

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 9/14

## MOGSouth Fall Meet Highlands, NC 19-21 September 2014

Jim and Colette Clark planned and executed the perfect MOGSouth Fall Meet, September 19 - 21, 2014. There was a whisper of autumn chill in the air over the North Georgia Mountains as fourteen Morgan's descended on Dillard, Georgia accompanied by various English cars attending the Southeast British Car Festival.

The Friday Night Noggin filled the halls with laughter and conversation as everyone made an attempt to catch up with old friends and meet new ones.

The following Moggers attended the event: Dave and Marilyn Bondon, Cyril Brown, Bob and Wynell Bruce, Pat and Judy Buckley, Dave and Sarah Chiles, Jim and Colette Clark, Jack and Monica Claxton, Mae Council, Lynn and Julie Craig, Ron Davis, Fred and Gay Hollinger, Richard and Janet Ihns, Lance and Connie Lipscomb, Glen and Dorothy Moore, Roy and Laura Oppedisano, Oscar and Bonita Roberts, Gene Spainhour and Pat Harris, Don Simpkins, and Joe Speetjens. There were also a non MOGSouth couple, the Rogers, in an older Plus 4 4 Seaters. All told, the Morgan car count was 14 Morgans. A good turnout!

The Frazee's, Gaskins' and Miller's were scheduled to attend, but had to cancel due to last minute conflicts. They, along with all the other missing MOGSouth members, unfortunately missed a great event.

On Saturday morning, we "mustered" in the lobby at 8:45 to travel to the Dillard House and the Southeast British Car Festival. Those that were late were trying to figure out what "Muster" meant! Southerners are used to "Fixin to get ready". Once we arrived at our destination, we enjoyed the cars, gardens, front porches with rocking chairs, food and shopping at the Dillard House.

Jim Clark represented Morgan's with pride and won an award at the Festival.

We parted the festival for an exhilarating ride up the Gorge Road to Highlands with stops at Dry Falls, Bridal

Photo Courtesy Dave Bondon - Bridal Veil Falls

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Veil Falls, and the Bascom Center for Visual Arts. We were blessed to have the opportunity to enjoy works of art created by one of our own, the talented Colette Clark.

We were short 2 Morgan's for the Gorge Road trip. Joe Speetjen's car ate it's fuel pump, which won him the "Breakdown Award" and Jim Clark's was tied up at the British Car Festival in Dillard. In true Morgan Spirit our gracious host and hostess provided replacement Porsches for the missing Morgans and complimentary lodging for the stranded.

FYI, Joe Speetjens' car



All Photos (except as marked) Courtesy of Julie Craig



The Very Top, The MOGSouth Fall Meet Gathering  
Above, Dave Bondon and Lance Lipscomb lounging.  
Upper Right, Collette Clark and Jack Claxton.  
Lower Right, Mae Council and Sarah Chiles

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was back on the road Monday.

After lunch and an afternoon of shopping in Highlands, the Morgans traveled to the King Mountain Clubhouse for a Noggin and a fabulous BBQ dinner with homemade brownies.

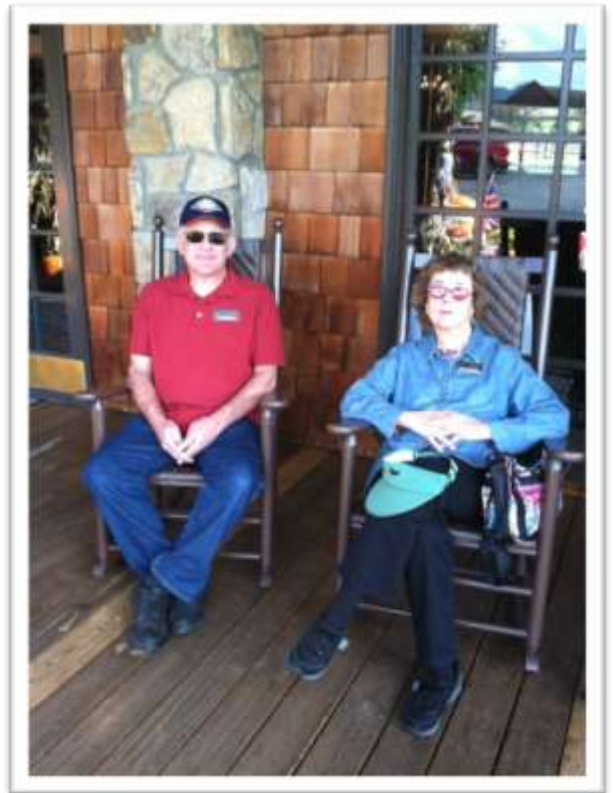
Highlights of the evening included being “crashed” by a group of “Ballsy Georgia Bitches” requesting Morgan Car rides since they owned Morgan Horses. Wish granted by Dave Bondon, Lynn Craig and Lance Lipscomb.

Colette crafted and presented beautiful Morgan Cheese plates to everyone attending the meet as well as awards for the guys that provided the Morgan rides to the BGB's, Joe Speetjens – Breakdown Award, and Ron Davis for Long Distance Award (Peoria, Illinois.)



Top Left, The Morgans arrayed at the parking lot in Highlands. The yellow Craig 4 Place in the foreground.

Above, Jim Clark, smiling of course! He's in the Morgan!



Top Right, Roy and Laura Oppedisano enjoying the rockers at the Dillard House.

Above, Collette Clark with gift bags!

After breakfast on Sunday and goodbyes for those that had to leave, an optional ride on Sunday drew 7 Morgan's up the Blue Ridge Parkway to the FolkArt Center in Asheville, with lunch at the Pisgah Inn. All agreed that the Pisgah Inn would be an excellent venue for a future Fall meet.

Special thanks and appreciation to Pat and Judy Buckley for their support with various miscellaneous tasks to ensure a successful meet and Julie Craig for your willingness to provide photography to capture the events of the Fall Meet.

Once again, a **BIG THANKS** to Jim and Colette for an event that will be added to the Morgan Memories for years to come.

*Connie Lipscomb*

19 - 21 SEPTEMBER 2014

MOGSOUTH FALL MEET HIGHLANDS, NC



Top, L - R, David Chiles, Joe Speetjens, Cyril Brown,

Left, Jim Clark



Top left, Richard and Janet Ihns and their early Plus 4.

Left, Connie Lipscomb



*[See more pictures on the MOGSouth Web Site. Ed]*





# MORGAN'S AT PUT-IN-BAY

AUGUST 27, 2014

This year's crop of Morgans at the Put-In-Bay Road Race Reunion was disappointing for the numbers but not the quality. The earliest of the 3 Morgans was a wonderful 1948 4/4 owned by Charlie Hayes. Freshly restored by Fred Sisson the car was the only one there to race and as a result, was this year's winner of the Leaky Cup. *[Congrats Fred!. Ed]*

The 4/4 was rumored to have a Formula Ford engine transplant. The Leaky cup is a recycled sailing cup provided by Dennis Glavis of Morgan's West to be passed on each year to the fastest Morgan and Driver.

A great time was had by everyone. Next year's Put-In-Bay Reunion Race is tentatively scheduled for August 31 and September 1<sup>st</sup> and 2<sup>nd</sup>.

*Rick Frazee*



1948 4/4 owned by Charlie Hayes. Freshly restored by Fred Sisson



Winner Fred Sisson with Leaky Cup. Bullwinkle and Rocky applaud!



Great looking +8 of David Hornsby of Windsor, Ontario



Thomas Boes Coopersville, Michigan lovely 1959 +4. *[Note the yellow Sprite at the left is Rick Frazee's newly built race car. Ed.]*





The 14<sup>th</sup> annual Atlanta British Car Fayre was held on Saturday, the 6<sup>th</sup> of September in downtown Norcross, Georgia, (a bedroom community of Atlanta) and was a great success.

MOGSouth was very well represented with 15 Morgans included in the large turnout of cars of British Cars.

This year due to the large number of Morgans and the even larger number of MGs and Triumphs, the organizer parked our cars in a separate lot next to the Iron Horse Tavern, with shade trees and not one, but two Porta-Pottys. Being off the main street also meant we were away from the very loud PA system. Wow, we are moving up town! This location made it easy and a pleasure to catch up with Morgan friends, new and old.

Attending from MOGSouth were:

Randy Johnson\* and Amy and Eli Hayes  
 Dave and Marilyn Bondon\*  
 Pete Olson\* Trike  
 Graeme Addie\* trike with Emma and her two children  
 Lance and Connie Lipscomb\* with grandchildren  
 Jack and Monica Claxton\*  
 Fred Hollinger\*  
 Glenn and Dorothy Moore\*  
 Dan Cohn\* and his wife  
 Cyril Brown\*  
 Dave and Jan Moffet\*  
 Stu Mosby\*  
 Randy Barber\*  
 Ham Williams\*

Another couple were there, having recently moved to the region from southern California, the Browns, but I do not have them as members. Jan Ligon stopped by to visit and give away some of Charlie's old Morgan books.

*Randy*



After all the effort we put in, trying to understand these things without comprehensive manuals ... **Wait a minute! ...** Don't worry, it's really a joke played on a MMC tour guide. There is no Haynes Guide for Morgans. Photo by Steve Harris (Strings Best Mate) on TalkMorgan.





# RACING A MORGAN ON THE ROAD TO PROJECT LE MANS

[Telegraph.co.uk](https://www.telegraph.co.uk), As part of her four-year plan to race at Le Mans, Rebecca Jackson tries her hand at competing in a Morgan at Silverstone

## By Rebecca Jackson

In June, the title sponsors for my racing Porsche Boxster, Turtle Wax, invited me to Malvern to meet some friends of theirs, namely the Morgan Motor Company.

I was lucky enough to enjoy a tour of the very British factory and workshops. It was like stepping back in time, with some of the tools even dating back to the Fifties and the workforce sticking with traditional manufacturing methods to produce the stunning cars that there is always a waiting list to get into. You can see why, too, because these cars are truly unique, not just from other sports cars, but from one Morgan to another. After driving three different variants on the road, I was interested to see what it would be like to race one.

Fast forward to August 2, and that's exactly what I did, taking to the wheel of a new ARV6 at Silverstone for the AR Motorsport Morgan Challenge with the Bentley Drivers' Club. And so it was that I was introduced to one of the friendliest paddocks in Britain. The welcome that I received and the sense of joy my fellow competitors shared that they were racing a Morgan was quite something. That's when I realised that you do more than buy a car with this company; you join a big, happy family.

The first thing my family had to do for me was adjust the seat. As with any racing car, this is not a simple case of sliding it on pre-fabricated runners, but undoing bolts and resealing it to fixed mounting points.

Out on the track for a practice session I set about learning about the car's behaviour in my usual fashion, which means starting pretty slowly. I work on perfecting a corner or an element of the car at a time, and only when that's sorted do I move on to the next.

As such, my laps times fell from about 1min 22sec to 1min 10sec, which I was able to consistently achieve. Being able to deliver this level of consistency is a quality that is crucial to Project Le Mans, my four-year plan to make it on to the grid of the world's greatest endurance race.

The next day was race day, starting with a 20-minute qualifying session. It was a busy grid, 30 cars strong and with my



Rebecca Jackson leads a competitor in her Morgan ARV6 at Silverstone



Rebecca Jackson poses with her Morgan race car



Rebecca Jackson prepares for qualifying

team's supportive pit board signals, not to mention the enthusiastic clapping from the pit wall, I managed to qualify third in class and seventh overall.

It was difficult to know what the weather was going to do for the race itself, the sky a mixture of heavy, moody dark clouds and pockets of blue. When the downpour did arrive it was suitably spectacular, causing people to run for shelter wherever they could.

So we left it to the last minute to decide whether to run a wet or dry setup, in the end adding a few quick adjustments to the brake bias, suspension and tyre pressures, predicting it would be a damp race rather than outright soaking. It kind of paid off, although in hindsight I would have dialled out the understeer and induced more of a tendency to oversteer, which better suits my driving style.



Regardless of that, it was an exciting race, and sharing the track with such beautiful Morgans was a delight. The mutual respect in the paddock applied on the circuit too - the racers were true gentlemen and ladies, the latter I am pleased to emphasise being plural.

In the exceedingly slippery conditions cars were spinning off all over the place. One of my closest competitors spun in front of me, whom I managed to avoid and move into second in class and fifth overall. The race was running smoothly until a beautiful yellow 1972 model spun and hit the pit wall. Disappointing for the driver, it also instigated a safety car to lead the way for a few laps while it was tugged to safety.

Coronation Street's Tony Hirst, who has been fine-tuning his Morgan driving skills since he appeared in the celebrity race at Silverstone Classic in 2012, was running in third until he overtook me on the final lap. In a bid to stay with him I pushed a bit too hard into a high-speed corner, and what was at first understeer flicked into oversteer, the back end coming around before I had a chance to catch it. The very competitor that I earlier managed to avoid couldn't reciprocate and clipped my rear. However, the damage was minor and after rejoining the circuit I still managed to secure third place in class.

Such an exciting race was a fitting finale to a fantastic weekend. Driving a Morgan is a unique experience, and racing one is even better. Anyone looking for a friendly paddock would do well to give it a try.



## GREAT MORGAN VIDEOS ACCESSIBLE VIA THE MOGSOUTH WEB PAGE

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> (or you can go to [www.YouTube.com](http://www.YouTube.com) directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box

**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](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 . . .)

**Amoco Petrol - Australian Commercial** (Another TV commercial, this one from the 70s.)





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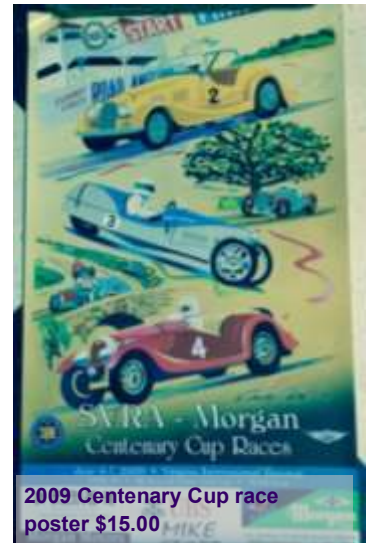
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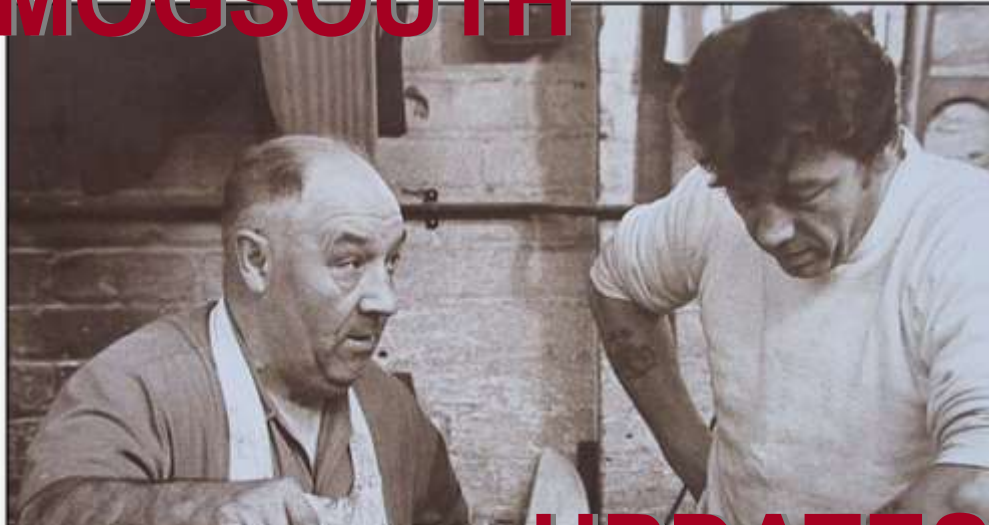








# MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

## UPDATES

Even with the Fall approaching, MOGSouth continues to be pretty active. We did have a wonderful Fall Meet in Dillard, GA thanks to Jim and Collette Clark. Now we have our annual Christmas party to look forward to.

David and Sarah Chiles are our hosts and the Christmas party will again be at the Waynesville Inn, in Waynesville, North Carolina. See all the details below.

GatorMOG has finally circled the wagons and identified the weekend of November 15th and 16th as the next GatorMOG gathering. See all the details below.

## 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,** Golden Corral Tire kicking at 0800 with Breakfast at 0830 **897 West Town Parkway, Altamonte Springs, FL 32714**

## Other Announcements Of Interest !!

### 2014 MOGSOUTH CHRISTMAS PARTY. 6 DECEMBER, WAYNESVILLE, NORTH CAROLINA

David and Sarah Chiles will host the Party. The 2014 MOGSouth Christmas Party will be at the Waynesville Inn, 176 Country Club Drive, Waynesville, NC (828) 456 3551, [www.thewaynesvilleinn.com](http://www.thewaynesvilleinn.com) Rooms/ single or double \$89 plus 7% tax. Rooms will be held until November 6th. Reserve individually under "MOGSouth".

Meals must be reserved and prepaid to David Chiles. **David MUST have your reservation and payment in full by November 5.** Call (336) 880 5851 or email David [DMC923@northstate.net](mailto:DMC923@northstate.net) with your reservations and mail your payment to P.O. Box 129, Jamestown, NC 27282. The total cost will be **\$30.75 per person.**

The menu includes Homemade Soup, Green salad, Fresh Fruit, Mushroom Stuffed Chicken, Pan Seared Scottish Salmon, Potatoes Au Gratin, Roasted Medley of Vegetables, Applewood Smoked Bacon Green Beans. Plus the chef's choice of desserts, with coffee, decaf coffee, or tea.

MOGSouth Noggin - 5:00PM - 7:00PM, and again at 8:30PM (following dinner.) Dinner will be at 7:00PM.

The evening's highlight will be the announcement of the [MOTHER COURAGE AWARD](#) recipient for 2014.

Cheers, *David*

### GATORMOG FALL GATHERING - 15 - 16 NOVEMBER, DAYTONA / ORLANDO

Save the dates!! 15 - 16 November. Saturday will be the initial running of the Daytona 'Historics' with HSR racing in the Morning and groups of Classic 24 Hour Daytona endurance racers running in the afternoon. HSR and GatorMOG are working a parking scheme in the infield at the track for Morgans. Following the racing, the group will travel back to Sanford for a party at Mark and Andrea Braunstein's house Saturday evening. We are still in the process of selecting a hotel. Stand by. The plan is for us all to be spectators at the newly relocated (now at the Winter Park Country Club) Winter Park Concours d'Elegance on Sunday. More to come.

AND OTHER THINGS YOU SHOULD KNOW !!



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

As of **September 2014**, I believe we have of the weekend schedule confirmed. This means we have started the registration process. You must Register for the event and make your own hotel reservations. See the ACTION REQUIRED section, below.

Again, as a reminder for those of you who may have missed it, 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 each evening, for Morgan 'Noggin and Natter.'

## 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** (unless they are all gone by then . . . And, they are going fast.) So don't wait to make your reservations. 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 - You must register for the Meet.** We've made it easy. Simply go to the MOGSouth Website to this link ([www.mogsouth.com/40thAnniversaryMeet.htm](http://www.mogsouth.com/40thAnniversaryMeet.htm)) and download the Registration form. On this form you can annotate your likely (or not) participation in the meet's events, buy your meal tickets and purchase meet regalia. We want your participation thoughts just to ensure we have good head counts. Just take your best guess. We won't hold it against you if things change. For the meals and regalia, we have included prices. Select what you want, add up the total and send us a check. We'll have meal tickets and the regalia items when you arrive in Aiken.

## 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 for a **'Public' Car Show**. We have reserved the Aiken 'Festival Center' on Newberry Street for our show. We'll let the Aiken public select a 'Peoples Choice' Morgan. Our event is co-sponsored with Aiken County Historical Museum. Our plans are still being worked, but watch this space for information about to this relationship with the Museum. Dinner is again 'On Your Own', but this time we'll provide recommendations for downtown Aiken.
- 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 register quickly. **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](mailto:mogsouth@yahoo.com).





# FACTORY



MORGAN MOTOR COMPANY NEWS

## NEWS

As is appropriate, the press is all about the SP1. The reviews are mixed. Some like it, others do not, but all seem to appreciate the effort and craftsmanship that went into it's creation.

A bit more behind the scenes, the MMC announced that they have selected a Enterprise Resource Planning (ERP) software - IFS. (IFS is big in the UK and the FAA uses it here.) This software ties everything together - manufacturing, supply chain, finance, etc. It should be good, but based on my experience, it will likely will screw things up until they get it all sorted out.

Oh, and another new international dealership. Shanghai China.

**SP1**  
SPECIAL PROJECT 1



## THE MORGAN SP1:

### IS THE HANDCRAFTED BRITISH SPORTSTER BEYOND YOUR DREAMS?

<http://jalopnik.com/> by Michael Ballaban

Orangey-copper paint. Big, shiny wheels. Eyes staring at you from beyond darkened spectacles. And wood, wood everywhere. The Morgan SP1 is the car of the future you wish you could imagine. But it's real.

Created as a specially commissioned one-off for an undisclosed customer, it showcases the Morgan Motor Company's Special Projects 1 showcases the best of British bespoke craftsmanship. No, it's not a "custom build," you silly American. It's bespoke craftsmanship.

No, seriously. In the video <https://www.youtube.com/watch?v=G6enAtDa9iA> you can hear a guy talk about how he started as an apprentice in the tin shop, which is so twee and yet incredibly authentic that I'm pretty sure the next Wes Anderson film is going to be set in the Morgan factory.

But it really isn't all talk. Just look at that steering wheel. That wood is so polished it might as well be a gem in the Tower of London, that dashboard so smooth it must've been sanded by one guy for days.

It is, in short, everything I knew, deep down in my soul, that I always wanted, yet couldn't bring forth from my brain case to elucidate. And still, there it is, in the flesh.

*Continued Next Page*

All of the bodywork you see is aluminum (or rather, aluminium) all beaten and worked through a traditional English Wheel, as one would do back in the day. All the leather inside is hand-stitched.

All the engine is, well, it's a 3.7-liter Ford V6. But you try to go and pay for a brand-new custom engine for your new custom Morgan.

But everything really is unique, and tailored to not only reflect the tastes of the person who commissioned it, but the life they lived. Being a Morgan, the frame is mostly made out of Ash wood, but it's been combined with African Bubinga Red Hardwood, as a gesture towards the continent in which the customer made most of their money.

And it'll keep getting more unique as time goes on, if that's at all possible. The leather has been purposely designed to age and distress, making its pattern special to this particular car, instead of just getting all shiny and breaking like in your old Acura Legend.

I am a huge fan of Morgans, and everything they stand for.

***But this one might just be the best example yet.***



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## IS MORGAN'S SPECIAL BEAUTIFUL OR UGLY? *By Stephen Dobie [www.topgear.com](http://www.topgear.com)*

### **It's certainly bold. Morgan's Special Projects division launches with the bonkers SP1**

No sooner have we picked some Salon Prive highlights and Morgan has gone and torn them up somewhat. **The olde worlde British carmaker has gone berserk** and produced one of the more crackers creations we've seen recently. Ladies and gentleman, the Morgan SP1.

The initials of its name stand for 'Special Projects'; departments dedicated to specialist creations are all the rage at the moment, and this is the first product of Morgan's.

Round headlamps and liberal wood usage aside, it couldn't be much further removed from Morgan's previous produce. It looks more like something West Coast Customs might have rolled out, its front-hinged bonnet and dished alloy wheels being particularly eye-popping.

Every aspect of the car has been cherry-picked by its owner-to-be. The ash wood frame is combined with African Bubinga red hardwood, which complements the colour scheme while also signifying the buyer's business life in Africa, we're told.

The aluminium panels wear several layers of paint, a black base trickling through the bold red hue above it. The styling is inspired by Morgan's 2009 LifeCar concept, itself spun off the Aero 8. The interior is similarly bold, with wildly sculptured wooden seats, some 'pre-flight' toggle switches for a dramatic starting procedure and **the distinctly un-Morgan addition of an iPad-based infotainment system**, though it is fixed to the dashboard by some hand-stitched leather straps, so traditionalists can relax a little.

At the SP1's heart is the 3.7-litre Ford V6 from the Morgan Roadster; there it produces 280bhp, but the SP1's new engine management system and custom exhaust may have boosted this a little. There's an upgraded suspension system, too, though just how heavily a Morgan's Marmite dynamics can be altered is a discussion for elsewhere.

There's far less doubt about how many heads the SP1 will turn on the lawns of Salon Prive this week. Lots, in other words.



## SALON PRIVE 2014: THE 10 BEST CARS <http://www.autoexpress.co.uk/>

### MORGAN SP1

Making its world debut at Salon Prive is this totally unique Morgan, the SP1. Commissioned by a well-heeled Morgan enthusiast, the SP1 mates classic Plus Eight and Aeromax design cues with the 2009 LifeCar concept's look. Topping it all off is a bespoke polished wood interior. Though the car has been built as a one-off design study, it is nevertheless blessed with an engine - in this case the 3.7-litre V6 from a Ford Mustang. Though it only develops 280bhp, this hand-built aluminium and wood-supported creation weighs just 1,000kg. **Morgan claims it'll hit 62mph in 5.5 seconds and 150mph flat out.** The price? A closely guarded (but rumoured to be eye-watering) secret.



### MORGAN LAUNCHES SPECIAL PROJECTS DIVISION WITH GLORIOUS ONE-OF-A-KIND SP1 <http://www.gizmag.com/> By Stu Roberts

The Morgan SP1 is a custom-build, and the first from the company's Special Projects Division. Morgan's vehicles, such as the Plus 8 Speedster and the 3 Wheeler, **fuse British eccentricity with high-quality design.** The new SP1 is no different, showcasing the company's commitment to traditional craftsmanship and modern technology.

The SP1 was privately commissioned as a one-off and is the first vehicle produced through Morgan's Special Projects Division. It is an evolution of the company's LifeCar concept and has been refined to feature better road-going proportions and a better on-road stance. The Special Projects team worked with the client throughout the design process. Initial sketches were followed by surface modelling in order to show what the car would eventually look like. Once the design work was completed, the body was built around a rolling chassis, using an English wheeling machine and hand-work to shape the panels.

**A tubular frame is used to provide stiffness to the ride and the car's doors open upwards and outwards adding a touch of drama.** A three-stage paint job used a black undercoat and a red finish to provide a deep and dark red color. The specially-built bodywork used a wooden frame made of ash wood and African Bubinga red hardwood, the latter of which was chosen by the client to represent his time spent in Africa. The **two types of wood are light and dark, respectively, providing a tonal contrast** that can be seen where parts of the frame have been purposely left exposed. Parts of the aluminum metalwork of the car are also left exposed, as a reminder of the craftsmanship that has gone into the car.

Inside, curved ash frames are used for the seat frames, which are polished to show the grain and pattern of the wood. An aged, distressed red leather, chosen by the client, is used for the seat cushioning, with bold stitching used as a means of adding detail. A roof-mounted switchgear with toggle switches is used to simulate a proper starting procedure, **whilst an iPad has been installed in the fascia to power the car's infotainment system.**

The SP1 has a Ford 3.7-liter V6 Mustang engine that, according to head of design Jon Wells, will produce 320 bhp or more. Computational fluid dynamics modelling (the use of software to analyze fluid flows) indicates a top speed of 145 mph (233 km/h) and a 0-60 mph (0-100 km/h) time of five seconds. The SP1 has been created over the course of 18 months, albeit with the same 10-person team also working on other projects.

### YONGDA OPENS MORGAN SHOWROOM IN SHANGHAI CHINA

<http://www.morgan-motor.co.uk/>

Beijing China, 25 August 2014. Yong Da Automobiles of Shanghai opened their first Morgan Cars Showroom on 23rd August 2014. The Yong Da Morgan showroom is a showcase for Morgan Motor Company in east China, and will add Britain's oldest privately held car company to the portfolio of Yongda which includes Jaguar, Land Rover and BMW.



## EV<sup>3</sup> COMING SOON TO A GARAGE NEAR YOU?



We all remember the bright yellow Plus E (electric) unveiled at Geneva just a few short years ago.

The Morgan Motor Company website described the car 'The Plus E is based on a tailored version of Morgan's lightweight aluminium platform chassis clothed in the revised 'traditional' body from the new BMW V8-powered Plus 8, also launched at Geneva. [2012] Power is delivered by a new derivative of Zytek's 70kW (94bhp) 300Nm electric engine, which is already proven with US vehicle manufacturers'.

Photo courtesy of the Morgan Motor Company Website.

Well, the factory is at it again. They are now busy experimenting with an all electric Morgan Three Wheeler, the EV<sup>3</sup>.

These EV<sup>3</sup> pictures were posted by Steve Harris (Stringers Best Mate) on TalkMorgan. He took these at a recent visit of the MMC factory.

There is a healthy debate going on about whether the changes in weight distribution will impact (in a positive manner) some the handling and steering problems experienced in the earlier cars. Some think the shift of weight rearward is a good thing.

Also, another topic of discussion is the visual design elements of this experimental car. Note the added front side panels on the green car. I think they are attempting to replace the visual flow of the exhaust pipes. Replacing the highly touted exhaust 'note' however will be much harder to do.

***A 'silent' Morgan Three Wheeler may just be a bridge too far!***



I also wonder about the lack of the 'lump' up front. Visually, the engine, just sitting exposed out in front, is one of the most notable things about M3W and one of things that attract most folks to it.

Although, the new M3W motor doesn't have all of the patina and vintage panache of the older twins (JAP, Anzani, Matchless engines) with their exposed valve trains, it is still quite noticeable and very appealing.

***Call me crazy, but a black battery box just doesn't seem to have the same visual impact . . .*** Ed.





## SEE HOW MORGAN MOTORS IS SHAPING ITSELF AS A MODERN BUSINESS THROUGH IT

Morgan Motors' is in the middle of an ERP [*Enterprise Resource Management is a moniker for a computer data system that addresses all aspects of a business. Ed*] deployment across all its divisions. The British car manufacturer is making up for lost time after ten years of disparate data systems and an outdated Sage interface.

Graham Chapman, technology director at Morgan Motor Company, tells ComputerworldUK what the future holds for Morgan in terms of IT, and how the business is using improved mobility and integrated systems to boost its growth and improve customer relations.



### The ERP problem

"Ten years ago we only implemented our ERP in parts of the business and we started to suffer because of that" says Graham Chapman, technology director at Morgan Motor Company. Chapman said Morgan Motors is ripping and replacing their ERP down to "maturity". He says: "We're a very old company but over the past ten years we have gotten really forward-thinking with technology. We might have that old style of businesses on the manufacturing side, but in the line-out are becoming very modern and technical."

### Underneath the bodies is a heap of high-end tech

"Our cars are very traditional but underneath the bodies they use the same components of cars you seen daily on the road. We use a CA [computer-aided] interface designed on CAD [computer-aided design]."

### Choosing IFS Applications

"IFS grew up in manufacturing so it has very strong modules for quality and for product data management (PDM), for example. The plan is that in two years' time every employee will be using the ERP from job sheets and work processes like a shop-floor data capture site. Finance, sales, technical support design and development will have access."

### Cutting papers costs, improving orders and minimising waste

Morgan Motors' new ERP needs to support product manufacturing end-to-end. IFS applications will allow the firm to cut manual paper entries. It will allow the business, and most importantly the shop-floor workers, some foresight on how many parts are needed and are in stock - minimising waste and speeding up ordering processes. [*Reducing waste and speeding up ordering as well as other processes can greatly improve the product quality, allow for more flexibility in manufacture (perhaps to meet new US regulations), as well as lower production costs. All good things for Morgan. Ed.*]

### Tablets are the most cost-effective way for employees to use ERP

Now that the ERP is settling in, Chapman can turn from refining and streamlining, to investigating technology that will benefit its workers - and ultimately the bank balance. "We are considering giving every employee a tablet and connect to our wireless network - running their daily tasks from it to see what they need to do and report any faults.

"It's a radical change. One, it hands the run of the workstation over to the employees as they can control their own work through automated instructions. Plus they can report faults in real time. I think it is the most feasible, cost effective route from a hardware purchasing point and it helps keep staff at the workstation rather than walking around to log on and off jobs. But most importantly it's easy for the employee," he added.

### The future: Using warranty data to improve production line faults

Chapman hopes the ERP will mean Morgan Motors' can gain more from its customer information - data it has never taken advantage of before. "We'll better understand design. We have never had clarity on warranty figures. But if engineers see the figures they will realise 'I'm not designing that component well enough in that area so I'll pay more attention'." Chapman says sales information will be key for improved marketing and upselling relevant items, like a Morgan umbrella or suitcase, to a big spender.



## Morgan Artwork of Hans Stuurman

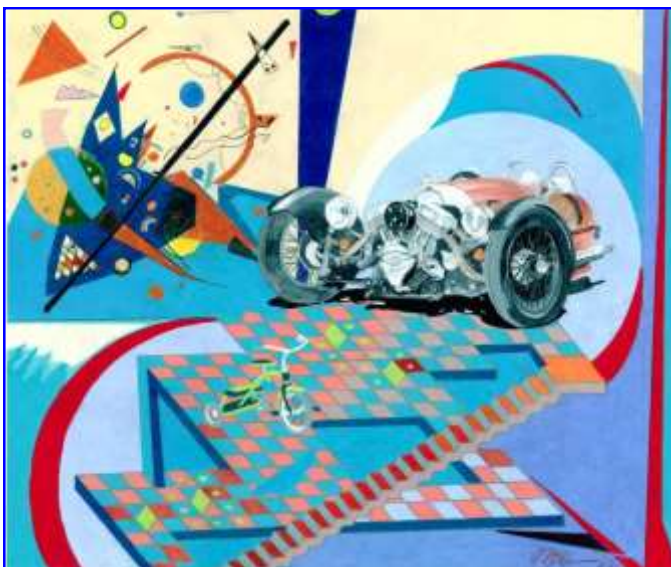
Hans Stuurman is an artist and teacher in the Netherlands. Hans teaches 'healing drawing' as a therapy to assist people overcome traumatic experiences. He expresses his own emotions, as well, in his artwork.

And, frequently the subject of his art are Morgans cars. Somewhat of a different perspective on what we all believe -

***'Morgans are Therapy!'***



Artwork courtesy of Hans Stuurman



Go to <http://www.oldtimergallery.nl/oldtimers.html> to see more of his unique Morgan art. I counted at least ten Morgan related drawings on his website. Also, should you be inclined to add something unique and Morgan themed to your walls, his artwork is for sale (both originals and prints). Hans' contact information is on his website.

Dear reader,

As of this letter, over half of the tour spots have been secured for the 2015 edition of the Orange Blossom Tour and final route details are being firmed up.

Limited to just 25 cars, this tour of Old Florida runs from March 8-12 and begins in breathtaking Amelia Island. The route returns to its starting point five days later, just in time for the famous Amelia Island Concours d'Elegance. Then, tour participants are welcome to stay and enjoy an optional VIP concours experience.

The total tour price of \$4995 includes virtually everything, from hotels and food to even expert mechanics on staff who will fix problems at no charge. Brand-new loaner BMWs are also included should your classic fall out of commission for a while.

I'll even save you a spot if you email me at [tim@classicmotorsports.net](mailto:tim@classicmotorsports.net) and let me know you're interested.

Full details, including an itinerary and reviews of our last Orange Blossom Tour, can be found on the website at <http://classicmotorsports.net/events/orange-blossom-tour-2015/>

Tim Suddard

Publisher, *Classic Motorsports* magazine



*[This was the event Gordon and Sue King ran in their Roadster earlier this year. See Volume 2, 2014 of the MOGSouth newsletter for a report. At the Spring Meet Gordon said it was a blast! Ed]*







# AMELIA ISLAND 2015 CONCOURS D'ELEGANCE



## Cars and Coffee at the Concoeurs Application

OFFICIAL USE	
Date Rec'd _____	Entry # _____
Phone _____	

Just to give you some warning the Amelia Island Concoeurs will again have a Cars and Coffee, event Saturday 14 March 2015, on the same golf course where the Concoeurs is held. The Concoeurs is also a great event and is on Sunday, 15 March 2015.

We have a great turn out earlier this year (for the 2014 Cars and Coffee at Amelia) with three Morgans on the lawn and a few of us have already hatched a plan to attend again in 2015.

Hopefully, by putting this reminder in the newsletter we can generate more MOGSouth interest and participation.

Joe Topinka even put together a Friday evening Noggin at a local Fernandina Beach watering hole and we had quite a few folks (MOGSouth members and others) turn out for a pint (or two.)

If the sign up form provided here is not sufficient we can send you a better version. Just send us an email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

If you plan to attend, send us an email at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

**Saturday March 14, 2015 9:00 AM – 1:00 PM**

OWNER INFORMATION	
Name:	<input type="text"/>
Street Address 1:	<input type="text"/>
Street Address 2:	<input type="text"/>
City, State, Zip:	<input type="text"/>
Home Phone:	<input type="text"/>
Cell Phone:	<input type="text"/>
E-Mail:	<input type="text"/>
Office Phone:	<input type="text"/>
Fax:	<input type="text"/>
Alternate Phone:	<input type="text"/>
VEHICLE INFORMATION	
Year:	<input type="text"/>
Make:	<input type="text"/>
Model:	<input type="text"/>
CLUB AFFILIATION	
Club Name:	<input type="text"/>

### DISCLAIMER (COMPLETE AND FINAL RELEASE FROM ANY AND ALL LIABILITY)

In consideration of the acceptance of this application by the Amelia Island Concoeurs d'Elegance Foundation ("the event"), the undersigned does hereby (1) release the Fitz-Carlin, Amelia Island, The Golf Club of Amelia Island, Bill Warner d/b/a H.C. Warner, Inc., The Amelia Island Concoeurs d'Elegance Foundation, the City of Fernandina Beach, The Hospice Foundation For Caring & Community Hospice of Northeast Florida, Inc., its staff, directors, volunteers and agents from any and all liability arising out of said event; (2) release all other contestants and officials from any and all liability arising out of said event; (3) warrant that the undersigned has personally read the rules and regulations; (4) give permission to use the enclosed photographs and photos taken the day of the event and information of the entrant's automobile(s) and/or motorcycle(s) for publication and program inclusion. This release extends to and includes any and all claims of liability, arising from or in any way related to the undersigned's participation in the event, whether known or unknown at the time of signature. To the extent any applicable law prohibits waiver of unknown claims, the undersigned acknowledges the possibility of unknown claims and specifically waives applications of that law to any claims in any way related to the undersigned participation in this event. Further, the undersigned agrees to hold harmless and indemnify any of the parties listed in (1) or (2) above from any litigation expense, including reasonable attorneys fees, arising out of claims brought by or on behalf of the undersigned otherwise covered by this release. The undersigned agrees, by his or her signature, that he or she has read the foregoing and accepts the terms and conditions.

Owner's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Complete and return to: Cars and Coffee at the Concoeurs, 3016 Mercury Road S., Jacksonville, FL 32207 or via email to [carsandcoffee@ameliaconcoeurs.org](mailto:carsandcoffee@ameliaconcoeurs.org).

## Letters to the Editor . . .

**Correction** - It was brought to my attention, by several folks, that my ability to do math is generally lacking. In the last issue (in the article **MORGAN PLUS 8 SPEEDSTER: DRIVEN**) I incorrectly converted the reported price of the speedster from Great Britain Pounds (GBP - £) to United States Dollars (USD - \$).

The article stated the Speedster Price was £69,995 without options. I converted that to "About \$87,250." I have no idea where that number came from. But, I do know that I used some internet based currency conversion tool. Perhaps that was the source of the error . . . Yeah, that's it. The internet was wrong!

**At a more appropriate conversion rate of 1.62 USD to 1 GBP, you get a more correct price at \$113,638.28.**

Sorry. And, to think I have a minor in Mathematics from college. Just sad! Ed.



# RL MAGAZINE



These handcrafted masterpieces recall the long-lost days of classic British motoring.

*IN A SMALL FACTORY KNOWN AS THE WORKS SITUATED IN THE FORMER ENGLISH SPA TOWN OF MALVERN LINK, A TEAM OF CRAFTSPEOPLE HAND-SHAPES TRADITIONAL MATERIALS LIKE ASH WOOD, ALUMINUM, AND LEATHER INTO SOME OF THE WORLD'S MOST VISCERAL DRIVING MACHINES.*

The Morgan Motor Company's low profile—you're forgiven if this is the first you're hearing of it—is not for lack of history. With more than one hundred years of continuous (albeit limited) production from a family-owned firm, at a time when classic British marques such as Jaguar, Aston Martin, and Land Rover have all been snapped up by foreign companies, the current chairman, Charles Morgan, the grandson of the founder, H.F.S. Morgan, calls the brand “a national treasure.”

This is not hyperbole: Officially founded in 1912, the Morgan Motor Company has been a legend from British racing's earliest days at Brooklands, in England, and at France's Le Mans Grand Prix d'Endurance, and its cars still compete on the FIA GT3 circuit. Speed remains part of the appeal of a modern Morgan: Thanks to its hefty power-to-weight ratio, a V6-equipped Morgan Roadster can outpace a Porsche Cayman S. Yet one look at the badge's signature swooped wings, exposed fasteners, wire wheels, and missile-shaped, louvered bonnets, and it's clear that the difference between a Moggie (as they're sometimes nicknamed) and a Porsche or, say, a Ferrari is deeply philosophical.





(Above) Morgan automobiles are built for drivers who really want to experience the road without all of the modern frills; (Below left)

While carmakers in Stuttgart, Germany, and Maranello, Italy, create ruthlessly efficient, high-tech marvels, the crew at Malvern Link has retained a cult following by handcrafting small numbers of quirky, idiosyncratic, and polarizing automobiles that look to drag a long-lost vision of British motoring into the modern era. (Unlike these badges, Morgan is also quite egalitarian: While a new Aero SuperSports can run several hundred thousand dollars, a 1.6-liter Morgan 4/4 Sport can be had for just over fifty thousand.) Mick Jagger famously piloted a yellow Morgan Plus 8 convertible around Saint-Tropez in the 1970s; in more recent times, Morgan automobiles, both classic and new, have graced the collections of some of the world's most eminent automotive enthusiasts, such as Top Gear's Richard Hammond and, yes, Mr. Ralph Lauren.

"These cars exude personality. They're not antiseptic, like many other sports cars have become," says Dennis Glavis, the managing director of Morgan West in Santa Monica, California, and the owner of H.F.S. Morgan's original prototype four-seater Drophead, among other examples of the badge. These cars are built for driving, not for posting lap times: "Reading your supercar's graphic charts is bragging rights for some," Glavis continues, "but that lacks the 'grin factor' of sliding through a corner. These are the biggest grin-factor cars man has ever produced." In other words, while the heart of a Ferrari beats fastest on a track, the soul of a Morgan yearns for the road.

*Continued Next Page*



Automobiles are crafted at the Works, Morgan Motor's flagship location in the British town of Malvern Link.

In a sense, Morgan models are indeed born from the road—or at least the trees that line it. In an era when carbon fiber and other space-age materials rule the high-end sports car market, most Morgan models are still built from a lightweight, super-strengthened ash-wood subframe, crafted by hand at the Works. The outer shell of Superformed aluminum (the process of creating a bubble from superheated metal, then forming the vehicle's shape from that mass is akin to combining glassblowing and sculpture) is mounted, along with the subframe, on a lightweight, superstrong bonded aluminum chassis. It's a modern take on the art and craft of coach building, a mix of old and new in terms of both materials and processes that infuses each model with the unmistakable, irrepressible Morgan DNA.

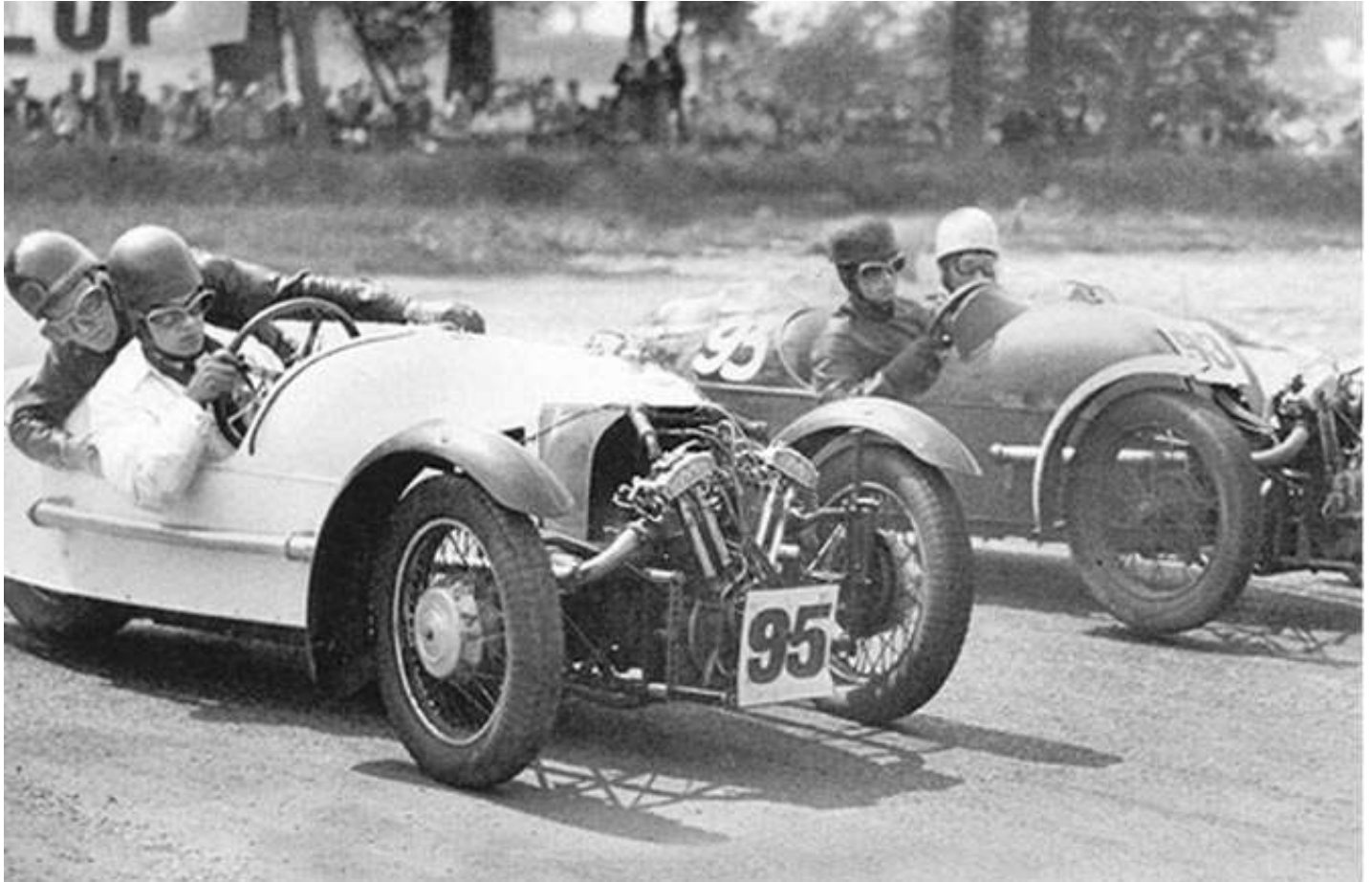
That character is what makes drivers of classic and modern models alike such devoted members of the de facto Morgan fraternity. The display walls of Morgan West are lined with fist-size metal discs of varying shapes and designs: a collection of badges, meant to be displayed on the car's fender, which identify membership in any of the numerous Morgan clubs around the world or commemorate a cross-country drive or another notable event. In fact, vehicle customization is a vital element of the ownership experience: With only a handful of production models—the 4/4, Plus 4, Roadster, 4 Seater, Aero SuperSports (since 2005, the only model exported to the United States), and 3 Wheeler Pedal Car—customers are encouraged to go to practically any lengths to make their cars uniquely theirs. Refitting the modern headlights for a more retro look (a popular touch), customizing chrome badging, recreating vintage paint schemes, and swapping in vintage toggles or custom-made, burl-wood dashboard panels are not only possible but applauded—and that's after a customer has picked from the fifty thousand exterior colors and a wide range of leather—detailing options available from the factory.

Still, creating automobiles from wood, let alone sports cars that happen to lack power steering, automatic windows, and antilock brakes—at least until the Aero SuperSports model launched in 2009—is hardly the way to attract the average go-fast customer. This is a good thing. A Morgan automobile is the end result of a very particular idea of driving, one executed by no other modern manufacturer. These cars are for drivers who yearn to experience speed and a connection

*Continued Next Page*



to the road on a primal level, those for whom no stereo system sounds as sweet as the symphony of a well-tuned exhaust note. As David Tuckerman, a Morgan owner, suggests, the brand is for drivers who appreciate personality more than perfection. "Once you've owned a Morgan, you come to accept that every single one of them comes with its own quirks," he says, before adding "but it's worth it—nothing else gives you that kind of ride."



Morgan cars were once raced in legendary motoring events such as the Brooklands and the Le Mans Grand Prix d'Endurance in

The individuality is something that Morgan owners seemingly cherish: The well-heeled sheet metal and sparse but luxuriant interiors belie willful, impractical, often temperamental machines. The engines, sourced from manufacturers such as BMW and Ford, bark and gurgle at you. The balance takes getting used to, with the driver poised directly over the rear axle and mere inches from the ground—the embodiment of driving by the seat of your pants—and the steering and brakes alike make you work for mastery of each mile of asphalt. Combined with stomping acceleration, piloting a Morgan is a visceral, emotional, addictive experience—something Charles Morgan describes as “like firing a well-balanced gun.”

For all its old-school motoring charm, the Morgan Motor Company continues to look forward even as it celebrates the past. Committed to reducing the environmental impact of its vehicles, the firm has produced two concepts: The lightweight and fuel-efficient EvaGT, inspired by aircraft manufacturing technology, and the LIFECar, originally conceived as a fuel-cell vehicle but now headed to production as a series hybrid-powered car designed to be easily recyclable at the end of the product life cycle.

Some may wonder whether futuristic, technology-heavy vehicles can provide the same punch for which the Morgan name is known, but the answer is simple: Any car that lacks the essential Morgan character won't make it out of the gate at Malvern Link. If you happen on any model wearing the badge out in the world, you can be sure all the wondrous potential is there, waiting. All the car needs is the right kind of driver.

**"THESE CARS EXUDE PERSONALITY; THEY'RE NOT ANTISEPTIC LIKE MANY OTHER SPORTS CARS HAVE BECOME." - DENIS GLAVIS**

All photographs courtesy of Morgan Motor Co.





MORGAN TECHNOLOGY INFO

## TECH

The Tech article in the last issue of the newsletter was all about rear drum brakes . . . Now we are talking about the front disc brakes.

I do understand that this is, again, not a terribly exciting topic. The desire however is to make sure everyone in MOGSouth stays **safe**, while having fun with their cars.

Front disc brakes are simple and easy to maintain. This is certainly something you can do at home with common tools. However, if you feel more comfortable with a professional job, go to a local brake shop. The costs are minimal and the jobs are relatively quick.

### WHY ALL THIS TALK ABOUT BRAKES? WHO WANTS TO STOP? ISN'T ALL ABOUT THE 'GO'?

Well, last issue we talked about the rear drum brakes, something common to all tradition Morgans. Now it's only fitting to discuss the other end of the car, the front end and the brakes typically fitted are 'disc brakes'.

So what is a disc brake all about? Well, simply it is a 'brake caliper' that has hydraulic actuated pistons that force 'brake pads' (when you push on the brake pedal) to push on the 'brake disc' (or rotor), creating friction (and stopping power.) Ok, 3 things to consider - brake pads, brake calipers and brake discs.

Brakes are all about friction and the more friction the better (or in this case, better braking). But friction brings heat, so that has to be addressed as well. So to have good front brakes we need to create friction, a result of pressure on the brake disc and the size of the disc itself, and we need to dissipate the heat being generated by all this friction.

The Morgan disc braking system typically installed is a two 'pot' or two piston caliper that translates the brake pedal push, through the brake master cylinder (a device we can talk about later) to two hydraulic pistons pushing the brake pads into the brake disc.

Obvious, the first point of interest is making sure our brake pads are sufficient, in terms of the thickness of the pad itself. If the pads are worn excessively, they should be replaced (or even upgraded.)

To improve your braking, the easiest and the cheapest thing to do is simply to change brake pads and brake pad materials. A little copper grease (or as George Proudfoot called it, goose sh#t grease. . . ) helps reduce squeals if you have a brake noise problem. Also, be careful, however, as 'racing' brake pads are best at the track and require heat to work well. They don't

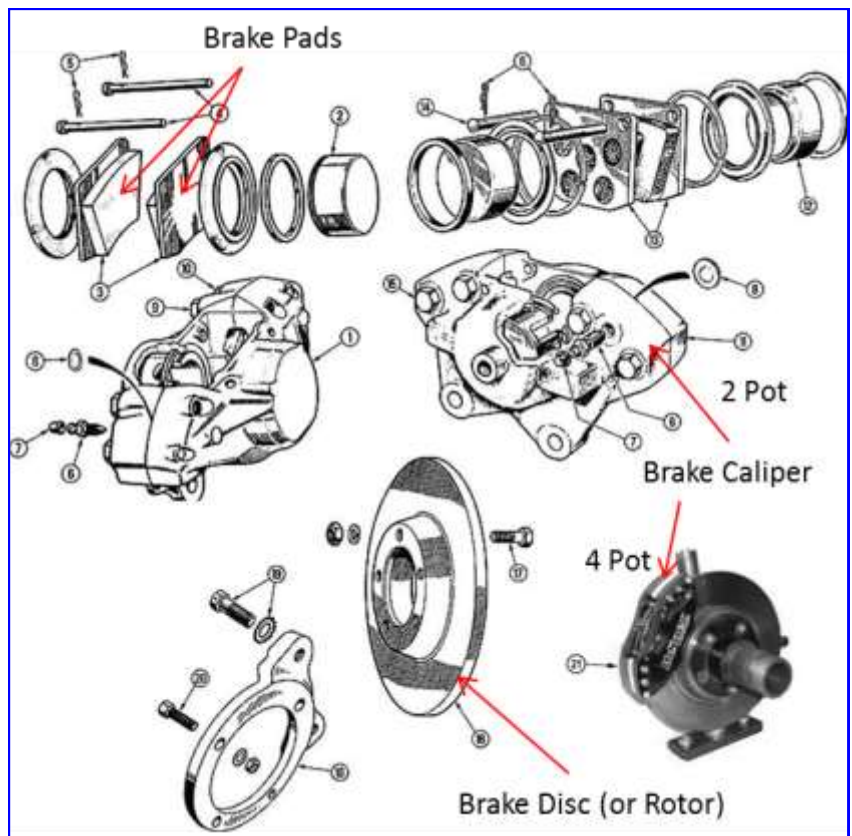


Photo courtesy of Morgans Spares catalog.



work as well for that leisurely Sunday jaunt to the super market.

The other thing that should be checked is the friction surface, e.g. the surface the brake pad pushes against - the brake disc. When you change your brake discs it is a good practice to also have your brake disc 'turned' or machined smooth and flat. Any ridges or scoring on the disc will adversely affect your brakes and cause unnecessary vibrations. Dave Bondon adds "Throbbing or pulsing on one or both sides is caused by a warped disc. Removing and turning the discs is easy once the calipers are off. Repacking the wheel bearings and re torquing the retaining nut (with a new cotter pin) will also have a positive effect on the steering response. "

As most folks don't have the necessary tools to machine a brake disc, you can take the car, or the discs themselves, to a brake shop to have them machined. It's easy to do and fairly inexpensive. Be advised however that discs may become too thin after being machined several times and if they get too thin, they will not be able to withstand the braking heat and require replacement.

Dave Bondon adds "Pulling to one side or the other is caused by a stuck piston. This is caused by moisture getting past the rubber piston seal and usually occurs in cars that are stored in car ports and/or driven in the rain and put away wet. Rebuilding the calipers with new stainless steel Pistons and new seals is the solution. Swapping the calipers for rebuilt ones, with Morgan Spares, is the best way to make sure this is a one afternoon job. "

If you are on the path to improve your car's braking ability, you may wish to increase the friction surface area. This means going to new calipers with more pistons or 'pots.' Going to a four pot caliper increases the surface area for braking and in some cases reduces the necessary pedal pressure. It allows for a much larger brake pad to push against the brake disc, resulting in more friction and more stopping power. Morgan is now fitting a four pot caliper to the new cars. If interested, contact one of the dealers that advertise in the newsletter, to see what might be available.

If you go to new, upgraded brake calipers, also consider fitting 'brake reaction stays.' These are simple bars that help reduce the Morgan front end flex which can cause steering and handling issues under hard braking.

Another, less obvious upgrade is to replace the rubber brake hoses with braided steel hoses. This insures that there is no flex or expansion in the lines, and makes the brake pedal feel is more solid and not 'squishy' (highly technical term!) And, it goes without saying, do the same thing to both sides of the car!

Again, adding more friction surface will also add to the heat being generated. This can be addressed by vented or drilled discs. Added heat that builds up on the disc will result in the brake pads not working as well as expected and 'fading' over repetitive applications. Vented discs reduce this heat build up and can reduce the potential for brake fade.

Again, I recommend you go to one of the dealers and see what's on offer for your specific needs, finances, make and model of Morgan, etc. But, be careful when considering new calipers or discs. The caliper or discs you want may require new mounting hardware or bracketry. It is believed that the Morgan OEM discs and calipers do, in fact, require new brackets but there are other braking upgrades on the market that may not. Also, be sure that these new items work with the wheels you have fitted on your Morgan. If you have non-standard wheels be especially careful.

Our first goal is to make sure that what you have, in terms of the brake pads, calipers and discs, all work as designed and stop the car as needed. We want you to be safe. The stock systems that came with our cars have proved to be sufficient for most of us. Routine maintenance of the components to insure sufficiency, coupled with regular brake fluid changes and proper brake bleeding will ensure your Morgan braking systems will be up to the task at hand.

However, everything is relative. If you have upgraded your power plant to get better performance from your Morgan, you might need to balance this with upgrades to improve your brakes. In all cases, make sure you get what is safe and appropriate for your style of driving.

FYI, if you suspect you have problems with your Morgan brakes, GoMog has a good diagnostic table to help you figure out how to proceed. <http://www.gomog.com/allmorgan/braketroubleshooting.html>



Two Piston Caliper being restored by Dave Bondon.  
Photo courtesy of Dave.



# New Morgan Books !!



## MORGAN: A BRAVE & EXCITING NEW WORLD!

By Gavin Farmer, 224 Pages

Morgan is the world's only family-owned automobile manufacturer, one that has recently celebrated its Centenary. Quite amazing.

With the arrival of the Aero 8 the company stepped boldly into the new Millennium with a genuine high performance supercar capable of a top speed of around 170mph (270km/h) and able to accelerate from 0-60mph (96km/h) in less than 5.0 seconds! Under that sleek body was a hi-tech aluminium intensive chassis and a powerful BMW V8 engine.

Morgan Aero 8: A Brave and Exciting New World is a 300-page book that explores in quite some detail the design and development of the Aero 8 and its several derivatives. It is printed on glossy art paper with hard binding and a

colour dust jacket. Included are hundreds of photographs, many of which have never been previously published.

There will be three limited edition versions all of which will be numbered and signed by the author and Charles Morgan. The first will be leather (100 copies); the second will be packaged in an Ash box (also 100 copies); and the third will

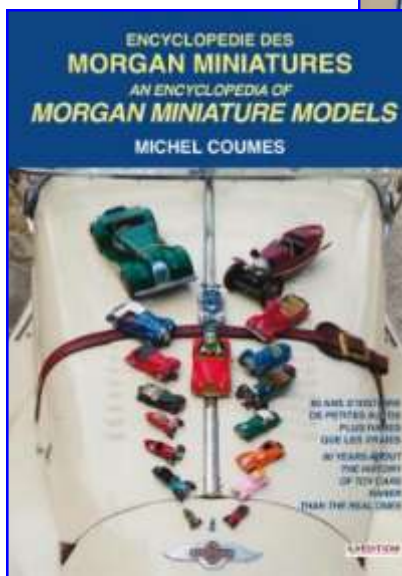
## ENCYCLOPEDIA OF MORGAN MINIATURES BY MICHEL COUMES

The book tells the story of miniatures since 1933 when the first model was proposed to adolescents as a Meccano plan until today when several brands offer collectors more or less sophisticated models.

Over 250 models are listed and described, each illustrated with at least one photo (at more than 250 photographs); 83 brands and artists are listed with their origin and history. Format 21x29,7. 96 color pages.

The book is divided as follows:

- Introduction
- 1 Missing craft brands
- 2 Artisanal brands still active
- 3 Prominent industry brands
- 4 Slots
- 5 Toys
- 6 Building sets
- 7 The pedal cars
- 8 The creations of artists and enthusiasts
- 9 The various representations
- 10 The story of a real toy (new comedy)
- 11 List of brands in alphabetical order
- 12 List of brand sites and artists



To order, go to [http://www.michelcoumes.com/galleries/encyclopedia\\_morgan\\_miniatures.php](http://www.michelcoumes.com/galleries/encyclopedia_morgan_miniatures.php) and download the on line order form.

*[Be advised I haven't purchased this book as yet. I understand that it was originally written in French and translated to English. As they say, hopefully nothing got lost in translation . . . Ed.]*





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**MORGANCARS-USA.COM 415.433.1344**



## HIRE A **MORGAN** IN SOUTH WEST FRANCE

If you have ever considered driving your own Morgan in France, then most likely you soon realised that the costs and logistics make it far too expensive.

CCSC can offer the perfect solution, with weekend or weekly hire and can also help with Hotel, Château and Gîte bookings, organising bespoke tours and providing airport pick-ups if required, to help take the hassle out of planning your dream classic car holiday in France.



Rental includes fully  
comprehensive insurance.



E: [andy@ccsportscars.com](mailto:andy@ccsportscars.com) T: +33 (0)5 63 94 58 31  
**[www.ccsportscars.com](http://www.ccsportscars.com)**



# MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details. You can reach us at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

## 'Fergus' Number Plaques Available !!!

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

## Wanted English Ford 100E Engines

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



## Morgan Books for Sale

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

## Morgan Car Badge Collectors

Hermen Pol's website [www.morganhistoryinfoshop.com](http://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](mailto: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.  
Contact **Peter Olson** @ (404) 403-8197 for Price and/or more details.



## 1985 PLUS 8 FOR SALE !!

British Racing Green, Tan Leather Interior  
3.5L Rover Engine  
**Only 10K Miles** - And all on Propane!  
Recently Conversion to Gasoline Now Finished  
New Holley 390 CFM, New Facet Fuel Pump, Updated Interior  
Left Hand Drive, 5 Speed Rover Box, Rack and Pinion Steering  
Bumpers, Like New Weather Equipment (less tonneau).  
Contact **Mark Braunstein** @ (407) 322-5060 for more details.





## DAD PROVES KIDS WRONG BY MAKING FANTASTIC LEGO MORGAN 3-WHEELER



Ryan Borlik is a father. A father with kids. Boy kids. These boy kids told him that building a Lego Morgan 3 - wheeler couldn't be done. Unlike most parents, instead of reaching for his whipping spatula, Ryan set out to prove his boys wrong. And boy did he.

Who's laughing now, Borlik Boys? Yeah, that's what I thought.

This guy did a pretty fantastic job on this, and it absolutely does not look like it was easy. The level of detail is especially impressive — you can see the cooling fins on the externally-mounted V-twin, there's the sidepipes, roll hoops, a well-appointed dash, shifter, side mirrors, checkerboard hood stripe — daddy *brought it*.



## Did You Know?

### MORGAN CAR COMPANY FACTORY TOUR AND CREAM TEA FOR TWO?

Not only will you enjoy a guided tour of the only car maker in the world to still be run by the founding family after a century, you can make the day complete with a cream tea for two. *[Could this be the kinder, gentler MMC? Ed.]*

The MMC Factory is based in Malvern but is famous the world over for their cars' character and charisma. Along this fascinating tour you will see how the cars are made from start to finish. After the tour you will be able to view the museum at your leisure, take your time to discover the wonderful history of this automobile. You will also enjoy a cream tea in the Morgan Café to make it just a little bit more special.

#### What's Included?

- Guided Tour of the MMC Factory
- Visit the Morgan Museum
- Cream Tea
- Personalised voucher
- Cancellation indemnity

#### What happens on the day?

On arrival at the Morgan Motor Company Factory in Malvern, you will meet your tour guide, following the viewing of The Morgan film; a history of the company. You will visit the workshop and see how the cars are made from start to finish.

After the tour you are free to browse the



museum for as long as you wish. Don't forget to visit the gift shop *[like Disney World, 'Exit through the gift shop' Ed.]* before making your way to the Morgan Café where you will be served a delicious cream tea for two. You will each receive two scones; plain and fruit with clotted cream and fruit jam, as well as your choice of tea or coffee. *[Wow! Where Else? Ed.]*





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 2014 suspension upgrade

**2010 MORGAN AERO SUPERSPORT**

**2005 MORGAN ROADSTERS:** Silver Blue Metallic, Grey leather/ Fountain Blue Metallic body, Peacock Blue Metallic wings

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

**2003 MORGAN PLUS 8** Brooklands BRG/Stone leather

**1983 MORGAN PLUS 4** Aluminum bodied.

**1967 MORGAN 4/4 SERIES V** British Racing Green

**1964 MORGAN PLUS 4** Four Seater, Ivory

**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 // DRASTIC 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

#### OTHER MARQUES

New 2014 **Allard J2X**

**2012 ZOLFE ROAD ROCKET**

New **PERANA Z-ONE**

**PERANA Z SILVER**

**2008 Tesla ROADSTER**

**2004 Honda GOLDWING**

**1989 BMW 635csi, //SOLD**

**1969 LOTUS ELAN SPRINT DHC**



[WWW.MORGANWEST.NET](http://WWW.MORGANWEST.NET)



[WWW.PERANAWEST.COM](http://WWW.PERANAWEST.COM)

[WWW.ALLARDWEST.COM](http://WWW.ALLARDWEST.COM)

MorganWest is now proud to offer, in Association With Aero Racing and S&S Performance Parts, for the new Morgan 3 Wheeler, X Wedge engine:

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# 1909



2014 US (and a few International) EVENTS

# 2014

The MOGSouth Fall Meet was wonderful. Jim and Collette, Thank You!

As we get closer to the fall, the weather has improved, and the drives in the mountains and along the coast are beckoning. And there are still loads of fun things to do. Just check out the calendar.

David & Sarah Chiles have again volunteered to Host the MOGSouth Christmas Party, at the same location as last year. Get it on your calendar now. It was great last year and should be even better this year!



## 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.

- **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
- **Lake Mirror Classic**, Oct 17 - 19, Downtown, Lakeland, FL
- **Savannah Speed Classic**, Oct 23 - 26, Hutchison Island, GA
- **Hilton Head Island Motoring Festival & Concours d'Elegance\***, Nov 1 - 2, Hilton Head Island, SC
- **GatorMOG Noggin**, Nov 15 - 16, HRS Classic 24 Races, Winter Park Concours, Daytona / Orlando Suburbs, FL
- **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, Waynesville Inn, Waynesville, NC - David & Sarah Chiles Hosting

## MORGAN 3 WHEELER: BACK TO THE FUTURE!

by Peter Dron *[Who actually owns a M3W! So it should be accurate. Ed.]*  
Available from Amazon.com - April 14, 2015

*[Amazon's description. Ed]* In the early years of the 21st century, the Morgan Motor Company decided to return to the configuration of its origins, with a new 3 Wheeler. One reason for this decision was that it could no longer sell its four-wheelers in the USA, due to the costs of meeting increasingly restrictive legislation on emissions and accident safety becoming prohibitive for a small manufacturer. The 3 Wheeler, classed as a motorcycle, bypasses these complex requirements.

By coincidence, an American three-wheeler, the Liberty Ace (itself a modernized recreation of the V-Twin Morgan Super Sports of the 1930s) was selected as the starting point. Morgan then designed and engineered the new model in an astonishingly short period. The management thought it might sell a few hundred 3 Wheelers; however, orders flooded in after its launch at the 2011 Geneva Motor Show, leading to considerable complications. This is the story of how all that happened and how an eccentric sports car with an American engine and a Japanese gearbox is, nevertheless, quintessentially English.



bring on the curves

for everything Morgan

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- Award winning restorations
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Morgan Motors  
OF NEW ENGLAND



See Our Morgan Three Wheeler Demo!  
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**MOGSOUTH REGALIA** Thanks to the efforts of MOGSouth Regalia Dude SuperDave Bondon, The Club has now received the new supply of MOGSouth Car Badges! The badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. **At this price, you can buy two! But don't wait they are going fast!** Please contact SuperDave Bondon at 770 330-6210 or [Dbondon@bellsouth.net](mailto:Dbondon@bellsouth.net) to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096. **Name Badges - Have you found your badge yet?** If not, order one from the club. Also, let us know what else we need, in addition to the car badges, in the MOGSouth regalia bin. We haven't spent a lot of time and money buying things that no body wants, so we don't have a stockpile of regalia items. This doesn't mean we can't get something. Shirts, hats, jackets, patches . . . Just about anything. Let us know in person or send an email ([mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)) if you have an idea or a need. We'll do what ever makes the most sense.

The MOGSouth Christmas Party has finally been confirmed. See details inside!

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

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

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 9/14

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

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

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

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

