes were there, but not the lift-a-dot studs (the chrome windscreen frame looked stock). Dan Short, the proprietor of FantomWorks, was convinced that the holes on the windscreen for the lift-a-dots were insufficient so he attempted to drill out some of the glass to allow deeper penetration for the lift-a-dots. This cracked the windscreen glass, sending bits of glass and glass shards all over their shop. It turned out that the windscreen glass was only *tempered* glass, not laminated glass. The good news is, that if this had shattered when the owner was driving, say after a rock hit the windscreen, there would have been big problems and the driver and/or passenger would have been severely injured. It was apparent that someone had previously replaced the windscreen glass, but did so with the wrong material. Another lesson to learn, make sure you have *laminated safety* glass in your windscreen.

The old side curtains were there, so a pattern could be made, but the side curtain mounting brackets on the doors had become stripped over time. Also, there were a few mechanical bits to tackle. The aluminum radiator had a leak, there was an oil leak somewhere (not identified), the horn was inoperable and the owner wanted to turn the wing lights into turn indicator lights. The show didn't spend much time on the mechanical bits, nor really did it show us the top creation.

I thought the car was somewhat pretty in its bright yellow livery with black interior, although I don't recognize it or the owner. There were a few inaccuracies in some of the work previously done, e.g. the headlight bar and headlights were mounted too low leaving the center light to block the lower radiator flow, the aforementioned incorrect tempered windscreen glass, and as FantomWorks



attempted to mount the top bows they complained of no body structure on the sides to mound the bow pivot point to? In all Morgans I have mucked with, there was always lots of structure in that area of the car's side. Not sure what may have been under the skin on this car?? Needless to say by the end of the show, the top bows were secured to something and the top canvas was attached to the turn buckles and lift-a-dots, in the typical way.

It seemed that the FantomWork's staff had to fabricate a number of things, and didn't really have much in the way of expert Morgan knowledge or really any good period photographs to use.

Given that the FantomWorks shop is in Norfolk, VA, area, I would have thought the owner would have been able to get all the technical knowledge and guidance from the members of MCCDC. It would have been the logical and frankly local choice for appropriate Morgan expertise. Also, I know of several very, very knowledgeable Morgan folks in that area.

Best I can tell, the FantomWorks staff and methods appear appropriate. Who knows! Perhaps the apparent lack of knowledge was just a ruse to enhance our television viewing experience?

Anyway, I quite enjoyed it and found the show worth watching, certainly if your remotes lands on the Discovery Channel in the middle of the night, like mine did.

There is nothing wrong with a little mindless entertainment, every now and then. Ed.]





The factory continues its proven strategy of announcing and producing limited production, upscale editions of the standard model range. This updated, either technically or visually, appeals to those that want just that little bit of difference (and are willing to pay for it.) For us however we are currently limited to the variations of the M3W being offered.

And, the MMC continues to expand its dealership network. This time however it's not a far off exotic locale, like Singapore or China. It's in Daytona, Florida! We have offered our help, but they aren't open just yet.

OFFICIAL MORGAN MOTOR COMPANY PRESS RELEASE - ARP4

MORGAN & AR Motorsport Present the AR Plus 4

Limited run of 50 cars, developed by Morgan's motorsport division, AR Motorsport

Extensive list of standard specifications offered with this car

- **Powered by a Cosworth 2.0 litre 225bhp engine, 65 years of the Morgan Plus 4, Being launched at Silverstone Classic 2015, Price from £54,995 Including VAT. Plus OTR costs.**

In this, the 65th year of Plus 4 production, Morgan are pleased to announce the AR Plus 4. Since 1950, the exhilarating Morgan +4 has been a mainstay of Morgan production. To celebrate 65 years of this iconic sports car, a strictly limited run of 50 vehicles will be built; each hand assembled and tuned by Morgan's experienced AR Motorsport technicians.

Each vehicle embraces a powerful Cosworth 2.0 litre engine and offers performance and styling features above and beyond those of a standard Morgan. The ARP4 enhances on road performance whilst ensuring that driver comfort and usability remains paramount, this enhancement has been achieved in three key areas -

PERFORMANCE - The ARP4 would not belong to the AR Motorsport family if it did not offer significantly more performance than a standard Morgan. As such, a large range of upgrades compliment the 225bhp Cosworth 2.0 litre. Each one of the 50 cars will be setup by an AR Motorsport race technician, ensuring that the investment in performance parts for each vehicle is transformed into a more capable and exhilarating car both on road and track. Further changes over the standard Plus 4 include an all-new suspension, the addition of adjustable shock absorbers, a new braking system, a different axle ratio and a revised chassis. *[Note the front and rear disc brakes and adjustable Spax shocks in the pictures. Ed.]*

STYLING - Aesthetically the ARP4 pushes the boundaries of the traditional classic. The challenge for the design team was to echo the suggestion of modern performance and function whilst maintaining the appeals of on-road classic motoring. The ARP4 achieves this by maintaining the use of Morgan's core materials; ash, aluminium and leather. However, by altering the mix of how these are applied gives an entirely new and exciting impression. Aluminium panels are left untrimmed and exposed adding to the sense of lightweight performance, whilst box weave carpets celebrate the leather and reintroduce comfort, detail and luxury. Contrasting colours selected from the AR Motorsport pantones provide a striking and modern visual, whilst high levels of detailing distinguish this model.

COMFORT AND USABILITY - Of paramount importance when undertaking the ARP4 project was to ensure that it not only performs exceptionally, but is also useable. As such, the ARP4 has received significant changes over standard production Morgans. Soundproofing in the hood and throughout the body ensures a reduction in road and wind noise and an improvement in NVH. A redesigned dashboard distinguishes the car and also offers improved usability for the driver. LED lights all round offer better road visibility, ensuring the ARP4 is further suited for long distance touring.

End of release - www.morgan-motor.co.uk *[Note: There have been Cosworth engines transplanted into other Morgans in the past. There is one in MCCDC that I saw a few years back. Ed.]*

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MORGAN AR PLUS 4 GOES OFFICIAL www.facebook.com

So following all the teasers, Morgan Motor Company unveiled their latest creation, the Morgan AR Plus 4, at Silverstone Classic 2015. It's a full-blooded sports car the AR Plus 4, pitched as a track car that you can drive on the road. It is built by Morgan's racing arm AR Motorsport.

Powering the Morgan AR Plus 4 is a 2.0 liter four-cylinder Cosworth engine which at 224bhp is the most powerful 2.0 liter unit ever fitted to a Morgan. That doesn't sound like much power, but then the car doesn't weight much either. All in, the AR 4 tips the scale at 900 kg.

Since it is meant mainly for track use, Morgan AR Plus 4 comes with re-tuned chassis and suspension that make it a much sharper handling car than the normal Plus 4. It also gets better brakes, adjustable shocks, and lightweight 16-inch wheels with high-performance tires. The upshot of all this is you get a car that looks like a 50s classic but drives as well as a Porsche 911.



It is rather pointless to talk about styling when the subject is a Morgan, because they all look the same and it's a look they've been rocking since God knows how many years ago. But an interested eye will notice the AR 4 is wearing a bit of mascara in form of black accents around its headlights and the grille. The car also has a fully loaded plush leather interior. That is there to justify the £55,000 asking price.

[The rumor is that 15 were sold pre announcement at the Silverstone Classic and all 50 will have been built and sold by November. Ed.]

MORGAN AR PLUS 4 UNVEILED - COSWORTH POWERED LIMITED EDITION

Morgan has unveiled the AR Plus 4, a limited edition special built to celebrate 65 years of its classic Plus 4 roadcar.

Featuring a 2-litre Cosworth engine putting out 225bhp, revised chassis, adjustable shocks and setup work by Morgan's motorsport division, it is the most powerful production-ready Plus 4 yet.

Just 50 examples of the AR Plus 4 will be produced. Each car will be hand built by Morgan and individually tuned by AR Motorsport.

Spax adjustable shock absorbers at front and rear will be tuned based on the buyer's request, with the car setup for either road, track or touring. The AR Plus 4's rear suspension is taken from the track-based ARV6, while the car has also had its leaf springs removed, allowing for more legroom.

Brakes come in the form of a specially developed AR Motorsport system while stickier Yokohama ADO 48R tyres are paired up with a new lightweight wheel. Aluminium has been used rather than steel for the bulkhead, valances and floor panels in order to improve rigidity and reduce weight.

Morgan has also worked hard to improve comfort and usability with the AR Plus 4, adding soundproofing throughout the hood and body of the car which you don't see on a standard production Morgan. LED daytime running lights have also been added, as has a revised dashboard layout designed to improve usability. A 4.1 sound system has also been added.

Subtle nods to Morgan's motorsport heritage feature throughout the car. Aluminium panels are left exposed, while the floor is covered in box weave carpets - a traditional finish also seen in the new Morgan Aero 8. An AR Motorsport steering wheel has also been added.

At the rear Morgan has created a new diffuser for the car as well as a twin tip centrally mounted sports exhaust. There is also a domed rear panel as a hat-tip to Morgan's racing days.

The AR Plus 4 will cost from £54,995, and is on sale now. www.evo.co.uk

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[Here are a few of the photos of the new ARP4 I gleaned from the internet. Unfortunately, I can't provide specific attribution for each as I pulled them down from the internet over time, either from the Morgan Motor Company Web Site, some related press article or the TalkMorgan blog. My apologies to the many photographers, but also my thanks for allowing me to share them with the broader MOGSouth membership.]

Although we don't necessarily get all the technology and other bits developed on the cars of today, we will hopefully get all this in the cars we get in the US, some time down the road. Ed.]



Note LED Headlights and Black Grille and Headlight Surround



Note the box weave carpet, and the lack of a fly off hand brake.



Note Twin Tip Centrally Exiting Sports Exhaust



Dash - Hard to Read but bottom, right hand switch says 'Sound'.



Rear Suspension with Disc Brakes and Adjustable Spax Shocks



Front Suspension with Disc Brakes and Adjustable Spax Shocks



ONE ISN'T ENOUGH FOR MORGAN NUT

<http://www.driven.co.nz/>

Allan Duffy's indisputably a Morgan nut – he's got three, and he's the president of the club. But it wasn't always that way. Unlike those folk who'd lusted after their classic when they were lads, and it was new, he wasn't looking for a Morgan. He wanted a car with character, that was fun to drive, and would be enjoyable.

"I'd barely heard of Morgan, it was the luck of the draw." But the brand made sense. Morgans use supplied mechanicals, so they're easy to get parts for, and he liked that it's a third-generation family-owned company still operating from the Malvern premises from which it launched in 1910. "I've been to the factory, there are no robots, it's all handmade, and they still use English Ash for the wooden frame."

He now also owns a 4/4, a Plus 8, and the car we're admiring, his 1933 Morgan Aero Super Sports, with its Matchless V-twin engine quite literally up front, mounted ahead of the bodywork. It's essentially a motorbike engine, with three forward and one reverse gear, which makes it a far easier proposition than its 1930 predecessor, which had two forward gears using a twin-chain system that required the stars to align in the heavens, your tongue at the right angle, and a bit of witchcraft before it would change cogs, or so the story goes. And to go backwards, you got out to push it...

Allan's first three-wheeler was a 1934 car, then he spotted this one. "It arrived in New Zealand in 2004 and I saw it at the Art Deco weekend in Napier, and it came up for sale. This is the only car I'd have sold the other one for. It came with a custom trailer which provides a mobile garage, which is quite useful..."

He says you do need reasonable mechanical knowledge to run it. "You need to lube the front suspension, oil the chain, and go over it with a grease gun." He does tow it for long trips, "I wouldn't drive it to Napier, the wear and



Allan Duffy and his 1933 Morgan 3 wheeler. Photos by Jacqui Madelin



tear on the car – and driver – would be ridiculous, though there are people who'd drive to Taupo."

You can get a hood, but he wouldn't bother – the noise beneath it is unbelievable, he says. If it rains, you just get wet... He does wear golfing gear, it's waterproof and above all, not too bulky, as the cabin's quite snug. "With cables for the steering wheel running down past the pedals, you wouldn't want big feet, and as the driver you generally have your right elbow over the side, the heat deflector is otherwise known as an elbow warmer."

Which Morgan he drives depends on the time of year, and where he's going, "the 4/4 for the city, the Plus 8 for Taupo, you wouldn't drive this round town, it'd overheat."

Driving it certainly keeps you busy. "It has a hand throttle, no synchro and the gearbox is back to front. There's no foot throttle, you have to double declutch and the steering is quite heavy, so when you corner you have to decide in advance whether you want to change gear, or you don't have enough arms. Fortunately the 995cc motor is quite torquey, there's a big gap from second to third so you need to be slow enough, get all your ducks in a row, have the revs right and then change – so it's fortunate you don't have to change gear that often."

It certainly gets along quite nicely, it only weighs 470kg, plus passengers. The format was designed around early tax laws. At under 500kg, and with fewer than four wheels, it was taxed and licenced as a motorbike.

The car's in great condition. "It was restored in Canada, I understand it took 10 years. The body panels would be original, the frame was new, the chassis mainly original," though it does have upgraded brakes, "They're off a Morris 8. Originality means different things to different people. I'm prepared to compromise some things for durability in modern traffic." This car has electric start, but you still have to flood the carb, and retard the spark to use it.

Allan says, "When you drive it you get lots of smiles, lots of looks as if you've come off a different planet. I'm often staggered by the people who've associated with Morgan at some point, but young people won't have heard of them."

What still appeals is the sense of occasion these cars impart to the simplest journey. "If you just want to get from A to B, get a good Japanese car. I wouldn't want everyone driving Morgans, they'd be too common, though you do have to adjust your standards, and even with a hood, you will get wet."

I have to say though that this short driver has put the exploits of Mrs Gwenda Stewart into perspective. Back in 1930 she broke the One Hour World Record at Monthlery at a speed of over 160kph. ***Rather her, than me . . .***



GREAT MORGAN VIDEOS ACCESSIBLE VIA THE MOGSOUTH WEB PAGE

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

1982 Morgan 4/4 | Ride Along (A short bit about the family Morgan, an 82 Fiat powered 4/4. Hagerty produced.)
Troubleshooter: Morgan Motor Car Company. 1990 (Sir John Harvey Jones, the 'Troubleshooter' tries to help the MMC. This is old, fuzzy but certainly nostalgic. If you haven't seen this, it's worth a watch, and if you haven't seen it in a long time, it's worth watching again.)

Bentley Drivers Club, Morgan Aero Challenge race, Silverstone 2015 (Definitely one for the Motorsports fan. A bit longish but lots of Morgans dicing it out on the track. Good stuff!)

<https://vimeo.com/130399105> (Not a YouTube video but if you click the link it should work. This is 25 minute long video of a New Zealand Hot Rod Show, but there is a nice walk around of a 1933 MX4 Super Sport trike featured about 1 minute into the video and ends around 7:40. Interesting for those who like patina. There is a corresponding article in this newsletter as well entitled '**One isn't enough for Morgan nut**'.)



ARP4S ALREADY ON THE SHOP FLOOR!!

Although the ink on the ARP4 announcement isn't even dry, the Cosworth powered AR P4s have made it onto the production line.

These photos were snapped by 'Jays' (TM user name) who is a regular at the MMC. (Thank you Jays!)

The chassis are painted and not just the bare galvanized steel of the other Morgan offerings. The red is sort of nice.

You can see the Cosworth

2.0L motors lined up along side the chassis. I am not sure what the other black ancillary bits are but have to believe they are part of the new design, e.g. suspension or engine mounting hardware, etc.

Rumor has it that these ARP4 cars are all spoken for. Speculation is that the MMC might have to start offering a range of engine options for each of the cars, e.g. the 4/4, the Plus 4, and/or the Roadster.



SMOKE ON THE WATER, FIRE IN THE SKY!

[My apologies to Deep Purple . . . Ed]

In the news - "A Royal Caribbean cruise ship that caught fire is back in Port Canaveral. The fire broke out on Royal Caribbean's Freedom of the Seas *[That would be the one with the Red Morgan. Ed]* last Wednesday as it approached Jamaica. A Royal Caribbean spokesperson said the fire started in a mechanical area of the ship.

Equipment on board was used to put it out and all passengers were told to go to evacuation stations out of an abundance of caution. We heard the emergency siren and we all came out pretty calm. The company said all the systems were operating normally after the fire was put out."

[The dream of cheap auto parts faded quickly . . . Ed.]

Did You Know?

Why are there classic cars on Royal Caribbean's Royal Promenade?

If you've been on a Royal Caribbean Voyager, Freedom or Oasis class ship, you will have noticed a classic car on the Royal Promenade. If you've been on more than one of those ships, you may have noticed that the cars featured on each ship are different. So why does Royal Caribbean feature classic cars on its Royal Promenades?

The answer takes us back to 1997, when Royal Caribbean was building Voyager of the Seas. The lead architect for the Royal Promenade, Njal Eide, had built a model of the Royal Promenade, and in the middle of the model, he had placed a nice little model of a Morgan Roadster complete with leather belt over the hood. Royal Caribbean chairman Richard Fain saw the car in the model and asked Njal about it because unknown to Njal, Fain was a big fan of the Morgans. Njal just thought it looked right and that's why he included it.

Fain was so impressed that he donated his own Morgan car that he had received for his 40th birthday some years back.

From that point on, having a vintage car was so popular that Royal Caribbean continued with the tradition with later ships in the Voyager, Freedom and Oasis classes.

[We reported when they got their first Morgan and now they have three! It is definitely a disease . . . Ed.]



Liberty of the Seas

[Perhaps a discount? Ed.]

SPAM ALERT

Like you, I communicate a lot using email. In addition to my personal email account, I monitor the MOGSouth email account (mogsouth@yahoo.com).

It seems that the frequency of SPAM emails are on the rise. And I am not talking about the marketing emails trying to sell you something. Most email systems will let you block emails coming from specific senders, should you not want to receive marketing emails from them, e.g. Target or Sears. These aren't really malicious, just annoying.

The SPAM emails are a bit different. They try to coerce you into downloading something you don't want or clicking on a link that takes you somewhere you really don't want to go. Perhaps they are trying to steal some personal information from you or do something else nefarious.

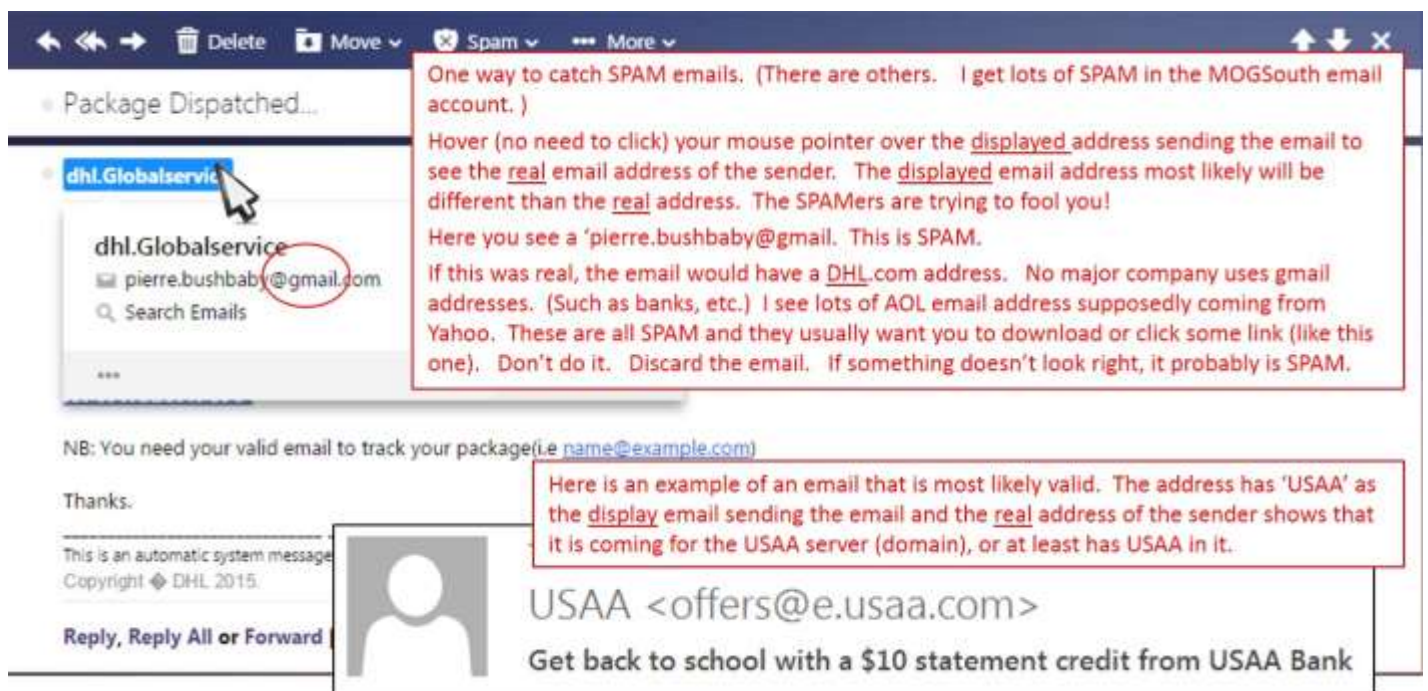
The common guidance is to delete those emails coming from places you don't recognize. But, sometimes they send emails that appear to come from someone or some organization you know. Or from even yourself. This could be a simple ruse and you should be cautious. However, you can easily defeat many of these SPAM emails with a little common sense, as I have shown below. [Check to see who really sent the email, NOT who you may think sent it.](#)

Emails coming from real business organizations will be sent by employees that have email accounts on the business organization's email server (which usually has a related domain name). I know this from my time working in the real world. (When I was working in Greenville SC, 15 years ago, we got six million (yes million) bogus emails in 1 day.)

So following the example below, DHL (the worldwide delivery service) would have a email domain name related to DHL. Perhaps something that even contained the business name, e.g. DHL. That means that the acronym DHL would most likely be in the address of a real DHL employee sending me an valid email. (Sometimes you can even check to see if there is a corresponding web site. [DHL.com](#) exists, so I suspect valid DHL emails would come from the same [DHL.com](#) domain.) This trick works for me, but it might not work as well for you. Just be careful.

This one below was sent from a [gmail](#) account. (Gmail, is Google's answer for folks who need a personal email account, like AOL, Yahoo, etc., but don't have the budget to stand up their own email servers.) Business emails shouldn't come from personal email accounts.

This tells me that this email is most likely SPAM and I need to discard it. Now, the USAA email example shown, is a valid email. I may not want to buy what they are selling, but at least I can see it came from USAA.com. If you delete something that was in fact valid, it will likely by resent or someone will probably call. (Now, telephone scams are rampant as well, but they are something to discuss some other day.) Nobody will fault you if you tell them you thought it was SPAM. Better to be safe than sorry.



One way to catch SPAM emails. (There are others. I get lots of SPAM in the MOGSouth email account.)

Hover (no need to click) your mouse pointer over the displayed address sending the email to see the real email address of the sender. The displayed email address most likely will be different than the real address. The SPAMers are trying to fool you!

Here you see a 'pierre.bushbaby@gmail'. This is SPAM.

If this was real, the email would have a [DHL.com](#) address. No major company uses gmail addresses. (Such as banks, etc.) I see lots of AOL email address supposedly coming from Yahoo. These are all SPAM and they usually want you to download or click some link (like this one). Don't do it. Discard the email. If something doesn't look right, it probably is SPAM.

NB: You need your valid email to track your package (i.e. [name@example.com](#))

Thanks.

This is an automatic system message
Copyright © DHL 2015.

Reply, Reply All or Forward

Here is an example of an email that is most likely valid. The address has 'USAA' as the display email sending the email and the real address of the sender shows that it is coming for the USAA server (domain), or at least has USAA in it.

USAA <offers@e.usaa.com>

Get back to school with a \$10 statement credit from USAA Bank





This article discusses the options available when looking to improve the cooling capabilities of your Morgan.

Simple improvement to air flow with air dams and scoops and other 'aero' tricks have been discussed. This looks at the cooling system itself and offers a number of suggestions.

Although this is specifically written for the Plus 8, the theories and ideas equally apply to other Morgan cars, like the TR engined Plus 4 or Ford powered 4/4.

All of these ideas and theories work, as I have personally had success with each of them. Ed.

Coolant Expansion & Recovery Tanks www.gomog.com Lorne Goldman

Automobile engine coolant systems provide a practical example of a liquid-thermal expansion problem. If the radiator is filled with coolant when the engine is cold, it will overflow when the engine heats during operation. In older Morgans, the excess fluid produced by the hot temperatures was released onto the ground. Frequent checking of the coolant level and periodic replacement is needed to avoid overheating on these cars. Many owners have retro fitted tanks. Newer or updated cooling systems have a container (tank) that either;

1. collects the released fluid that occurs with thermal expansion in the pressurized system and returns it to the radiator as the engine cools after operation, creating a vacuum and sucking the fluid back in through a valve in the cap (aka RECOVERY TANK) or
2. it is pressurized with the system and allows the fluid to expand into the container when the extra space is needed. (aka an EXPANSION TANK)

These designs both improve coolant systems and reduce the number of times the coolant fluid level must be checked (and avoids the expense of replacing costly antifreeze material mixed with the radiator fluid).

The biggest panic is at the start. People don't fill their cooling systems when their engines are hot, they fill them when their engines are cold, and fill them to the top. They start them up, heat the engines to running temp (a jump of 80C or so) and make puddles for a few days. It is unsettling and embarrassing but harmless (except to the environment).

How to Install an Overflow Tank

An overflow tank is installed by finding a place to bolt or screw it to the inner fender of the car. The radiator overflow vent hose is then routed to the overflow tank and inserted into it. You will still need to keep an eye on the coolant level in the radiator and keep it topped up to ½" to 1" below the bottom of the filler neck.

How to Install an Expansion Tank

The expansion tank is installed exactly as the overflow tank is, but should be located about the level of the radiator header tank. The radiator pressure cap is replaced with a blanking cap and the expansion tank should have the proper pressure cap for your system used on it. The overflow line from the radiator filler neck is routed to the expansion tank. Hose clamps need to be used on this line, as it now becomes a pressure carrying line rather than an overflow line. The overflow line is the one on the filler neck of the expansion tank and it has a hose attached to it that vents to the



Expansion Tanks

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atmosphere just as the conventional radiator overflow hose does. The radiator is filled to the bottom of the filler neck and the expansion tank is filled about one half full. The use of this system will add about one pint of coolant to the system, not normally an significant amount. After 200K Morgan miles of experience, I tend to favor an expansion tank.

Cooling a Big Plus 8

Recovery or expansion systems (different things) create a perpetual cooling function. It allows the car to encounter a wide range of ambient temperatures and driving conditions. In our case, ambient temps vary widely in a single trip. -10C to +40C is not unusual. Engine temperatures are also a function of bhp. The more you have, the more heat your engine will produce under load. I have Plus 8s (4.6 and 4.8, on cams) Yet I have found a happy recipe for all-weather cooling.

Firstly, I recommend a bigger, more efficient radiator. I am not enthralled with those with a deeper core or many more fins. My experience of that is that they make it harder for a good air flow to pass through and too much gets deflected. The newest Mulberry radiators are ideal. Longer and thinner. That means a bigger radiator, without prejudicing airflow and leaving plenty of room for a big fan.

Secondly, add a big fan. Something that pulls a LOT of air. I use a SPAL. So does the Factory. They pull an immense amount of air for their diameter, a must in a Morgan. Take care in the installation, the right SPAL can pull as much as 20+ amps and will require an **UPGRADED 30 amp inline fuse, a relay and an alternate power connection** (as the Morgan wiring is not rated that high, the wires can burn. Install separate wiring for the power and take the current from the alternator to the power side of the relay).



Thirdly, get or install a large expansion tank, something around 1.5 liters. (I like expansion better than recovery, less complicated, a bit more fluid in the system and easier to work with when the engine is hot. I have a Mulberry on one car and a Jeg's on the other. I do not shirk on size. They are both large (1 to 1.5 liters.) The Mulberry is canted at the bottom so that it sits vertically on the Morgan bulkhead. And, finally, use a 15-16 pound cap. This combo gets us through absolutely any ambient or traffic or driving condition without a problem.

Watchpoint: When the MMC first switched to SPAL, they simply changed the fan fuse (at the fuse box) to 30 amps. However, the wiring to the fan was not upgraded to support this much amperage and the wire would melt. This, of course, made the fan non-functioning and that caused some serious sadness to owners (and their engine). They did upgrade the wiring but they kept using regulars 30 amp relays. With these, sooner or late, the relay will fail and the fan will stop functioning or function continually. The best solution is to use the SPAL wiring kit, the one they insist on using if you have any of their performance fans. The part number for the entire kit (which includes items you do not need) is # FRH-HO-K. Call them up and get a price on the relay and its wiring alone.

Flushing the Plus 8 Cooling System

Flushing your coolant system should be part of your regular maintenance. I do so every 2 years or 20,000 kms. I test my coolant at every service and/or change the coolant at the intervals suggested by the coolant company I choose. For coolant I use a brew of 50-50 **distilled water** to GM Long Life with a bottle of RedLine WaterWetter.

It is not necessary to change the coolant with every cooling system flush unless warranted by your tester of coolant manufacturer service interval. To flush a Plus 8, I normally do the radiator and engine separately. You will need a new thermostat gasket.

Radiator

1. With the engine cold, remove the rad cap.
2. Place a sufficiently larger container to catch the coolant and open the water cock at the bottom of the rad.
3. Drain the coolant and save if it is still to be used.
4. Detach the top hose from the engine.
5. Detach the bottom hose from the rad
6. Run a garden hose into the rad and run for 20 minutes and the water is clear.

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Engine

1. Remove the thermostat housing and thermostat.
2. Open the water cocks on both sides of the engine (same place).
3. Run the garden hose into the bottom rad hose and let it stream for 20 minutes and the water is running clear. This direction runs the water in the same way the coolant flows when the engine is running and is a safe bet. Running it the opposite way is a backflush. Whatever you do, always end with a flush in the direction of the coolant flow.
4. Button it all up and return the coolant to the engine, topping up with what is needed.

An Aluminum Radiator *for your Morgan*

This article is not written to convince the reader of the virtues aluminum radiators. Other articles have done so already and if you are reading this you have been convinced. As simply put as possible, aluminum radiators dissipate heat more efficiently than traditional copper-brass radiators for two primary reasons:

1. Copper-brass radiators must be soldered together. Solder is a very poor thermal conductor and inhibits the ability of the fins to pull heat out of the tubes.
2. Modern aluminum radiator designs incorporate wider tubes with smaller cross sections. This design allows for more contact area per cubic inch of coolant, and allows the radiator to cool substantially better than older designs using narrow tubes with larger cross sections.
3. Aluminum is much, much (2) lighter.
4. The newer Morgans have reported an ever growing rash of cooling issues (overheating) especially when the bhp climbs over 200. The MMC fit the same radiator to 4/4s (100 bhp) that they fit to Roadster 3.7s (280 bhp).



I am also not trying to suggest that an aluminum radiator is a substitute for proper maintenance. The Morgans passenger compartment is vulnerable to excess engine heat because of the proximity to the motor and the "funneling" of the heat through the gearbox cover. However, this heat may have important messages for you. High temperatures can indicate poor timing, too lean an air/fuel mixture, bad coolant, radiator or cooling system blockage, faulty water pump, bad combustion, poor lubrication, a lousy rad fan, a malfunctioning sensor, a bad thermostat, poor camshaft selection and many other items that should be looked into.

I originally purchased a GRIFFIN radiator back in 1995. They had an excellent reputation for many years but I had [\[problems ordering the radiator and getting it properly specified for my Morgan.\]](#)

Ron Davis Racing Products is a very well respected alternative. RDRP who knows Morgan radiators better than any and has done many now. The joints on the rad are welded very very well, there are more fins and rows and I found the cooling ability of my Ron Davis radiator better than my Griffin (tests back-to-back on the same day, roads and ambient temperatures). They can also flush mount a high powered fan if you so choose and I very much recommend that for the pre-2000 cars that can fit one. Much of the cooling issues are the inadequate fans used prior to that date. It is best to send them your old radiator for [\[proper sizing\]](#). The service is very good and the prices are honest. However note they too will not use a plug-in Otter switch but they can offer you a range of fan switches or make the fitting you need.

[\[Another option is\]](#) **Mulberry Fabrications**, a bespoke UK Morgan community supplier, has the ultimate cooling solutions for any Morgan. He makes and fits aluminum radiators for all classic Morgan models. Mulberry's knowledge of the marque makes sending him your radiator unnecessary. That makes the shipping cost reasonable anywhere in the world as it is a one way trip for one radiator rather than a one way for one and return trip for your old radiator as it is with Griffin and Ron Davis. Lastly, my tests of his radiator on the same car, same day, same roads shows it to run the coolest and any of the aftermarket suppliers.

Results

Using my original Morgan Plus 8 (copper) rad as a starting point, my car was 5C degrees cooler under normal driving conditions and 9C cooler under stress conditions with the Griffin. However, the Ron Davis Racing radiator was 3C cooler under all conditions (tested on the same day, same car, same coolant on the same road). The Mulberry beat the Ron Davis by an additional 2 degrees on all conditions and cooled from 108 to 88 faster. I have been informed that the cooling ability of an aluminum radiator can be increased by painting it black. Mine is unpainted and polished. **Vanity!**

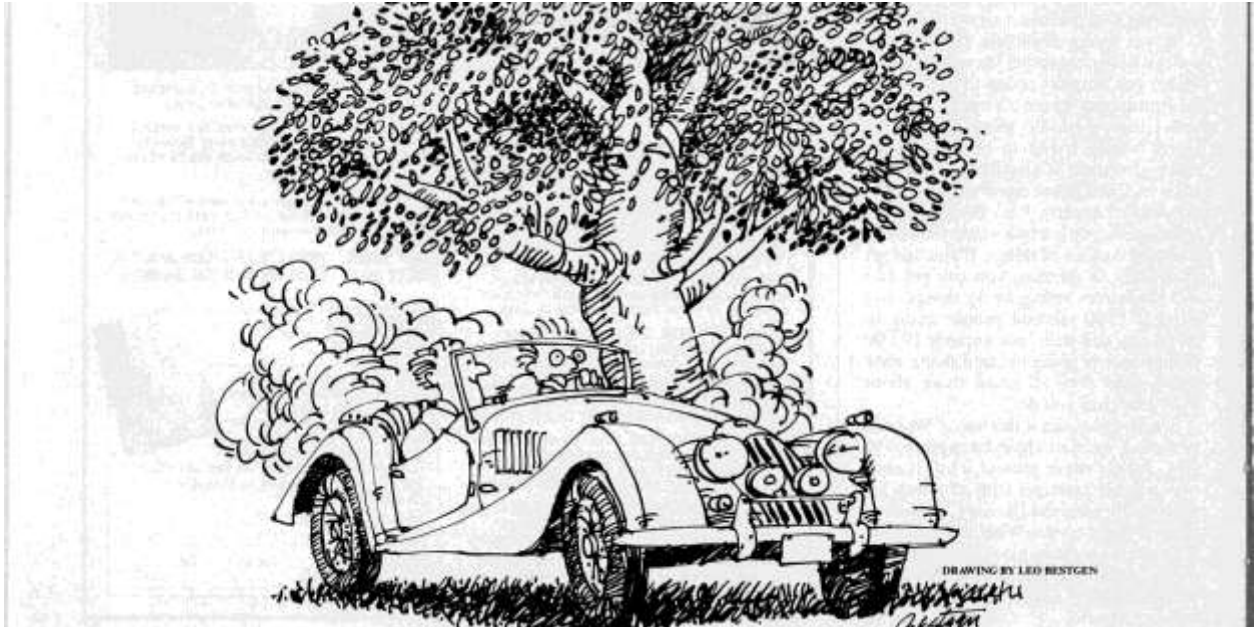
Lorne



THE DISCRETE CHARM OF A DECAYING CAR

Seduced by the idea of a cheap Morgan 4/4, our intrepid hero discovers the horrors that hide beneath the shade tree.

BY PETER EGAN



This article originally appeared in the November 1983 issue of Road & Track. [In the last issue of the MOGSouth Newsletter we included Peter Egan's recent description of his success in finding a Morgan project car in his Morgan Mission article. His quest has obviously been going on for some while as is attested here with his description of an earlier foray into the promise of Morgan ownership. This one only some 32 years earlier. Ed.]

"Forty-five hundred dollars for a 1962 Morgan 4/4," I said loud enough for my wife Barbara to hear. She was seated nearby at the breakfast table, reading that questionable part of the Sunday paper that contains no used car classifieds.

"Is that a good price?" she asked, trying hard not to look like a person who is about to have half her joint life savings wiped out by a single check.

"I haven't seen one that cheap in years," I responded. "If the car's any good, that's an excellent price."

For nearly a year I'd been setting money aside for a project car, preferably something with the words Jaguar, Morgan or Lotus on the grille. The money was building up in my savings account much the way voltage builds up in a static electricity generator, and the first car to come along with the right credentials was going to get zapped with a bolt of greenbacks. In one year I'd saved literally tens of dollars. The rest would be borrowed against our Datsun.

I called the owner of the Morgan and got directions to his house. He lived in the foothills north of Los Angeles on a five-acre horse ranch, way back in one of those steep canyons that make the evening news three times a year during the fire, flood and mudslide seasons. A place where the occasional earthquake is just gravy. Two hours later we pulled into the ranch.

The Morgan sat on the front lawn in the shade of a huge oak tree, strategically placed to melt the resolve of tight-fisted car buyers. It was dark green with black fenders and a leather strap across the hood. From our vantage point in the driveway, the Morgan looked beautiful. I let out a low whistle. "I think we may have found ourselves a car," I said.

The owner, a pleasant fellow, appeared and showed us around the car. Up close the Morgan had a few rust spots along the fender seams and the interior looked fairly weather beaten, but overall it appeared sound enough. It would be fun, I thought, to paint this car and reupholster the seats in nice leather.

Continued Next Page

We looked under the hood at the Ford 109E engine, which was covered with oil-soaked cobwebs. The oil appeared to be the product of excessive blow-by from the valve cover. I shrugged. The English Fords were sound engines, easy to work on and fun to rebuild. **We looked in the trunk.** *[I have to assume this the parcel tray area behind the seats. Ed.]*

The trunk had problems. I wiggled a piece of the ash frame and a large chunk of the inner wheel arch came off in my hand. When I tried to put it back in place, the wood crumbled in my fingers like a slice of week-old pound cake. I apologized profusely, but the owner was quite good-natured about it. "Oh, that's okay. **All the wood is worthless in this car. Dry rot. It needs a whole new body frame. You can get one from a place out East for about \$800.**" I got down on one knee and looked under the car. "The steel chassis rails are all rusted out, too," he added, **"but you can still order a whole new chassis from the factory for less than \$ 1500."**

He suggest we take a test drive, so I opened the driver's door **and** the door came off in my hand. "Dry rot around the hinges," the owner explained. I latched the door back in place and he said, "I'll have to give you a push down the hill. The teeth are all gone on the ring gear and the battery's pretty low anyway." The car roared to life in a cloud of smoke, and settled down to the most complete collection of mechanical noises I've ever heard from a single running engine. Big-end rod knock, small-end rod knock, main bearing rumble, timing chain noise and deafening valve clatter. The only functioning instrument on the dash was the oil pressure gauge, which hovered between 3 and 5 psi when the cold engine was revved. I slipped the gearshift into 1st and we were off. "Skip 2nd gear," the owner shouted over the absent exhaust system. "It's missing a few teeth."

"What's that shrieking noise?" "The rear end is bad." "As we motored up the canyon road, thick clouds of blue smoke began pouring from the hood louvers and from under the dash. After a mile the smoke got so bad I couldn't see the exact location of the road. It was like driving through the boys' room at a high school basketball game. At halftime. I looked over at the owner, who smiled at me pleasantly through the haze, apparently oblivious to the choking fumes. I wondered if I was the only person who noticed the smoke. Was I dying? Maybe this is what it's like, I thought. The car pitched wildly into a corner, and the man warned me to be careful because the sliding pillar suspension was badly worn and the spokes were all loose.

We clattered back to the ranch on 1 lb of oil pressure. I carefully parked the car beneath the tree, turned off the ignition, removed the door and got out.

"Well, what do you think?" The owner asked.

Having just been recently gassed, I struggled to collect my thoughts. What did I think? I thought the car was a wonderful collection of dreams held together by cobwebs and green paint. I thought if the car were a 1962 Ford or Chevy you'd have to pay a wrecker to haul it away.

I thought how wondrous it was that Morgans and a small handful of other cars in the world had such charm that a man could hope to sell one in this deplorable condition. For money. With a straight face.

"Well," I said, "the wood-rimmed steering wheel is in nice shape and the front fenders seem pretty sound . . . but \$4500 seems like a lot of money for a steering wheel and some fenders. I think the rest of the car needs to be replaced."

The owner looked at me with a mixture of amusement and genial pity. "The car is completely shot, of course," he said, appealing to my sense of reason, "but a nicely restored Morgan will cost you two or three times what I'm asking. At \$4500 I'm sure someone will buy the car and fix it up."

I thanked the man for his time, and for the first time in my life I did the unthinkable. I turned around and walked away from an opportunity to buy an overpriced, worn-out, nearly unrestorable facade of an old British roadster that looked good sitting under an oak tree. Age, reason—something—had finally overtaken my usual witless optimism. Maybe it was the smoke. The owner was right, of course. There really was someone out there who would buy the car for \$4500 and fix it up. But this time it wouldn't be me.

As we drove back down the canyon toward home I felt oddly elated, remarkably carefree and suddenly wealthy. We stopped for lunch at a hamburger place. "Milkshakes all around," I said to the waitress. "My wife and I have just come into a large sum of money."

Barb stared out the cafe window and shook her head. "I really wanted that car when we first saw it," she said. "How could such a neglected, worn-out old car look so good, sitting there on the front lawn?"

"It's a Morgan," I said. "And no one ever throws a Morgan away."





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Morgan Books for Sale

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

Morgan Car Badge Collectors

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

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

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

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



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2014 US (and a few International) EVENTS

2015

The MOGSouth Calendar is now pretty much set for the rest of 2015. The GatorMOG Fall Noggin had been scheduled to coincide with the Lake Mirror Classic in Lakeland Florida.

Also, the Fall Meet, planned for Oct 30/31 - Nov 1, in Rome GA is locked in.

Finally, the Dec 5th Christmas Party, with a special opening of the Wheels Through Time Museum in Maggie Valley, is set. The party will again be at the Waynesville Inn in Waynesville, NC.



The 2015 MOGSouth Events Calendar

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

EVENT INFO & LOGISTICS

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

VEHICLE REGISTRATION

- Discounted [advance online registration](#)
- Cost is \$15 per car, \$10 per additional car. \$10 per motorcycle. Proceeds benefit charity
- Day of event registration cost is \$20 per car, \$15 per additional car. \$15 per motorcycle.
- For access to registration area on arrival follow signs on Holcomb Bridge Road onto Thrasher Street [see map](#)



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Newsletter Advertisers The MOGSouth Newsletter has a great bunch of very appropriate advertisers, but we could entertain a number of additional ones. Don't worry, I will ensure we don't have too many. I look at the other club Newsletters each month and they seem to have a number of locale specialty shops, automotive body work or paint, etc., that have small advertisements and cater to British Cars or collectibles. If you know of a shop that might be looking to expand their presence with the MOGSouth membership or might otherwise benefit from advertising in the newsletter, please send us an email, with all the necessary contact information, directly to mogsouth@yahoo.com.

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

A limited amount of MOGSouth and GatorMOG regalia is still available. Raise your hand if you want something!!

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

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 8/15

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