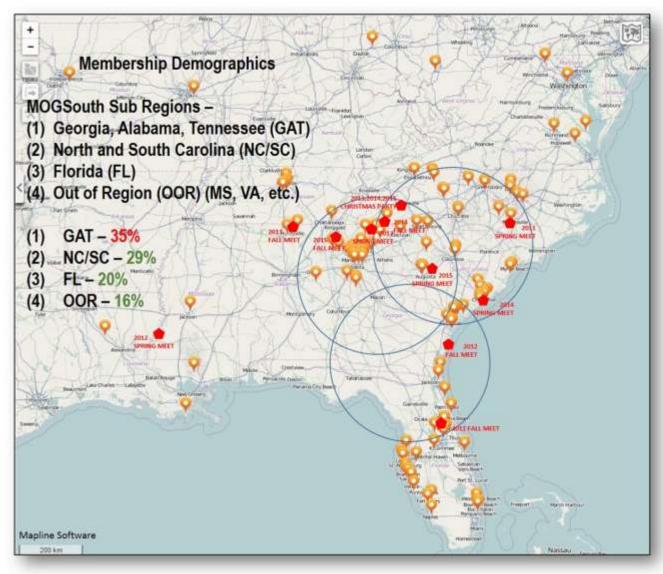


SOUTHERN FOURS AND EIGHTS

Newsletter of the Southern Morgan Owners Group MOGSOUTH Vol. 9/15

MOGSouthThoughts for the Next Forty Years ??



ots of heady discussions of late! "Now that the big 40th Anniversary has passed - what do we do next?" "Revolution or Evolution?" There are quite a few disparate thoughts! And, some are louder than others!

"Maintain the status quo!" "Build a Tardis!" "The club demographics are changing, change with them!" "Change is bad!" "What's worked in the past, will work in the future!" "Change is good!" "Sit still and die!"

So given all this discord it seems appropriate to toss these various ideas onto the virtual 'coffee table' and see what ideas resonate with the membership and what ideas truly belong in the virtual 'bin'. Of course we welcome any other ideas that haven't as yet been voiced. This Club is, if nothing else, a democracy. Here's your chance to speak up. Sit quietly and be subject to druthers of others . . .

Send any comments to the MOGSouth email inbox at MOGSouth@yahoo.com. Also, questions or comments that you might want to respond to are in 'red text' and numbered for your reference. Please respond to any or all. And, thanks.

This discussion also allows us to interweave a few of the results of the recent MOGSouth Survey. Some of the answers we got really do help us in understanding what the membership 'actually' looks like, and not just what we 'think'. Also, there is no need to cover ground that has already been 'plowed,' so to speak.

MOGSOUTH FUNDAMENTALS

Continuation - (1) We have to assume we want to continue as a club, don't we?

The Cars – We love these Morgans for lots of reasons. New or Old, Three wheels or Four. There is some consistency of thought across the membership but in reality we all have our own reasons. Given the recent survey results, where 70% of the respondents have owned Morgans for over 10 years and over 60% of the respondents have been MOGSouth members for over 10 years, these cars and the social aspect of gathering with like-minded individuals are deeply integrated into our lives. (For some of us, a bit too integrated, perhaps bordering on obsession?) And, for those that have only recently acquired a Morgan, we are guite confident that they too will succumb to the Morgan magic.

The Volunteers – In MOGSouth, we chose to operate without excessive structure. No elaborate staff or appointed administration, no Robert's Rules of Order, no annual elections. This is not to say we are out of control, however, what structure we do have is provided by volunteers. Members that raise their hand! Run our events and provide what little administration (registration, managing the club finances, newsletters, etc.) we require to operate. Everything is handled by volunteers. So that being said, if we lose our way it's our own fault.

This choice, however, comes at a price. When things don't go as planned, or as we might like, we have no one to hold responsible. No one to blame. We can't act on our disagreements at the ballot box. In our less formal structure, our only option is to speak up and voice our displeasure. If we don't, folks won't know we're unhappy.

On the positive side, however, this all volunteer administration has worked pretty well for us. We don't seem to have the internal divisiveness or political infighting that other clubs seem to exhibit. Unfortunately, it would appear that all this divisiveness (among other things) has taken its toll. Many of the US based Morgan clubs that had this more structured model are effectively gone or are no longer the dynamo they once were. Is this volunteer model why we have survived? Is this the golden egg that will ensure our survival for 40 more years?? (2) Should this volunteer model continue?

One question that comes to mind is who are these volunteers? The recent survey showed us that less than half of the respondents had organized / hosted a club event in the past, but those that have raised their hand in the past, have done so (e.g. organized / hosted) on multiple occasions. This implies we are repetitively depending on a just a portion of the membership. (3) Is this a factor of their locale, their gullibility, their interest or simply their frustration in the lack of others to volunteer? But, in fairness to those that haven't as yet volunteered; time, distance and competing commitments are cited as reasons. Also indicated in the survey was a lack of understanding as to just what were the requirements for organizing or hosting a MOGSouth event / activity. (4) How do we entice others to raise their hands?

The Demographics – Like the other Morgan clubs in the United States, MOGSouth is bounded by geography. MOGSouth's focus is in the southeastern United States, bordered by Virginia to the north and the mighty Mississippi River to the west. I am not sure how this division of real estate occurred, it just is. Probably defined by some omnipotent power with a whitworth spanner a long, long time ago. That's not to say that location in the MOGSouth region is a must for membership. We have lots of members that live far from the MOGSouth region. Their reasons for membership are all different and unique, and we welcome this diversity.

With a geography as spread out as ours, distance plays a role in our ability to participate in the Club's annual events. The recent survey listed distance, along with time (personally I see *time* is a derivative of distance, e.g. the further away, the longer it takes to get there and back), as major considerations when deciding on attending a Club event.

(5) So, how do we stay geographically close to a majority of the membership, while still being sufficiently inclusive to those that live somewhere outside one of the membership's core areas? The challenge is even greater when you consider that volunteer base, those that repetitively volunteer, are all located in the same core area. (6) Or, should we simply discount those outside of the core areas?

For MOGSouth the core areas, looking at the distribution map are the Carolinas and the greater Atlanta region, and with the addition of GatorMOG, the State of Florida. (Also, the circles on the map represent a relatively easy day's drive.)

"I am of the feeling that even though we get a bit monotonous with some of our locations and that members may not travel to get somewhere else, I cannot see us changing our formula." "For most of us, it's no longer all about driving the Morgan any more, it's now more of a social thing. Our cars, nor our bodies are up for all that driving. I really think we need to remove the perceived belief that folks cannot participate without the Morgan." (7) Is this a perception or reality?

"Perhaps we should shift in out meets to locations that don't necessary emphasize lots of Morgan driving, but have other interesting things to do/see. (8) How would this resonate with you? Restaurants, shopping, sites, history, wild life, museums, etc. Driving still has a part to play, but perhaps a reduced one." (9) Is this a valid strategy for the future?

"Personally, I believe maintaining the status quo is what has killed (another Morgan club.) I think having their meets in the same location, time after time after time, did them in. 'Been there, done that, don't want to go back.' If we keep going to same old spots, I fear we'll suffer a similar fate."

"We need to work in a bit of new and different. Obviously we have to go where the volunteers are, but they need to think outside of the box in terms of lodging, sites to see, and things to do. I personally don't want our meets to all merge together so that we can't remember one from another." (10) Do we continue to go back to where we have already been, or do we look for new locations?

Age is another key demographic. Both the age of our membership and the relative age of our cars. Many of our cars were procured by us long ago, when the availability of cars was more plentiful, and the price seemed more realistic. As the survey reflected, we have had these cars for some time. And, whether we chose to accept this or not, we all have 'physically' aged alongside our cars. (11) Does (or should) age effect our plans for gatherings and meets?

Without new cars, however, the theories of supply and demand kick in, and this effects the cost of Morgans. This means that the relative prices we ask and/or pay for cars has skyrocketed. In many cases new comers to the club need some level of financial wherewithal to buy in. As, these things ain't cheap! (Certainly not the newish ones!) (12) Should ownership play a role in membership? Or Meet participation? (13) Are trailers or tin tops acceptable?

Also, the need to travel across the region to gatherings and meets puts a certain demand on the pocket book. (14) Is this really true or is the amount too small to really matter?

Another (welcome or not) side effect of aging is the shift in our 'day to day' commitments. Many of us have or are reaching the age of 'retirement.' This hasn't necessarily freed up the calendar, rather the commitments on our time and budget have just shifted to things other than work (family, etc.) This does however provide us with a bit more flexibility in scheduling competing commitments. (15) Is this really true?

"We need to have things that the spouses want to see and go to places they want to go. There are many examples where the spouse is making the Go/No Go decisions." (16) Just how much impact does your spouse play in the decision making process, when in comes to Morgan meets or events? (17) Has this changed over time? If so, how?

So the bottom line is that we are a collection of <u>like minded</u>, <u>self directed</u> individuals, <u>geographically dispersed</u> across the Southeastern US that are generally <u>getting older</u> (albeit gracefully!) with our beloved cars, but, in general, we have <u>more flexibility</u> in planning our time and spending our finances, than we used to. (Yes, I know there are those that do not fit one or more of these generalizations.)

So what does this all mean for the future of MOGSouth??

Again, please speak up and send your comments to the MOGSouth email inbox at MOGSouth@yahoo.com. Also, send us any other thoughts you think we missed and need to hear!



ROAD GOING MORGAN RACE CARS: MORGAN AERO 8 GTN

Seeing the DeWALT Aero 8 GTN up for sale, and having Rich Fohl, a prior owner/racer of the DeWALT car coming to visit in the next few weeks, my interest in the history of this car, as well as the other very rare and desirable Silver and Blue Morgan Aero 8 GTNs, was piqued.

I found myself re-reading some of my Morgan books and emailing with a few GTN owners. I thought I would share what I found out. If there is anything amiss in this short bit, it is solely my fault. Enjoy!



"Tonly raced the DeWALT car once, at Road America for the Peter Morgan memorial race. It was a very complex car to drive and an extremely expensive car to maintain. The engine had to be pulled and serviced every few races and tires had to be replaced, at great expense, again every few races. I had to import a technical team from the UK and Europe just to take the car through the starting sequence but racing this car was the most fun I have ever had...ever!" Rich Fohl

The Morgan Aero 8 GTN was the evolution of the Aero 8, designed by Chris Lawrence, into a full-fledged Le Mans compliant race car. Chris Lawrence wanted to relive his 1962 glory, the Morgan Class win at Le Mans, with the Aero 8. This meant the car had to meet the French Automobile Club de l'Ouest (ACO) requirements. The Morgan Motor Company, with Charles Morgan at the helm, however, wanted the Aero 8 to be compliant for road racing under the FIA GTN requirements. These FIA GTN requirements differed slightly from the ACO requirements. The first Aero 8 GTN, as first developed almost succeeded in meeting both, however in the end, it met neither of the two competing specifications.

The very first public showing of the GTN was at the Autosport International Show in Birmingham in 2002. The car was painted, appropriately, British Racing Green. Richard Stanton, a privateer on the GT racing scene, saw the car and after some persuasion by Chris Lawrence, saw the opportunity to go Le Mans with the Aero 8. He purchased the GTN. Richard Stanton's history was TVR and he brought his loyal TVR technical experts to the team. Unfortunately, they didn't mesh well with Chris Lawrence and the Morgan technical team, resulting in technical discord going forward. But Chris Lawrence needed Richard Stanton, who already had a major sponsor, the tool manufacturer, DeWALT and Richard needed Chris who had relationships with the insiders at the ACO. A symbiotic relationship no doubt, albeit a caustic one.

Eventually, the Aero 8 was accepted by the ACO and the team was headed to the 2002 Le Mans. The car was modified to meet the 'letter' of the ACO requirements (not always the 'spirit'), sometimes in spite of Chris Lawrence's technical objections.

After many long hours and tremendous efforts by all, the DeWALT car was sorted and raced at Le Mans in 2002. The 2002 Le Mans campaign, albeit less than stellar, has been well documented elsewhere, with engine failure finally bringing an end to the race.

Even without a successful finish, the 2002 Le Mans campaign was a boon to the Morgan Motor Company and a major marketing success for the Aero 8.

However, the Aero 8 GTN story continues.



The MMC, Charles Morgan, nor Chris Lawrence, gave up on racing the Aero 8, as they continued development of the car and targeted the GT Cup racing requirements. These GT Cup cars were sold to Morgan racers, such as Richard Thorne and Keith Ahlers, who competed quite effectively in the GT Cup Series in Europe and the UK. The allure of Le

Mans wasn't lost on the 2002 participants and a return in 2003 was envisioned. The endurance races at Sebring in Florida became a target, offering direct connections with the ACO. Their application for the 2003 race, however, was not successful, for any number of reasons. To all concerned this was a tremendous blow and all attempts to reverse the ACO decision were to no avail. Not to be deterred completely, Le Mans 2004 then became the target.

For the Le Mans 2004 effort, there was a desire to capitalize on the 'lessons learned' in 2002, so a new team organization was defined. The biggest challenge the MMC and it's development team faced was that of financing.

Just the shear cost of developing the Aero 8 road car, as well as the investments made in addressing the American



GTN #10. Photo Courtesy of 'Shooter' via TM.

production decision, or maybe none! I'm not sure.



market's technical requirements, left the MMC strapped for funds. This lead to several initiatives to raise the necessary cash for the Le Mans effort.

> It would seem that there are a number of theories about the genesis of the Blue and Silver 2004 Aero 8 GTN cars. Every source I reference differs. Perhaps the GTNs provided the MMC with a premium priced car to offer to the Morgan customer base? Several of the references point to the need for homologation of the GTN to meet the ACO racing requirements (a similar car had to be made available to the public.) Other references, however, point to a car created purely to commemorate the British GT race wins of Thorne and Ahlers. Finally, one suggests they were developed simply to take advantage of the 'beefier' 4.6L motor offered to Morgan by BMW. Any one, or all of these reasons combined, may have been the logic that drove the

Regardless of the reasoning we are quite lucky indeed that the car was produced. It is now a prized piece of Morgan history and a treasure for a very few discerning owners.

In 2004 a run of fifteen GTN cars was originally planned. This quantity of cars was derived, not through some highpriced marketing analysis, but in typical Morgan fashion, there were only 15 BMW 4.6L engines available. (The standard cars had a newer 4.4L motor.) In the end, only 11 GTNs were produced.

Each of the 11 GTN cars is a very special car powered by the 4.6L V8 and fitted with center lock OZ wheels, sports exhausts with side exits, upgraded brakes, a 'works' hard top and a soft top, and other race inspired design elements. Morgan claimed a 0 - 60 mph in 4s, topping out at 170 mph. A road going race car!

During the development of the 2004 Le Mans car, Chris Lawrence was unfortunately diagnosed with cancer, non-Hodgkin lymphoma. He found himself able to work through the treatments at the MMC but couldn't travel to Le Mans for the 2004 race, and settled down to retirement in Herefordshire soon thereafter.

"I was talking with Richard Thorne today who raced at Britcar and he said that the BHP is very understated in the GTN's and the reality is it is much higher." "I am going to have to get my one Dyno'd to find out." Current GTN Owner.

The 2004 Le Mans campaign was certainly more successful than the 2002 race. The team was more harmonious, and the ACO was guite a bit more accepting of the Morgan. In the end, the car suffered radiator punctures and other failures that necessitated several radiator replacements and used abnormal amounts of oil towards the end of the race. This time, however, the car finished the entire race. The extraordinary efforts of the team, to keep the Morgan running in spite of the radiator and oil problems, were recognized by the ACO with an award given to the 'best technical team in the race'. Although not originally designed to do so, each of the Silver and Blue GTNs reminds us of this latest Morgan 'triumph' at Le Mans. [I haven't as yet seen one of these 11 GTNs, but hopefully I will soon . . . Ed.]

DIGGING FOR TREASURE WITH FRIENDS! RICK FRAZEE, RICH FOHL AND RAY MORGAN

Locating all the right bits to build a Morgan race car is not an easy effort, or so it seems. You'd think that there would be plenty of these cars around - in boxes, rusting hulks under canvass tarps or discarded carcasses in the forgotten corners of dark garages. Nope. They are hard to find! Like purple squirrels. Must be the elevated prices these cars now demand. No one can afford to just leave them be. They are just too valuable today! Ray Morgan found a Morgan in Atlanta. Rick Frazee envisions a possible race car. Rick wants a 4/4. This car is a Plus 4. Would it work? Don't know but worth a look. It would appear, chasing these purple squirrels is also worthy of super human efforts. Rick waned to leave his house at 7AM. That means I had to get up darn EARLY!



Rich Fohl, who was visiting us for the SCCA Runoffs in Daytona, just couldn't resist the opportunity to rummage though old, rusty Morgan parts and decided to delay his trip back home to Virginia by one day and traveled with Rick and I to Atlanta. Rich had a small Honda Civic in Florida, so we just packed it into Rick's car trailer and the three of us rode up to Atlanta in the cab of Rick's new pickup Truck. Having Rich was an added boon, as three pairs of hands was better than two, and having another Morgan knowledgeable guy to pick out applicable car parts helped immensely. The drive up was uneventful, but guite long. Almost 7 hours on the interstate. Not terribly interesting. The only real excitement (?) was a downtown Atlanta traffic jam. (I can hear the Atlanta folks now, 'Ok, so what else is new?') Oh well, the 'benefits' of the big city. Now I remember why I moved to Florida!! So with all the GPS devices, Google Maps and high tech stuff we had, we quickly found alternate routes around the traffic and continued on our merry way.

Having lived in Atlanta for years, the sights and sounds were mostly familiar to me, however, like any big city, there were lots of newly constructed buildings and roads. That, and the fact that this was a Morgan parts hunt. Made the trip interesting enough for me.

Even though we left Orlando fairly early, we didn't get to where we wanted to go, a house in a northern suburb of Atlanta until almost 4PM. The house that contained the Morgan was set back into a wooded lot with a few other vehicles and a travel trailer in the driveway. The Morgan however was on the other side of the house, basically around the back, and down a small hill to a 'boat' door entrance to the basement. We needed to get Rick's trailer as close as possible to the boat door to facilitate loading the Morgan parts. The car was

thoroughly disassembled and scattered all over the basement garage and office.

The prior owner had been a racer and we think the car may have been purchased as a potential race car. What made things a bit more difficult was there were lots of other car parts scattered throughout this basement garage, along with a disassembled Formula Ford race car. So each part we picked up was scrutinized to determine if it was Morgan, Formula Ford or some other. It took a good while. Then getting the big stuff out of the garage and up to hill to the trailer was another challenge.

The 'garage' was packed with 'stuff.' Metal shelves of old oil cans, empty Coke bottles, special and 'not so special' tools, vacuum cleaners, books, empty card board boxes, posters, junk, jack stands, floor jacks, old plastic crates of rusty things and all that normal garage stuff. It was hard to sift through and we had to move most everything to avoid missing some unobtainable Morgan bit. Luckily for us, the big heavy engine bits (block, head, etc.) were on a pallet at Ray Morgan's Restoration shop.

There was a tree lined, paved drive way leading around the house to the basement garage, but it wasn't made for a large car trailer. Rick and Rich unloaded Rich's Honda from the trailer and then backed the trailer up the drive way and around the house. The trailer got close but it was still some twenty yards away from the garage doors when

they could go no further. The trailer sat perched on the hill, up a driveway covered with wet leaves. That made hauling the chassis, body tub and other large body parts, like the rear axle, up to the trailer quite a challenge. Finally, an electric winch and some come-alongs were rigged to pull the big and heavy parts up the hill.

The Morgan was a 1965 Plus 4. The chassis was complete and appeared to be in reasonable shape. The front clip was







attached however the rear axle was separate, as was the rear suspension. There was the older (I assume original?) wooden body frame which had been separated from the sheet metal. The old sheet metal was straight for the most part, but the old wood was mostly broken or rotten. The metal only showed signs of surface rust, no lace. The big bonus was a brand new body tub, completely skinned. It lacked doors but was brand new - already painted blue (prior to the holes being drilled?) with new clean wood!

Rick fitted two of the five wheels to the front of the chassis, and they sort of held air. He then added a set of roller dollies, just for GP and we put a hand truck under the back end, as there rear axle was not even attached. This sort of worked, at least well enough to move the beast out of the garage and around a metal support post. Once out of the garage and in the daylight, we had to 'muscle' it a bit to get it pointed in the right direction, but in the end, the electric winch was used to pull the chassis up the hill and into the trailer. It was a bit heavier than it looked. Once we got the chassis into the trailer, we loaded all the ancillary pieces and the loose sheet metal.

The new body tub was loaded last. It was a bit awkward to manipulate but really not all that heavy. It did however take up a lot of space in the trailer. The trailer is a 24 foot trailer that Rick usually uses to haul two cars, but it only could take a single disassembled Morgan.

It took us until about 7PM to get what we hope were all the pieces of the Morgan out of the garage, up the hill, and into the trailer. Somewhere during the final minutes of the effort, Rich Fohl left to drive over to Lance Lipscomb's place, before it got too late. Rick and I finished up, with the help of Sara (the prior owner's daughter), and we headed over to Ray Morgan's house in downtown Atlanta. We were tired and dirty and hungry, but somewhat pleased that we did what we came to do. We had a Morgan, albeit in pieces, but think we found all the important bits.

The first order of business, once we arrived at Ray and Susan's downtown Atlanta home was a guick shower. Warm water and soap! A wonderful thing! Clean clothes, presentable again, so off to dinner. Susan picked Houston's so it was a short drive and a wonderful meal (and of course a cold beer, or two.) We returned to the Morgan's home. Chatted with Katie, Ray and Susan's twenty something daughter, and played with pups, then off to bed. Tired. On Monday morning we would get the final bits, the engine components, at Ray's shop.



Mark

Up early. Wanted to go get the engine parts from Ray's shop and get on the road relatively early. We knew we had a long drive ahead of us. The engine had been to the machinist and the head work was done although not completely correct, according to Ray. Still some valve guide sizing work to be done. Again, it appeared that oversize valves were planned. (More evidence of a race car motor.) The trailer was full so the motor was loaded into the bed of the pickup Truck. Ray had the motor bits in boxes on a pallet, and used a fork lift to drop the heavy load into the truck bed. It fit, sort of. The engine block was just a smidgen too tall to allow the sliding tonneau that Rick had on the pickup to close fully. We rotated the block, all sorts of ways, but no orientation would allow us to fully close the tonneau. Ok, so be it. The block would be out in the weather. We put the engine head, with all the machinist work, into the cab of the truck on the floor. We didn't want that to get wet. Luckily it didn't rain on the trip home. Overcast, but no rain.

We traveled south to Orlando with the Morgan bits in the trailer. Again, no trauma, just a long highway. We arrived back at Rick's home around dinner time. A quick chat with Sam, and I headed home. I am sure Andrea missed me . . . well, maybe not. A good trip. Tiring but good. I found it quite interesting sifting through piles of stuff to find Morgan 'treasures' and it's certainly something I would do again . . . in a heartbeat!!



Don't miss the GatorMOG Noggin in October. (See Below) Pre-Registration is required, so if you are planning on coming, you need to register now!

The MOGSouth 2015 Fall Meet and Christmas Party are gelling nicely so get them on the Calendar too!!

The details for the Fall Meet have been updated and are provided below. There are some actions required so please read carefully!!

Also, the details for the Christmas Party have been provided on following page. You need to RSVP and make reservations.

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 Lake Mirror Classic Car Show .**UPDATED**

There will be a GatorMOG Noggin on Friday evening October 16, starting 5:30PM, at Tom and Kathy Coryn's lake house in Winter Haven (Tom & Kathy Coryn, 1418 Touchton Lane S.E., Winter Haven, FL 33884) and the GatorMOG Morgans will all participate in the Lake Mirror Classic's Open Show on Saturday October 17.

You must pre-register for this event. There is a registration fee that goes to Charity. See the included registration form (it is a few pages later in this newsletter or you can register online. http://www.lakemirrorclassic.com/

Make your own Hotel Reservations. The host hotel is the Hampton Inn (202 Cypress Gardens Boulvard, Winter Haven, Florida, 33880 863-299-9251) in Winter Haven.

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

The plans for MOGSouth's Fall Meet, hosted by volunteers Judy and Gary Heck the weekend of October 30-November 1 in and around Rome, Georgia are in place. Several members have already made their hotel reservations and are beginning to forward their orders and payments for Friday River Cruise, 6-8 PM, and boxed dinner to Judy. MOGSouth hospitality will be available after the riverboat cruise.

Included in this newsletter is a Friday Sunset Cruise Dinner Form, which provides a menu choice for the Friday evening box dinner and River Boat Reservation form. Please review the form, make your meal choice(s) and forward with your check to Judy Heck at the address on the bottom of the form. Make your check payable to Judy Heck. Cost is \$15.00 per person which includes both the meal and the boat ride.

The Hawthorn Suites Hotel in downtown Rome is holding twenty rooms reserved under "MOGSouth". There are various types of rooms available at various rates so you have a choice when you call to make your reservation. The rate does include breakfast. The direct number is 706 378-4837.

Please note that as of July 1, 2015, the State of Georgia has added an additional \$5.00 tax to hotel rooms as a transportation tax in addition to the 7% sales tax and 8% occupancy tax. Got to love our government!

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

The hotel will hold the block of rooms until September 30, 2015 and there is a 24 hour cancellation policy. Check in time is 3:00 PM on day of arrival and as usual MOGSouth will have a hospitality room or area with refreshments and light snacks for you to enjoy upon your arrival.

Questions? Please contact Judy Heck - Email: heckgi@aol.com, Phone:(404) 234-0948



MOGSOUTH UPDATES CONTINUED

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

Special rooms rates will be offered by the hotel. We encourage you to enjoy Friday evening (Dec. 4) in downtown Waynesville. Reserve your room at the Waynesville Inn, 176 Country Club Drive, Waynesville, NC., 828-456-3551, www.thewaynesvilleinn.com. A block of rooms has been reserved at a rate of \$99 plus tax which includes a full breakfast. Rooms will be held until November 4. Reserve individually under "Morgan Owners" Group."

Saturday Morning (Dec. 5), 10am-2pm, Curator Dale Walksler (of *What's In the Barn* on Velocity Channel) and Morgan owner and motorcycle enthusiast Bob White will welcome MOGSouth members to a special private opening of the fabulous WHEELS THRU TIME MUSEUM, a short drive from the Waynesville Inn.

Saturday afternoon, the Hospitality Suite will be open before and after dinner including beer, wine, mixed and soft drinks and snacks. A full buffet dinner will begin at 7:00.

Saturday Evening is the MOGSouth Annual Christmas Party at The Waynesville Inn. Saturday dinner (Christmas Party) must be reserved and prepaid to Gene Spainhour. He must have your reservation and payment in full by November 5. Mail your payment to Gene Spainhour, P.O. Box 2304, Hickory, NC. 28603. The cost is \$36 per person. Please include your email address so we can confirm receipt of payment.

Gene Spainhour & Pat Harris are organizing the Christmas gathering. We look forward to seeing you in Waynesville! Any questions please contact Gene at gene.spainhour@gmail.com or 800-242-5584 (office) or 828-244-3762 (cell.)

Cheers, Pat and Gene

NEW MORGAN DEALER IN TOWN !!

Which Town, You Ask?? There's a new Morgan Dealer in the MOGSouth Region! Christopher John LTD is about to open shop in Holly Hill, Florida. 322 Ridgewood Ave, Holly Hill Florida 32217, 1 mile North of Speedway Blvd in Daytona Beach, to be exact. Their first Morgan is pictured here as it was just prior to dispatch at the MMC. It will be here soon!!

MOGSouth has been already been in contact with the principal, Christopher Silvestri, and he is very excited about the future. He had secured a great location and an experienced staff.

MOGSouth (GatorMOG) is are planning to support the Christopher John LTD 'Grand Opening' if the stars align and our schedules come together. Christopher John LTD might be a 'new' Morgan dealer but the team is not new to the classic and vintage car scene. Per the PR Christopher reports;



"Vintage racing and English sports cars have been my passion for more years than I can remember, from childhood in the back of my father's Sunbeam, Alfa or Rover I knew I was part of something special. It was inevitable I would end up in the classic car business. All those years playing with Matchbox cars and immersing myself in books about racing and sports cars for hours on end. I guess i was laying the groundwork for a Morgan dealership. I made a career in the textile business first and then later as a vintage racing prep and trackside service business all the while racing MG, Elva, Porsche, Lotus, Alfa, Abarth and anything else I could get my hands on. Buying, selling and building vintage racing cars provided the professional business ground work for what lies ahead, we are so excited to get started in the business we are so passionate about once again!" "Morgan cars have always been a smoldering desire for me. The classic looks, rugged and agile and everything else that there is to love about hand built English sports cars. When the opportunity arose I jumped at the chance to be Morgan's newest Dealer in the USA."

Christopher John LTD offers authorized warranty & parts as well as service work on all M3Ws and Morgan cars in the region. They will also handle consignments and selling other Morgans, as well as other British and European classics and sports cars. [Christopher John LTD will also be the East Coast Agents for Crossle 9S sports racres car and other classic and/or racing marques are planned. All of MOGSouth wishes Christopher John a hearty welcome and 'Best of Luck' with the business. Not only that, they are MOGSouth supporters! See advertisement elsewhere in this issue. Ed]

Web Site - www.christopherjohnltd.com ,On Twitter - twitter@ChristopherJohnLTD , On Instagram - Instagram.com/christopherjohnltd

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/

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October 16 - 18, 2015

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	Vehicle Type		Preparation		Condition
	Car		Restored (original specs)		National Show Winner
	Truck		Restored (non-original sp	ecs)	National Show Quality
	Motorcycle		Unrestored Survivor		Excellent
	Wooden Boat		Slightly Modified		Good
	Bicycle		Heavily Modified		Fair
	Military		Customized		Rough
Sel	ect Events Entered			Applicable	Fees
	Hot Rod Rendezvous (Friday Night)		\$30 Per Vehicle		
	The Lakeland Open Car Show		\$75 Per Vehicle (\$50 before 9/1/15)		
	The Concours d'Elegance (Judged / Not Judged)			\$75 Per Vehicle (\$50 before 9/1/15)	
	Motorcycles and/or Bicycles			\$25 First Vehicle/\$20 Per Additional	
	Classics for Sale Corral		\$75 Per Vehic	le	
	Hemmings Road Tour & Lunch (Sunday)			\$30 Per Perso	on Qty
	Boats			\$50 Per Boat	
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MOGSouth Fall Meet Roman Holiday Sunset Cruise Menu Choices for Boxed Dinner Friday, October 30th, 2015 6:00 PM ~ 8:00 PM

Boxed Gourmet Sandwich Choices Catered by the Harvest Moon Café & Bakery are:

- 1) French Dip on Toasted Hoagie Roll
- 2) Traditional Reuben on Rye
- 3) Salmon BLT on Hoagie Roll
- 4) Turkey in a Wrap

All Sandwichs Include: Handcut House Potato Chips Pickle Spear

Dessert will be Your Choice From a Tray Assortment of Fruit Bar Triangles, Apple Crumb Bars or Chocolate Brownies

	-Cut off Here
Print Your Name	Print Your Sandwich Choice #
Print Your Name	Print Your Sandwich Choice #

Circle your choice above & keep for your record ~ Cut off bottom portion and MAIL THIS FORM BACK BY OCT. 10th with your check for \$15 per dinner (includes boat ride) to:

Judy Heck 78 Rivercreek Crossing Kingston, GA 30145

The SCCA Runoffs Come to Daytona!!

According to the web (isn't everything on the web these days??) Sports Car Club of America (SCCA) held its 'crown jewel' event at the "World Center of Racing" (Daytona International Speedway) for the first time since 1969. (The infield road course, not the NASCAR oval, was used for the SCCA races.) This was the 52nd running of the SCCA Runoffs and a winner-take-all Championship shootout by the best amateur racers in the country. Luckily for us, this lineup included MOGSouth member Rich Fohl. Now, Rich does have Morgan 4/4 and Plus 8 race cars, however, for these runoffs he was slotted in the 'F' Production (FP) SCCA Class racing his modified Mazda Miata. Rest assured I did give him lots of grief about not running a Morgan!!

With Andrea and I living only some 45 minutes away from the Daytona Speedway, accessed by some quiet back roads, Rich decided to jettison the excitement (and stress) of the track environment and stay with us. An opportunity to work in a visit with friends and get away from the track a bit was seen as a good thing. He came down on Saturday September 19th, a full week before his big FP race (Saturday September 26th.) Since this was the first time Rich had raced at Daytona he wanted to take advantage of the several training days being offered early in the week to get some 'seat' time before qualifying and the official race. In Florida, with the unpredictable weather, you

need to plan for rain, and especially in Daytona, on the coast, you can never be sure just what to expect. He hoped for a little 'dry' practice as well as a little 'wet' practice to cover all the bases.

With three guest rooms, giving Rich a place to sleep was pretty easy for us. We actually put him out in the garage guest house, so he could come and go as he pleased, and this worked well as he came back from the track guite late a few times. More on this later . . .

Rich and I go way back a ways. Back to the late 80s, when Andrea and I lived in Northern Virginia. Rich is from Richmond, VA and was pretty active with MCCDC when I was there. I guess he is pretty active with all Morgan clubs, because he certainly is an active member of MOGSouth, being a regular at our meets and events.





Back Up Race Car - Same color, stripes, number, etc. So when the FP car broke, the plan became - 'Take the 'go fast' parts off the FP race car and put them on the Spec Miata race car and voila!!'

On Sunday Rich went to the track for practice but that didn't end well. He had an engine failure in his yellow FP Miata. Now, for any normal racer, that would have meant that he would pack up and go home. Well, no. Rich had his race car transported to Daytona by a race support team (and friend of his.) They had a big race car transporter and provided race support mechanical services during the race weekend. They brought Rich's FP race car, their own Spec Miata (another race class) race car, and two other spec Miata race cars to 'Rent' to others. One of these rentals was a Spec Miata race car that Rich had sold to them. This rental car, for all essential purposes, looked exactly like Rich's current F Production Miata. So basically, Rich had a back up race car. Making this Spec Miata car into a F Production Car was not too easy however and Rich had a late night swapping parts with his support team.

The only downside was that the Spec Miata car is not quite a fast, even with the added parts, as the F Production car. That was a bit of a problem as qualifying required getting within 115% of fastest car. Rich really had to hustle to qualify the Spec Miata car in the faster F Production Class. He did it . . . but, just barely!!

The rest of the week went well and Rich got the need seat time to feel a bit more comfortable. The big race was on Saturday. Rich and I went up a bit early and I was processed though as part of Rich's 'crew.' Rick Frazee came up to be 'crew' as well. The weather held and it was clear and actually not too warm.

There were twenty cars on the F Production grid. An interesting mix of cars, with a MG Midget raced by Joe Huffaker (of Huffaker Engineering), a MGA and a MGB, also a Fiat 124, two Hondas (actually one Acura), a Volkswagen Scirocco, a Porsche 356 and the bunch of Miatas. As for the British cars, the MGs all held their own and Joe Huffaker was actually leading with the Midget for the first half of the race. Then he blew the left



rear tire and spun out into the infield right in front of us. Then it was up to the Miatas, other MGs, and the Fiat to trade the lead. Drafting, NASCAR style, was necessary as a portion of the banked oval was included in the road course. That, and attrition played a big part in the FP race. I think there were some 5 cars parked in the grassy infield just in front of where we were sitting. Unfortunately, one of them was Rich.

About halfway through the race Rich come around and white / gray smoke started to billow out of the car and Rich had to pull over to avoid more damage. It (and Rich) had done extremely well considering the car was basically an underpowered Spec Miata, doing battle with the big boys in the F Production class. Even with the DNF, Rich was classified as 14th overall. Not too bad for a national final! Congratulations are definitely in order!!

THE MORGAN THREE WHEELER CLUB'S 70TH ANNIVERSARY

The MTWC celebrated their 70th anniversary at their recent Annual General Meeting (AGM) in Malvern, UK.

There was a photo shoot outside the factory to reproduce the look and feel of that first meeting. No fewer than 7 of the 14 surviving Morgans from that meeting lined up outside the factory. Photos from Steve Uprichard and Richard Atherton.





70 Years Later





The factory is busy getting the new Cosworth Powered Plus 4 out the door. More pictures are provided (Courtesy of TalkMorgan and 'Jays') of the cars as they are being assembled.

From what I have heard, the cars are quite popular and are selling well. This is good for the MMC.

There has been some financial reporting sleight of hand in work and the rumors of what and why are all over the place. I will report what I hear, when I can.

Otherwise - things are pretty quiet.

TRADITIONAL BODIED MORGANS WITH AUTOMATIC TRANSMISSIONS ??

It seems that the factory is teaming up with Vitesse Global Ltd., already a partner on the M3W, to produce automatic transmission cars for the Asian market. A 'sports car' with an automatic transmission just seems odd. Paddle shifters maybe, but an autobox ????

The word on the street is that the targeted customers in Asia are demanding an automatic transmission. Morgan sees this as a necessary prerequisite for sales in this area. Vittese is the Mazda 5 Speed transmission distributor and will produce the cars, with Mazda components for Morgan.

[I suppose that Morgan customers, other than those is Asia, that want an automatic transmission in a traditional bodied Morgan, could specify one as an option? Ed.]



Source: Vitesse Global Ltd., web site.

AR Plus 4 'Cosworth' Urdates

Most of the dealers, at least in the UK, had some requirement (or business desire) to have one or more of these special edition Plus 4s to offer to the buying public.

These cars however are being snapped up fairly quickly and dealerships are now turning away customers and removing the AR P4 from their advertisements. This is good for



the MMC and for those lucky enough to get one!

As was shown in the last MOGSouth Newsletter, the production of these new cars is being done along side of the standard Plus 4s. A few new pictures are provided here, courtesy of 'Jays' at TalkMorgan.

A part from the red painted frames, these car are being built with stainless steel floor boards. This is different than the standard cars where wooden floor boards are still being used. [Well, they were wood in June, when I last toured the MMC Factory. Ed.]









Top three pictures - Chassis Shop

Bottom two pictures - Assembly Shop

[Note the rear suspension and rear disc brakes. Wonder when this will make it to the rest of the production line?? Ed.]



Continued Next Page

AR MOTORSPORT GIVES MORGAN PLUS 4 A FEW EXTRA HORSES

► Most Powerful Plus 4 to date ► Edition limited to 50 models ► Celebrates 65 yrs of Plus 4 production

What happens when you give a team of race technicians the task of creating a Morgan Plus 4 to celebrate 65 years of production? You get the most powerful model to date, the Morgan AR Plus 4.

Revealed at the weekend's Silverstone Classic 2015, just 50 models will be made, each with significant power gains over the standard Plus 4.

What has AR done to the Plus 4? Morgan asked AR to create a special Plus 4 which retained usability, but boosted the power output for extra performance. Result? The 2.0-litre Cosworth engine now produces 225bhp and AR has fitted a new suspension set-up with adjustable shock absorbers, a new braking system and tweaked gearing to sharpen the drive.

So it's now a stripped-out track car? According to Morgan, no. Whilst the doors ditch all luxuries to retain a lightweight look of aluminium, soundproofing has been added to the hood and body to lower wind and road noise. To counter the heavier soundproofing, AR Motorsport has replaced a number of steel parts with aluminium panels, including the bulkhead, valances and floor.

NEW CAR DEBRIEF: THE MORGAN PLUS 4 AR P4 http://www.carmagazine.co.uk/

► Aero Racing developed Morgan P4 ► Most powerful Plus 4 ► User friendly touches

- 1) Many happy returns The Morgan Plus 4 is celebrating 65 years with a limited edition developed by the firm's racing division, AR Motorsport. Called the AR P4, it wanders dangerously close to Halfords in the looks department, but is packed full of tasty-sounding tuning kit.
- 2) Cosworth power Northampton's most famous F1 engine supplier has whipped up a 225bhp 2.0-litre four, to make this the most powerful Plus 4 ever. The chassis is set up to match, with Spax adjustable dampers, bigger brakes, new axle ratio, and five-link racing suspension. No more leaf springs! Welcome to the 20th century.
- **3) If looks could kill** As befits a racing special, the AR P4 doesn't just look different for the sake of it. It gets lightweight wheels, and Morgan has helpfully applied red paint where aluminium has been used in place of the usual steel, principally the front bulkhead and valances. The domed rear panel is a nod to racers past, the diffuser a nod to the aerodynamically conscious present. Matte colours standard.
- **4) User friendly** A new dashboard and extra sound insulation aim to improve the interior experience, while all-LED lights boost confidence at night. Just 50 will be built.

COLOR BLIND ??

It would be most helpful to be color blind to live with this M3W interior.

[Just looking at this picture gives me a headache! I fear I would be too distracted to drive straight. Ed]

This car has been done for Squint Ltd. and the London Design Festival. Note the all chrome body.

I know for many, it's all about being seen but this is just a bit too 'over the top' for me, but if <u>you</u> want one, ask!

[Squint Ltd. is a design company which produces and retails bespoke, hand-crafted exuberant furniture and home accessories. Ed]





MOG-E

Morgan is poised to put an electric car into production. Mark Tisshaw reveals all

PHOTOGRAPHYLUCLACEY

f the many eye-catching and interesting things about the Morgan EV3, one thing is perhaps more interesting and eye-catching than anything else; it weighs less than the petrol-powered model on which it is based.

Quite a change to the typical norm with electric cars, and quite a drop from the donor car, too; the 3 Wheeler-based EV3 weighs 470kg compared with the 2.0litre V-twin-powered car's 525kg.

Making it light was a key requirement of the project, which started around a year ago, and culminates in it going on sale next year. The EV3 is not Morgan's first electric car, however. In 2011 the firm made the Plus E prototype, but it was considered too heavy to the detriment of the driving experience and performance.

Not so on the car you see here.
Morgan calls it a 'Phase 1'
prototype; it works and has all
the technology, but not the final
aerodynamic exterior and more
digitised interior design Morgan
design chief Jon Wells will give
the car so it has its own identity.

"The Plus E showed that we wouldn't just make an electric car to lower CO₂ emissions and keep up with the Joneses," says Wells. "It had to be light and fun to drive."

Morgan has worked with electric car specialist Potenza
Technology to fit the electric powertrain. The EV3 has been supported by the Niche Vehicle Network, an association of more than 400 low-volume car makers and suppliers that help make projects that might otherwise be beyond core in-house capabilities and funding, possible,

Potenza replaced the 3 Wheeler's conventional engine at the front with a battery pack that runs into the centre tunnel. A 75bhp, 96lb ft electric motor sits behind the passenger compartment and drives the rear wheel. The top speed is 100mph,







Jon Wells has proved there's demand for the Morgan EV3, with 10 buyers lined up

'It's exhilarating and impressive in different ways'



The 3 Wheeler-based EV3 uses a 75bhp motor that gets it to 60mph in 8.5sec

the 0-60mph time around 8.5sec, and the lithium-ion battery pack is good for a 120-150-mile range. A recharge takes four hours. All these figures are expected to improve before launch.

Wells has driven it, and says there's no loss of excitement from the absence of the famed V-twin engine. "You adapt to the noise of the wind and the sensation in place of the engine, and it's exhilarating and impressive in different ways, not least because of the acceleration. The weight distribution is similar so it's very familiar to handle, and you can disturb the rear wheel in a corner," Wells adds.

The response to the car has been fantastic, says Wells, and there have been no reservations from inside the company or from Morgan afficionados about just how well suited the 3 Wheeler is to electric propulsion.

Indeed, the firm already has up to 10 customers in the UK and Holland lined up to buy the first special run of 'Phase 2' models, which will appear at the Geneva motor show after the (so far) reliable testing phase is completed. This is also where the new look – which Wells says in part takes its inspiration from the time travel-modifications to the steam locomotive in the Back to the Future 3 film – and close to the final spec car will be shown.

Full-blown production will follow in summer 2016 for the final Phase 3 cars, which will be adapted with feedback from the early adopters. Morgan expects to build around one a week, compared with the three a week of the 3 Wheeler, and Wells isn't ruling out further electric or hybrid Morgans in the future.

Perhaps best of all, the EV3 is expected to attract younger, more urban-based buyers to Morgan, a group enthused by the looks and intrigued by the electric powertrain for city life. This can only be a good thing in the future prosperity of the famous old firm.

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MARK FAIRHURST

HUMOR AND THE MORGAN ESSENCE

n keeping with my want for surrounding myself with all things Morgan and my predilection for automotive art, I found some wonderful Morgan bits by Mark Fairhurst. According to Mark, he 'started life as a photographer in a London ad agency in the '80's. I then progressed into portraiture for magazines such as the British stalwart title, Country Life' and 'photographed Royalty, aristocracy, celebrities and 'normal' people!' Some of his photography can be seen at www.markfairhurstphotographer.com.

But it's not his photography, albeit is very good, that attracted me to Mark. Rather it was his graphic art. The Deco style is one I like a lot and think suits the Morgan very well. Also, I enjoy how Mark is able to capture the essence of Morgan, while interjecting a whiff of humor in his work. **Closing Time** is a personal favorite, as is **Morgan V8 Gulf**.

Mark's graphical arts career started around the 2012 Olympics when London's popular daily newspaper, the Metro News, first published Mark's Olympics images of the Cycling events. 'Cycling is a great passion of mine'.

This Olympic Series was eventually signed by a number of riders from the British Olympic Team and used to raise money for the Bobby Moore Fund, a UK Cancer Research charity. Well, done!

'Then, someone introduced me to Twitter, and I haven't looked back.

Through Twitter, I was asked by Penguin publishers to produce images for Chris Froome's, Tour de France winner, autobiography "The Climb". Because of that I was approached by Bloomsbury Books to create as series of cycling images for a book title "P" is for Peloton.'

'Cars have also been an attraction for me. The older style vehicles attract me most. They have character, unlike the boring 'any car' products of today. Apart from

Morgans!'



Made In Malvern



Morgan Drove All Night



Closing Time



Morgan Plus 8 Gulf

Continued Next Page

'One of my followers on Twitter has an Aero and asked if I 'd like to have a go! Of course I just had to accept! Best car I've driven and certainly the most beautiful. The section on my Zeitgeist website "Need for Speed" is beginning to increase with auto themed artworks'.

Mark is also willing to discuss commission work should you like his artistic sense but want your own Morgan to be featured in the artwork. 'I have completed a couple of commissions for private clients that like the style I do.'

You can see the press' reaction to his Olympic efforts at http://metro.co.uk/2012/08/15/photographer-inspired-by-team-gb-to-create-olympic-images-537786/

All images are limited to 50 copies each, signed, numbered, and embossed with an artist's logo. All work featured is the legal copyright of Mark Fairhurst ©.

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Into the Night



More Smiles Per Mile



Morgan 4

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.)

Love that Car- The Morgan 4-4 (Another how it's made video, but this one has a definite MOGSouth twist.)

Matchbox Cars (1965) (A little nostalgic. Didn't we all start here? I wonder if it still done like this. Not likely! There are multiple files here so, let it roll after the first one ends. Matchbox 1965, Matchbox 1962, Dinky 1967, and the last is Corgi 1960 (no sound?))

Alex Roy's Morgan 3-Wheeler - (Angeles Forest Hwy) One Take (Interesting drive in a M3W. Caution. Be advised, best to keep the little ones away - this one has a bit of adult language.)

Formula 1 Pit Stops 1950 & Today (You have to love it. Not really a F1 comparison, but watch the guy beating the knock offs on the 1950 Indy Car.)

2015 Morgan 3 Wheeler Start Up, Test Drive, and In Depth Review (This is a (longish) video of the multi-colored PopBangColour M3W, a 2015 model, we featured in the last Newsletter. There is an in depth description of the car's features and a drive. Sort of makes you want one . . .)

Morgan GTN British Sports Car (Dated 2002, a short video showing the 2002 DeWALT GTN car, narrated by Richard Hammond with a short interview of Chris Lawrence.)



Morgan F Super - 1948

Henry Frederick Stanley Morgan was the son of a vicar. Unlike his father and grandfather, he decided not to go into the church but became an engineering apprentice with the railway. In 1910 he formed the Morgan Motor Co. Ltd and exhibited his first three-wheeler at the 19010 motor cycle show. In 1937 Morgan introduced the F Super. It ahs a barrel-backed body with the spare tire recessed in the tail. It has a channel section steel frame and conventional accelerator pedals (earlier models had throttle controls on the steering wheel). The exhaust pipe runs beneath the car rather than along the side as in other 'F' series models. The F Super was revived after World War II and made little change until its demise. Morgan produced approximately 30,000 three-wheelers from 1910 - 52. Until 2003, the company was run by the son of Henry Morgan.

Specifications

Manufacturer: Morgan Motor Co. Ltd.

Country of Origin: Great Britain

Engine: 1172cc

Top Speed: 75 miles per hour

Years of Production: 1938 - 1952

Number Produced: 265







Words and photographs courtesy of the Lane Motor Museum web site.
www.lanemotormuseum.org

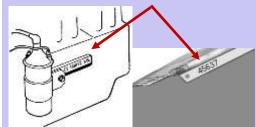
Visit the museum in Nashville TN.

Did You Know?

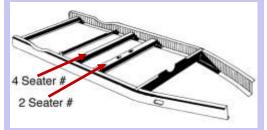
You Can Figure Out What's What!!

Plus 4 Engine Numbers

Vanguard engines start with a <u>V</u> prefix. TR2-3 engines start with a <u>TS</u> prefix. TR4 engines start with a <u>CT</u> prefix. TR2-4 engines, as fitted to the Morgan, end with a <u>ME</u> suffix. The engine number, less prefix and suffix, can also be found on the inner lip of the bonnet.



Morgan Chassis Numbers



Morgan Gearbox Numbers



Number is located on the top left front corner on cover.

- Gearbox numbers without prefix are Close Ratio fitted from 1950 to apprx. early 1954.
- Gearbox numbers with HR prefix are High Ratio fitted from apprx. 1954 to the end of Plus 4 production.

Morgan Axle / Differential Types

The Type Fitted can be identified by the illustrated measurements.



Three +4 axle types were fitted.

- (1) 3HA 1950-59,
- (2) 7HA Phase 1 1960 61,
- (3) 7HA Phase 2 1962 68.

Drawings and data courtesy of Morgan Spares





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Windscreen wiper and wiper blades are not too exciting but are really critical to safety. I try to keep my wipers and blades working but I also use RainX (and carry a supply of RainX) as a fall back. A bit like a 'belt and suspenders' sort of thing, but it keeps me sane.

The biggest challenge with Morgan replacement blades is figuring out just what sort you need. They aren't available in the local stores so you can't just walk in and ask for 'one of these.' You have to find them on the internet or call a Morgan dealer and pay their prices. (Sometimes the easiest way!!) This information will help!!

MORGAN WINDSCREEN WIPERS

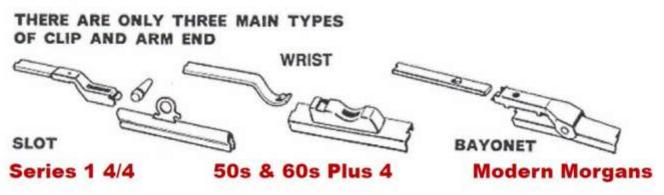


Figure 1. Wiper Arm and Wiper Blade Clip Styles

It was just a few days ago that someone asked me about getting new wiper blades for their recently acquired Morgan. I gave them my standard answer, but then as I thought a bit more about the problem, I realized that this apparently simple task can really morph into a frustrating (and possibly expensive) exercise for the un-indoctrinated. I found a good discussion about cutting down wiper blades that are too long for a given car on the Morgan Blog by DaveW. Dave is the current MSCC Concours Committee chairman. I added a few comments to help you figure out just what sort of wiper arm and blade you might have on your specific Morgan, which should help you find the correct replacement blades for your needs. Then, if they are too long, you can cut them down per Dave's discussion.

It is all about the vintage or age of your Morgan and the technologies of that time. Again, we assume Morgan used what Morgan could get so you first have do a little investigating. But, and there is always a 'but' with Morgans, unless you are the original owner, a previous owner may have changed the original set up. So, as they say 'trust but verify.' And, by verify, I mean you should actually pull you wipers off and understand what design of wiper clip and wiper arm ends you have. You may have a vintage car with more modern wiper arms and blades, or a relatively modern car with the older style arms and clips. Or you may have some of each.

My Series 1 4/4 Drop Head Coupe uses the wiper arms and wiper blades that are of the design called 'slot' and has a rubber peg that goes through a hole on the wiper blade itself. (See Figure 1)

It is called a 'slot' style arm in that the arm has a small slot through which you slide a piece of metal off the clip with a little hook on it and hole that the rubber peg can slide through and hold the blade onto the arm. This sort of blade should not be appropriate for too many cars in MOGSouth. Not sure about the vintage trikes in mix. It seems that there were any number of different pneumatic wiper systems over the years. If you have an early trike, wipers are the least of your problems!!

1950s and 1960s vintage Plus 4s typically used a 'wrist' style clip and wiper arm end.

The 'wrist' style has a characteristic bend at the end of the arm with a corresponding receptacle in the blade clip. (See Figure 2)

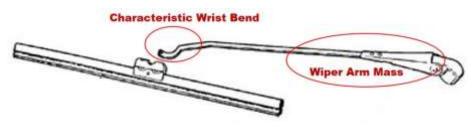


Figure 2. The Wrist Style Wiper Arm and Wiper Blade Clip Style

It has a little locking post along the bend that goes into a small hole in the wiper blade clip. This post is held into the hole in the wiper blade clip by means of a metal blade that acts as a spring, also in the blade clip. I don't have a 4/4 from the same vintage (1950s and 1960s) to look at, but I am guessing Morgan used the same style 'wrist' clip and wiper arm end. Again, verify!

Now, back to my current cars. I have two relatively modern Morgans. These are both 1980s vintage. My 1981 4/4 and my 1986 Plus 8. They both have windscreen wiper arms and blades that are the same. They are both 'bayonet' style.

This bayonet style is really just a variation of the wrist style.

The characteristic bend at the end of the wiper arm of the wrist style has simply been flattened out and, correspondingly, the clips on the wiper blades are simplified for this flatter arm. The wiper arm still has the little locking post (like that of the wrist system arm) that goes into a small hole in the wiper blade clip. (See Figure 3.)





Figure 3. The Bayonet Style Wiper Clip and Wiper Arm. Note the flatter arm without the wrist bend.

I have to believe that this was done to reduce production costs and this design has continued to this day and is on the newer Morgans (1990s and 2000s). Another change in the newer cars may also be a cost reduction move. The wiper arms themselves are less massive than the earlier arms. This reduction in mass or bulk results in less material and therefore cost savings. That's my supposition, anyway! These changes in the newer cars wiper arms can be seen at the end of the wiper arm away from the blade, e.g. the end that connects to the spline turned by the wiper motor. (See Figure 2.) You can see this reduction in mass, comparing the pictures of my 1980s cars (Figure 3.) with those of DaveW's 2000 cars. (Figures 5 and 6) Dave's wiper arms have quite a bit less bulk. There are probably improvements in function and materials as well in the later arms. (It can't always be only about costs!)

There is one other consideration. The wiper arms have a pressure key that pushes the arm's spline receptacle into the splined shaft of the arm mount. There is a screw that tightens the connection between this key and the splined shaft. Both my 1980s cars have these screws. I have however seen other 1980s cars that didn't have these screws. A modification by a previous owner, perhaps? Who knows. (See Figure 4.)

Ok, so now we have some sense of what we are looking for. We need blades that will fit on what ever wiper arms our car has. Unfortunately, replacement wiper blades are getting more difficult to find, especially ones that are the correct length and are not too expensive.

The length however is not critical. A longer one can be easily cut down to the needed length. Now, I have known folks to take the old wiper blades



Figure 4. Pressure Key Tightening Screw

and open up the entire length of the metal backing to remove and replace the rubber strip itself. I see this as an act of shear desperation and not necessary. (Not, just yet anyway!) However, to each their own . . .

To replace wiper blades you need to have new blades that have clips that are designed for the wiper arms that are appropriate to your car's wiper arm style. If you cannot find the wiper blades in the style you need, and are truly desperate, you can replace both the arms and the wiper blades as a pair. Just make sure you get the right length of wiper arms (see Figure 3) and get the arms that either have (or don't have) the screw for tightened the pressure key on the arm's spline receptacle. I would think you would want them all to match.

The following is DaveW's discussion on the process of cutting down the blades he found at a common UK supplier, to get to a replacement blade that would fit his needs. He also talks a bit about the quality of the wiper blade clips and how they are mounted to the blades. All good stuff!

From DaveW TalkMorgan

From time to time we've had discussion about the Traditional Bodies Morgan wiper blades. They are quoted at 7 inches but in reality appear to be 6&7/8 which is 175mm as near as dammit. I had a look at what I've got and unsurprisingly there is a difference between 2005 & 2012.



Figure 5. DaveW's 2005 Roadster.

Here is "2005". Note the re-enforcement under the pivot point. Despite which, the blade is still quite sloppy.



Figure 6. DaveW's 2012 4/4

Here is "2012". No reenforcement and even sloppier, and a slightly flimsier blade. Note also in both examples, the pivot is not at the centre point, it's offset towards the arm end.

I decided to experiment with some blades from Holdens. [UK auto parts supplier. Ed.]

Link to product he evaluated from Holdens - http://www.holden.co.uk/displayproduct.asp? sg=2&pgCode=040&sgName=Hardware&pgName=Washers+ 26+Wipers&aqCode=0722&aqName=5mm+Bayonet+Wiper+Blades&pCode=040.110



Figure 7. The 10" Holden Wiper blade with Bayonet Style Clip. Note Nylon spacer.

Figure 8. A 10" wiper blade prior to cut (top) and a second one (bottom) after cut. Note the cuts are not the same. They are uneven to move the clip mounting closer to the center of the blade. Measure specifically for your Morgan.

At nearly ten inches I knew that they would need work, but look at the pivot point. It has a nylon type spacer, and the metal blade is significantly more robust. With a bit of careful measuring and a decent hacksaw blade - I cut the rubber with a Stanley knife. I went very slightly over size. The limits are where the drivers blade touches the A post, and where the pivot end of the blade touches the screen frame at the opposite end of the stroke from "park". You could cut the centre and passenger blades slightly longer to give a greater sweep to the top of the screen.



DaveW

[Do you homework (searching the usually parts supply houses) and you can find appropriate blades, either close to the right length or modifiable by cutting down at prices from around 5\$ each. Whether your Morgan wipers will actually work in the rain is another issue!! Ed.]

NEW MSCC MORGAN HISTORIC REGISTER

[I was forwarded the following note, and after some email exchange with the organizers, I have provided them the information on my cars. This registry is a bit more detailed than the Morganville registry most of us have used in the past. I believe this data helps the MSCC justify spending money for 'hard to find' parts and this is a good thing. Ed.]

A new MSCC Morgan Historic Register is being complied to better record the 4 wheel Morgan sports cars over 40 years old (this is a rolling 40 yrs) and it is not necessary for the owner to be an MSCC member. This register is recording Morgan 4 wheel cars older than a rolling 40 Year threshold. However, in the interests of not splitting the production life of two particular models, we will register all Ford Kent engine 4/4's, and early Plus8's up to the end of carburettor original fitment. Eventually, the rolling 40 year threshold will start including the fuel injected cars in all models.

IFYI, the 40 year age is not fixed. All cars previously configured for propane and imported by Bill Fink through ISIS Imports are to be included in this register, even though they may not as yet be 40 Years Old. The Propane configuration gets listed in their data field for significant modifications. Ed.]

Could we please ask you to promote this register to members within your Morgan owners group; this will be welcomed and very much appreciated. We already have a number of owners from across the world who have registered with us; and this prompts us to feel that there will be many others wishing to register their 40+ year old 4 wheeler.

This is a project that will provide a valuable and detailed record of Morgan 4 wheel cars, but be assured, there will be a level of security applied to the data held. We will preserve the information you give us as private, and will NOT pass this on to anyone. As the register grows, we do plan for some limited information to be freely available on a dedicated page within the MSCC web site; but, the information freely available will be limited to (final decision yet to be agreed): -Owner name, town (or first three or four characters of your post code), county/state, Morgan Model, Chassis No., Colour Now, Original Colour, Engine Type and Year of Manufacture. Only the limited information above is likely to be visible to others outside of the MSCC Historic Register Team.

We will NOT be importing car information from any existing registers, including the current MSCC membership records. This is quite simply, because we do not have your authority to do this; and this historic register is striving to record more detailed information about the cars.

Thank you in advance. If you have any queries, please do contact me, or Machiel Kalf.

Regards, Mike (Mike Pullen – Morgan Car Data Registration – mscc.mhr.morganregister@gmail.com), (Machiel Kalf Team Leader, <u>mscc.historicregister@gmail.com</u>)

The Register would like the following information. Forward it via email to Mike Pullen.

[To make it easy for you, I included this list of requested data. Simply 'copy' the following data items and 'paste' it into the body of an email, then fill in the data requested on the blank lines. When complete, send it to Mike Pullen. Ed.]

•	Morgan Model –
•	No of Seats –
•	Chassis No. –
•	Colour Now –
•	Original Colour (if known) –
•	Engine Type –
•	Date of Manufacture –
•	Registration Number –
•	Original UK Registration No. (if changed) –
•	Date Purchased –
•	Wheel Type –
•	Trim Colour/Type –
•	Owners name –
•	Full Address –
•	Email –
•	Telephone/Mobile/Cell Phone –
•	MSCC Membership Number (if relevant) –
•	Significant modifications (i.e., Propane, 5 speed, carburation, suspension, race/trials prep etc.) –
•	Changes being contemplated –
•	All personal information to be held private or Ok to Publish Limited Information –

MORGAN ROADSTER 3.0 V6 - TECHNICAL SPECS

CYLINDERS - V6

DISPLACEMENT - 2987 cc

POWER - 226 HP @ 6150 RPM, 223 BHP @ 6150 RPM

TORQUE - 206.5 lb-ft @ 4900 RPM

FUEL SYSTEM - Multipoint Injection

TURNING CIRCLE - 32 ft

TOP SPEED - 133.6 mph

ACCELERATION 0-62 MPH (0-100 KPH) - 5 seconds

MILEAGE - (CITY) 16.9 mpg US, (HIGHWAY) - 31.8 mpg US, (COMBINED) - 24.2 mpg

DRIVE TYPE - Rear Wheel Drive

GEARBOX - Manual, 5 Speed, 1st: 4.23, 2nd: 2.52, 3rd: 1.67, 4th: 1.22, 5th: 1, Rev: 3.51

BRAKES (FRONT) - Discs, (REAR) - Drums

TIRE SIZE - 205/55 R16

LENGTH - 157.9 in OR 4011 mm

WIDTH - 63.4 in OR 1610 mm

HEIGHT - 48 in **OR** 1219 mm

FRONT/REAR TRACK - 50.8/56.7 in

WHEELBASE - 96.1 in

GROUND CLEARANCE - 3.9 in

CARGO VOLUME - 4.9 cu-ft

UNLADEN WEIGHT - 2072.3 lbs

GROSS WEIGHT LIMIT - 2645.6 lbs

[Morgan was able to export 82 of the 2005 Model Year Roadsters to the US. All were Ford 3.0L Ford V-6 cars. The number of cars, 82, was limited by the availability of the required airbags. In 2006, Morgan requested an airbag exemption to the U.S. National Highway Traffic Safety Administration but was refused and imports ceased. Note the Aero 8 (2005 - 2008) was exported to the US under a separate airbag exemption. Ed.]



Dennis Simanaitis - Photo Courtesy Road & Track

SuperDave's Garage (770) 330 - 6210 dbondon@bellsouth.net

Call Dave if Interested!

- Only 3046 miles
- Rare 2005 Roadster
- Burgundy Metallic
- Over Riders
- Air Conditioning
- Alpine Radio with Remote
- Spotlights
- Wind wings
- German custom dash

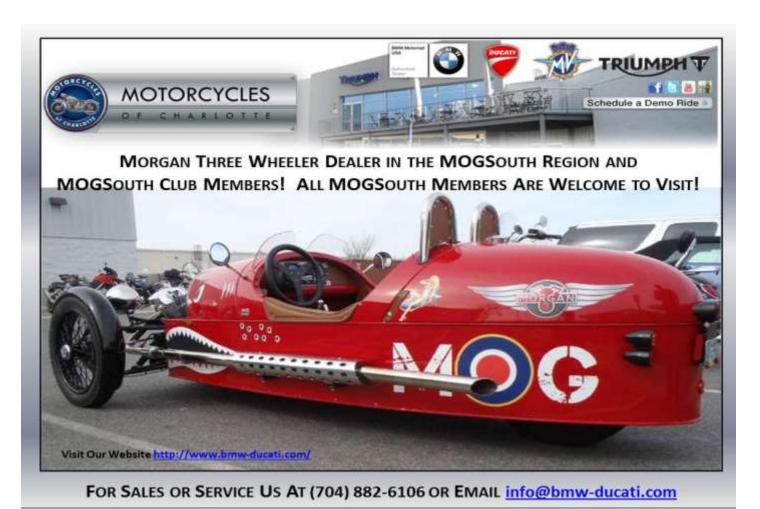
VERY LOW MILEAGE ROADSTER!!



- Moto Lita Steering Wheel
- Full tonneau
- Top Boot

- Luggage rack
- Call for more info and price.
- (Can you believe it!)

Call SuperDave with Questions, Offers or Other Morgan Needs! (770) 330 - 6210









New Morgan Three Wheeler (M3W)!!

- 2012 Production Year
- · Less than 500 miles!
- No scratches, dents or accidents.
- · Built-in intercom system.
- · Peddles moved back for taller drivers.
- · Quick steering wheel disconnect.

"We ordered it from the factory and had it shipped through Dennis Glavis from MorganWest.

I would ask a potential buyer to make an offer." Thanks



Contact Bryan Tate at 770-452-9270 or via email at Bryan.Tate@digitel.net Interested?? Make Offer!!

'Fergus' Number Plaques Available !!!

The cost per plaque is **USD \$60**, plus **USD \$3** postage, world wide. PayPal is **USD \$2** extra. Contact fergushistory@hotmail.com (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email jelax5817@aol.com

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

Morgan Wire Wheels Available

Give your car a new look! Complete set of Fire () 148 s appear nearly new, sharp and cl () W ted () g a sadonard by Randy Johnson, but the wheels are located in Orlando Fl () a la li () be too expensive, but) Looking for best offer, with all pro the wind series 1 @cfl.rr.com.

30 Year Garage Clean-Out - Morgan Parts For Sale

Plus 8 Parts - 5 each 1977 14" factory wheels - good condition, Offenhauser Valve covers for Rover V8 - excellent condition, assorted bumper irons and fender braces - some new, som used, it is braided front brake hoses - new, 2 rear lever shocks w/mounts - 20K easy mile ainter the ry luggage ack condition

Plus 4 and 444 shaft cover for +4;4/4;+8 - new, L/R Trar perglass rear fenders r +4 or 4/4 - good condition, assorted lood c few - like new, 1 set brass door hinges bumper irons m box, Starter Switch - new in box, 2 sets new, 2 sets b ninge bumper guar s w/ mounts, Set top bows, fit 4/4 or low profile +4, good condition, +4 cowl badg a new in box, 4/4 co. I 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 XXX

NEW 2015 MORGAN
3 WHEELER Black/Black!

ROADSTER '65 May bach
Himalayan Grey Metallic
body/Black wings, two tone
Anthracite/black leather/red
piping; 340HP 3.7 Vee6 with
6 speed manual transmission

NEW 2014 MORGAN

3 WHEELER ONE OF A KIND
// HUGE PRICE REDUCTION: S&S
2138cc; Jaguar Stratus Grey
metallic, brown leather

2014 MORGAN

3 WHEELER Sport Green, tan leather, 1.5k miles

NEW 2012 MORGAN 3 WHEELER Sport Red, Full Warranty 2014 suspension upgrade

2010 MORGAN AERO

SuperSports Zurallic Blue Metallic //Recent Price Adjustment

2005 MORGAN V6

ROADSTER Maserati Bordeaux Metallico // ARRIVING SOON

2005 MORGAN ROADSTER Land Rover Panama Green Metallic

> 2003 MORGAN PLUS 8 35TH ANNIVERSARY EDITION, Dark Red Cherry Metallic

1967 MORGAN PLUS 4 FOUR SEATER SUPERSPORT, POZZI Blue

> 1964 MORGAN PLUS 4 Four Seater, Ivory

1959 MORGAN PLUS 4
DROPHEAD COUPE BRG/Black

1958 MORGAN PLUS 4 Four SEATER Ivory/Green leather

1955 MORGAN PLUS 4
FOUR PASSENGER DROPHEAD
COUPE 2 Tone Blue

1951 MORGAN PLUS 4 DHC Dark Blue



MORGAN THREE WHEELER



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DRIVEN AT HEART

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(310) 998-3311

DENNIS@MORGANWEST.NET
DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405





Summer 2015 officially ended a few weeks ago so we are now seasonally in the 'Fall.'

Good thing because the Fall Meet is just around the corner. Make sure you've read the updates provided earlier in this issue of the newsletter.

There are also still a good number of other great events around the MOGSouth region to partake and enjoy.

Take advantage of the cooler weather and get that Morgan out of the garage and on the road! Take a few pics and send me an email!!

The <u>2015</u> MOGSouth Events Calendar

- 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)

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.)

Love that Car- The Morgan 4-4 (Another how it's made video, but this one has a definite **MOGSouth** twist.) Matchbox Cars (1965) (A little nostalgic. Didn't we all start here? I wonder if it still done like this. Not likely! There are multiple files here so, let it roll after the first one ends. Matchbox 1965, Matchbox 1962, Dinky 1967, and the last is Corgi 1960 (no sound?))

Alex Roy's Morgan 3-Wheeler - (Angeles Forest Hwy) One Take (Interesting drive in a M3W. Caution. Be advised, best to keep the little ones away - this one has a bit of adult language.)

Formula 1 Pit Stops 1950 & Today (You have to love it. Not really a F1 comparison, but watch the guy beating the knock offs on the 1950 Indy Car.)

2015 Morgan 3 Wheeler Start Up, Test Drive, and In Depth Review (This is a (longish) video of the multi-colored PopBangColour M3W, a 2015 model, we featured in the last Newsletter. There is an in depth description of the car's features and a drive. Sort of makes you want one . . .)

Morgan GTN British Sports Car (Dated 2002, a short video showing the 2002 DeWALT GTN car, narrated by Richard Hammond with a short interview of Chris Lawrence.)

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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 $(7.5^{\circ} \times 10^{\circ}) = \$200 / \text{year}$, Half Page Advertisement $(7.5^{\circ} \times 5^{\circ}) = \$100 / \text{year}$, 1/3 Page Advertisement $(7.5^{\circ} \times 3^{\circ}) = \$70 / \text{year}$, 1/4 Page Advertisement $(3.75^{\circ} \times 5^{\circ}) = \$55 / \text{year}$, Business Card Advertisement $(3.25^{\circ} \times 3^{\circ}) = \$40 / \text{year}$

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 <u>must</u> 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. 9/15

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

