

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/06

Four Wheels ?? Why Wait When You have Three Already??

I'm not sure why . . . planet alignment, sun spots or some other cosmic activity but it seems to one of those moments in time, when everything is coming up . . . threes. I was going to wait to publish this issue of the Southern Fours and Eight until we had reports back from the Petite Le Mans, the Norcross British Car Fayre and VIR, but the unlike the typical newsletter editor, who is starving for content, I seem to have a bunch of stuff and it's all about trikes! It's not often we even have one article on three wheelers, much less most of an issue. I certainly am not one to resist the pull of the Morgan three wheeler and have even had my Series 1 revert back a time or two. Anyway, we best not tempt fate by waiting . . . who knows, my wheel might fall off again.

Also, included in this issue are the results of MCCDC's MOG36, which we just received last week. From these results, it's obvious a great many of the pewter plates awarded, will find their way to the walls and trophy cases of MOGSouth members. Congrats and well done!

There are lots of upcoming events on the Club Calendar between now and the Fall Meet. The heat of the summer is on the wane. I know it's hard to believe but after August, we're home free. And the best Morgan days are just in front of us. We've added an event to the calendar in September, the British Car Fayre, in Norcross. And we're planning a MOGSouth gathering following the event. September 16th is a Saturday, so folks outside of Atlanta could plan a Morgan weekend outing. RSVP to Randy Johnson, so he can keep tabs on the number of folks planning on attending.

As for the Fall Meet, the Kinzers have been busy working on the plans. Jackie, I suspect, has done much of the work arranging the accommodations and itinerary for the club's fall outing, with Dwight scouting out the roads. Just so everyone gets their calendar straight and books a hotel room, we have provided the headquarters details in this issue. The environs around Rome and northwest Georgia will be a great venue for the club. Spectacular driving, good food and only a brief splash of culture. Should be another great MOGSouth meet!



Jim Nichol's 1928 Aero on the Concours Field in Shepherdstown, WV



A Dangerous New Disease in the Air By Bill Stelcher

I'm not sure when I first realized that something was wrong. I didn't feel strange, I didn't have a fever and my eyes were clear. But there was something different. My wife, Carol, first commented about it when she said, "How many of those are you going to buy?" I knew right away that I had contracted *polymorganitis*!

You need to beware as it strikes without warning and has very few symptoms. I think it's a contagious disease that affects the central nervous system by creating a craving for three-wheeled cars. I should have probably contacted the *Center for Disease Control* for help.

My story is a perfect example of what can happen to a perfectly normal unsuspecting person. Last fall I entered a regional car show with my 1965 +4 roadster that I purchased in the summer of 2002. It is a wonderful car and I enjoy driving it and working on it.

These shows are a hoot. Lots of car guys discussing their cars and cars they owned in the past. Seems *Morgans* have touched a lot of lives and almost everyone has a *Morgan* story from college or a friend or brother.

The first time I saw a three-wheeler in person I was struck. I didn't feel it but a powerful and invasive force had entered my body. Admiring the car, owned by a Winter Park man, it was green and shiny and looked very cool.

I didn't think about them for a while until I attended the *Morgan Group South* meeting in Aiken S.C. last fall. I drove the 600 miles in my +4 and enjoyed the ride and countryside. I met Pete Olsen at the meeting and had a great time with all the members. Pete has a three-wheeler that he races and since I raced an *Elva* in the 60's I felt a comradeship. I think this is when I first felt the feeling, it was sort of like when you see a freshly baked chocolate cake. Pete mentioned he had a friend with a 1928 Aero in 'bits and pieces'. Was it difficult to assemble? I asked. Not really said Pete.

Well after some negotiations I purchased the car. The feeling in my stomach got more intense. I flew to Atlanta and rented a Penske truck and my son flew down from Chicago to help. We loaded it up and I drove home to Sarasota. Early on I had decided not to try to assemble the JAP 'dog eared' water-cooled engine. I had met Glenn at a car show earlier in the year and decided he would 'quarterback' the restoration and assembly of the car.

We laid out the parts and looked at each other. What was missing? We knew there were wheel bearings missing, we knew there were locking nuts missing, we knew there were pistons missing, we knew there was a carburetor missing. I felt sick. This engine is a two cylinder V-twin engine that sits in front of the car.

This is when I knew I was sick. Earlier on, before I purchased the 1928 Aero I had run an ad in several publications under the 'wanted' section. I was looking for a *Morgan three-wheeler*.

First I got an email from a shop in Virginia. They knew of a three-wheeler that might be for sale. It was a 1934 SS, a very neat car. It has a Matchless engine and was complete and together. It needed work but it was all there. Joy filled my heart. The craving in my stomach eased a bit and I bought the car.

Within a week another email arrived from Australia. A man was simplifying his life and his car collection and he had two three-wheelers for sale. My heart beat faster and faster. One was a 1934 F4 in perfect running condition and the other was 1928 Aero in perfect running condition. Sound



1928 Aero in bits and pieces



1934 SS w-Matchless



Australian 1928 Aero w-JAP



Australian 1934 F4

familiar? Well I just couldn't pass them up and I purchased them. They're on the way here from Australia as I write this warning.

Now my wife hasn't said much up to this point. She's rolled her eyes and made some small jokes but no major complaints. I think this is partly due to the fact that I retired in November of 2005 and have had some difficulty adjusting. My golf game went to hell a few years ago and I didn't enjoy the game anymore.

Let's see what was I up to, One '65 +4, one '34 SS, one '34 F4 and two '28 Aeros which totaled five *Morgans*. I was feeling much better; my craving was almost gone until I read an ad in the *Morgan Three-Wheeler* monthly magazine. There it was, a partially completed under restoration F4. I was on the phone again asking questions, listening and then it happened. I knew there was something wrong with me at this point in time when I heard myself say 'Well, I'll take it!'

This story does not have an unhappy ending. I reached the point when I knew I had beaten the craving when a call came in from Germany. He had a 1924 Aero in perfect condition. Was I interested? I said no. My wife looked at me, she's quite clever, and said 'why didn't you buy it?' I'm now thinking more clearly and trying to loose about 50 pounds so I can fit into the cars. My final count, as of today, is one four-wheeler and five three-wheelers. But you should take heed and when you feel that funny feeling in the pit of your stomach-beware it could be *polymorganitis*!



English 1934 F4 racer



Author in +4 Roadster

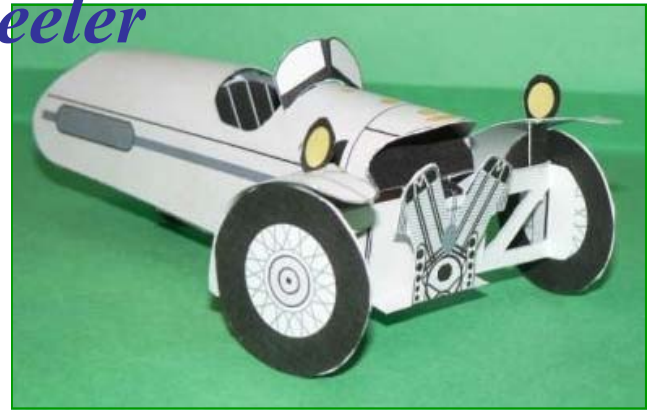
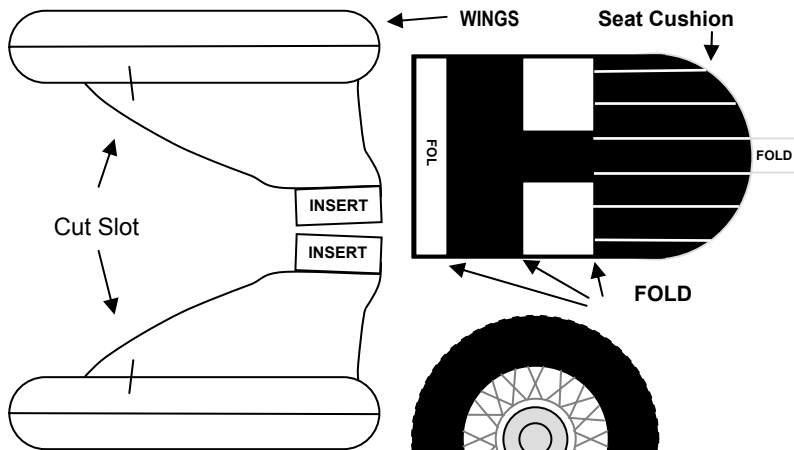
Bill Stelcher lives in Sarasota Florida with his patient wife Carol who adds the following comments: "Sorry, concerned relatives, that is just the start. We now rent an 'extra garage' monthly and he's hinting (strongly) that he probably will need a new SUV that's strong enough to tow a new trailer to get these beauties to future shows."

[Bill, this isn't a new disease! It's one that has been around for a while and infects us all. You're just the latest to catch it. Congratulations! Ed.]



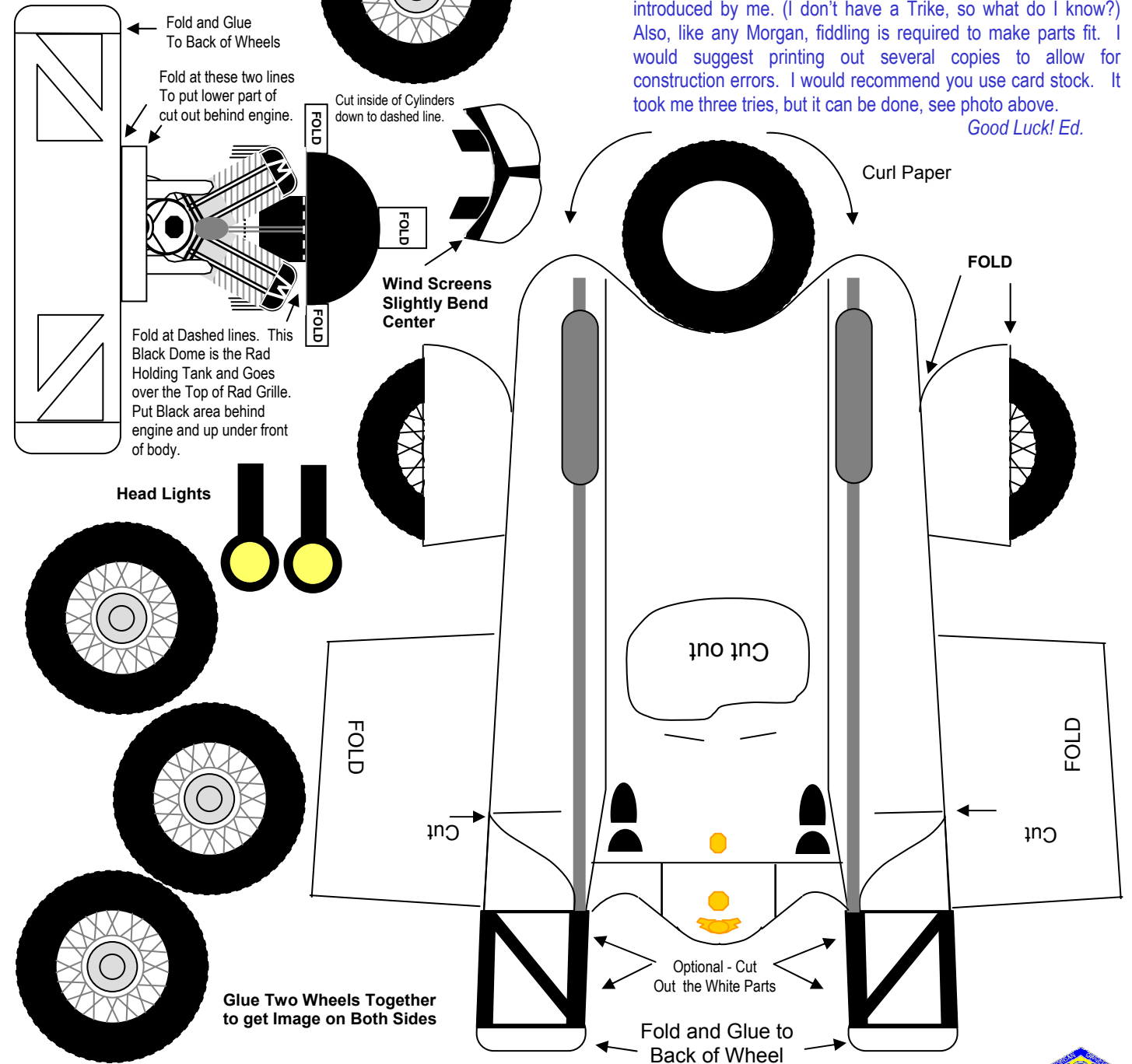
Bill Stelcher's Trike Workshop in Sarasota, Florida

Cardboard Morgan 3 Wheeler



This cardboard cut out model of a Morgan Aero is courtesy of Duncan Charlton. I modified it a bit to add a touch of color and clean up certain aspects of the line drawing. Any errors were introduced by me. (I don't have a Trike, so what do I know?) Also, like any Morgan, fiddling is required to make parts fit. I would suggest printing out several copies to allow for construction errors. I would recommend you use card stock. It took me three tries, but it can be done, see photo above.

Good Luck! Ed.



Glue Two Wheels Together to get Image on Both Sides



TRIKE SOUND BITES . . .

Morgan: Three Wheels Are Enough (July 24, 2006 by Ken Gross, *Edmunds.com* web site)

The late Ken W. Purdy, indisputably America's best motoring writer of the last century, wrote an automotive best-seller, *The Kings of the Road*, in 1952. As a kid, I devoured every entertaining page, learning about fabulous cars I'd never seen: Mercer and Duesenberg, Bugatti and Alfa Romeo, Bentley and Mercedes-Benz. Purdy's colorful prose extolled '30s-era driving legends Tazio Nuvolari, Rene Dreyfus and Rudi Caracciola. He awakened my budding car genes and made me an enthusiast for life.

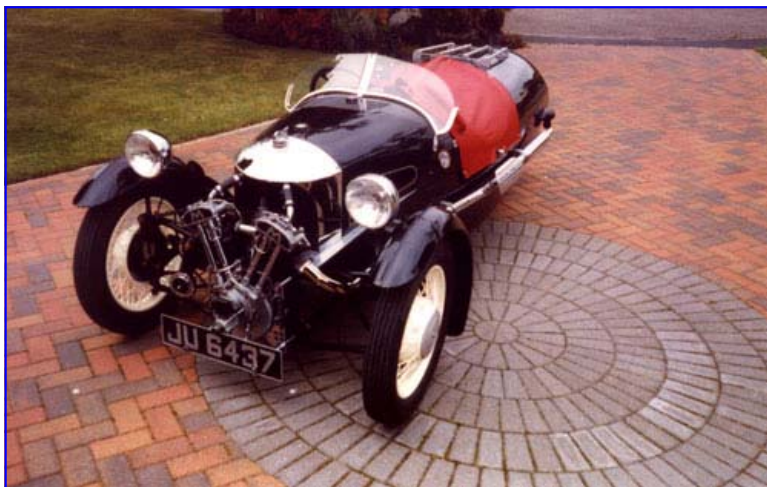
He had lots to say about Morgan's eccentric prewar three-wheeled sports car, and he purchased one of those, too. Following in his footsteps, so did I.

Thirty-five years ago, *Road & Track* magazine's classified section was one of the best places to find vintage sports cars for sale. I responded to an ad for a 1934 Morgan Super Sports owned by a chap in Bristol, England. The car had a 990cc Matchless MX4 water-cooled V-twin, mounted in *front* of the radiator, a 3-speed gearbox and chain drive to the rear wheel. After the "trike," as the Brits called it, arrived at the New Jersey docks, I greased a few palms with 10-dollar bills and trailered my project home.

Britain's Morgan Motor Company dates back to 1910. Its venerable works on Pickersleigh Road in Malvern Link, Worcestershire, has been described as "King Arthur builds a car." The three-wheeler came about because of Britain's taxation policy. For decades, a car with three wheels, and weighing less than 850 pounds, was taxed as a motorcycle at just 4 quid per year.

For cash-strapped working-class British families, a Morgan was an affordable step up from a motorcycle and sidecar. Enthusiasts realized the Super Sports roadster, with its lusty 42.5-horsepower JAP (John A. Prestwich) or Matchless V-twin, was as quick as an MG Midget. With sliding pillar, independent front suspension (like Lancia's) a Morgan three-wheeler was nimble, Ken Purdy had promised, and great fun.

In those days, my employer maintained offices in Bowater House, near Hyde Park, so I made countless trips to London, ostensibly on business, but really to meet fellow Moggie owners, chase parts and drink beer.



Starting a Morgan trike is a lot like getting ready for a dawn mission in a WWI fighter plane. Valve lifter up, fuel on, tickle those twin floats, switch on, contact (don't forget to retard the spark), a swift upward pull on the crank handle and the big twin bursts into life with a distinctive plonkaplonkaplonk. You vault into the cockpit, over the twin chromed exhausts, turn off the choke, tug up on the throttle (all controls are on a steering wheel quadrant that turns with the wheel!) and accelerate bravely away.

A well-tuned 3-wheeler fairly leaps off the mark. A contemporary road test in Britain's *Motor Cycle* compared it to a good 500 single bike. The actual road test clocking of zero to 75 in 38 seconds, from a standing start, seems snaillike, but it *feels* like real speed. Your elbows practically touch the ground; the exposed engine's rocker arms whiz up and down; the entire car vibrates and bounces on any uneven surface. Famous racers Gwenda Stewart and Harold Beart, topped the ton (100 mph) at Brooklands. My best road speed was maybe 80, but the needle was bouncing, so who knew for sure?

You were probably wondering about the brakes. They're cable-operated, like a Type 35 Bugatti. Yank the floor lever to engage the two fronts (they were optional until 1923). Stomp on the pedal to lock up the single rear brake.

The steering is very, very quick, about 3/4ths of a turn lock-to-lock, so you just move the wheel a tad to change lanes. They all were right-hand drive, but the car is so small, that's not a problem. Shock absorbers were also an option, just in front. I've driven Mogs with and without them — there's no difference. The ride is still like a trip hammer.

With practice, you can steer a trike with its throttle and easily break the rear end loose. The concentration



of weight up front makes for extreme understeer unless the throttle is applied, so you back off before a corner, then power on through.

The smooth-running MX4 engine burbles along all day at a quarter throttle, good for 55 mph. Close to 80, there's a complete change of character. The engine snarls, the pipes crackle and there's a fine oil mist from the constant-loss system. Purdy wrote, "The oil comes out of everything, including the tire valves, and it gets into everything, including your hair." The presence of wet black dots on the windscreen at "high" speeds was my rev limiter.

For wet weather, the Super Sports has a perfectly absurd top (even for British cars), that can only be erected if you're inside the car, and must be lowered before you can escape. With the top up, visibility is rotten. Meanwhile, you could die of carbon-monoxide fumes. A vestigial single Lucas vacuum wiper is fitted. At high speed, the top and wiper are window dressing. Just keep moving and you won't drown.

My car had the optional electric starter, but even with the valve lifters up, it only spun a cold engine in short, painful jerks. The Mog would sometimes start at the press of a button when the engine was very hot, but it was far more satisfying to hand crank it. "Daddy, wind up the car and let's go," my two then-little boys would say, and off we'd motor. The trike's factory ID plate was a St. Christopher medal (really!) with the chassis number stamped on it. *That* tells you something.

People were always asking, "Did you build it yourself?" I'd reply that if I had, I'd have used four wheels. "Is this a German car?" was another popular query. I'd say, "No, it's English. The Germans would never have tolerated such a contraption."

Morgan V-twin 3-wheelers were produced until 1939. In 1946, a last shipment of 10 Super Sports, assembled from leftover factory stores, were shipped to Australia, where they were quickly snapped up. Morgan produced F-Type trikes, with 4-cylinder Ford engines, until 1952. I kept my car for four years, then sold it to a man from Ohio who wanted a Moggie to round out his British bike collection. We had a love/hate relationship, that car and I, but it held a strange fascination for me for a long time.

I went on to own three 4-wheeled Morgans over time. Today, looking at the racy Aero 8, or even better, the Anniversary Edition 4/4, or the new 4-seater, I'm sometimes struck with longing to own a Morgan again. There's actually a dealer in my little Virginia town, so I'll occasionally see a new Mog nipping along Route 7. Thus far, reason has prevailed. I think I'm safe unless Morgan comes out with a 3-wheeler again.



Title Photo Courtesy Jim Baker



MORGAN FACTORY NEWS

[The following are recorded minutes from a meeting of the Chairman of the Advantage West Midlands (the Regional Development Agency (RDA) for the West Midlands, the region where the MMC is located) and the MMC on the 20th of March 2006. Found while surfing the web. I assume the 'they' that is mentioned is referring to the MMC leadership. Some interesting food for thought about the MMC future?? Ed.]

"Meeting at Morgan Cars, Malvern – Monday 20th - The Chairman, together with Mark Pearce, met Alan Garnett, Chairman, Morgan Cars, and Doug Watkinson, Managing Director, Morgan Cars. The main area of discussion was around creating 'The Morgan Experience'; they are seeking an alternative, larger, site which would accommodate not only their production facilities of up to 90,000 sq ft, but also a Morgan café/restaurant, visitor centre, and possibly a 'Morgan Inn' for overnight visitors. The meeting was facilitated by Peter Pawsey, Chair of the Rural Regeneration Zone."



AUTOCROSS

Class "A" - 3 Wheeler	
1 Jim Nichols	132.110
Class "B" - +4 DHC	
1 Doug Soroka	102.369
Class "C" - +4	
1 Bill Willoughby	82.236
2 Rene Willoughby	86.468
3 Bruce Menkowitz	87.506
4 Bondon	88.386
5 Foster	99.144
Class "D" - +4 Fourplace	
1 Bob McKenna	94.316
2 Gieger	96.923
3 Bob Steele	99.994
4 Geiger	101.686
Class "E" - Early 4/4	
1 John Bigler	95.052
Class "G" - Late 4/4	
1 Tom Warden	88.188
2 Millie Adams	90.254
3 Tom Henderson	90.504
4 Peer Just	90.600
Class "H" - +8	
1 Ronald Davis	80.078
2 Morgan Bondon	81.610
3 Alan Marsh	86.145
4 James Zawick	88.432
5 Dwight Kinser	90.024
6 Lenny Mandel	93.754
7 Eric Scott	94.617
8 Michael Hewitt	104.157
9 Brenda Hewitt	108.234
10 Dorothy Moore	118.603
Class T- Aero 8	
1 Larry Eckler	77.165
2 Chris Caba	81.036
3 Jeff Shea	85.302
Class "J" - Prep'd 4 cyl	
1 Andy Leo	88.162
2 Burt Hunter	102.274
Class "K" - Prep'd 8 cyl	
1 JC Fohl	74.843
2 Scott Willoughby	80.647
3 Lorne Goldman	84.109
4 Jock Powell	94.515
Class "I" Vintage race	
1 Graham Fuller	74.510
2 Carl Shriver	98..900
Class "M" - Modified	
1 John Sheally	70.553
2 Jimmy Bentley	76.008
3 Paul Warren	76.541
4 Jordan Fuller	80.295
Class "R" - Roadster	
1 Lee DeBrish	81.748
2 David Jacobson	108.578
FTD - John Sheally	70.553



These are the results of the competitive events held at MCCDC's MOG36 over the 4th of July holiday in Shepherdstown, WV.

The Meet Chairperson was MOGSouth's own Connie Lipscomb (ably assisted by Lance) and many MOGSouth members participated. It's quite obvious that many MOGSouth members did quite well in the competitive events, as can be seen by these results. Congratulations to all! Start shining and tuning your cars now, as next year's event is just around the corner.

POKER RUN RALLY

- 1st Lacey MacAuley, Manassass VA (D) Scott Willoughby, Glen Gardner NJ (N)
- 2nd Carl Clouser, Newport PA (D), Betty Clouser, Newport, PA. (N)
- 3rd Eric Scott, Alexandria VA (D) Majorie Scott, Alexandria, VA (N)

DRIVER	NAVIGATOR	300 FT	BLIND FOLD	KEY	GARTER	BURNING HOUSE	TOTAL
Alan Marsh	Jim Nichol	-10	37.21	7	3	39.91	64.12
John Adamson	Kirk Adamson	-	1.11	6	2	39.40	106.04
Scott Willoughby	Morgan Bondon	-	65	13	0	47.75	125.75
Millie Adams	Alan Marsh	-	64	10	2	67	131
Jim Nichol	Jeff Shea	-5	107	8	-	20.54 +5	140.54
Fransje Just	Peer Just	-30	108	8	0	50.93 +5	141.93
Dorothy Moore	Glen Moore	-	62	10	0	70.25	142.24
John Bigler	Dorothy Moore	-	99	9	0	37.34 +5	160.34
Lance Lipscomb	Audrey Morris	-	88	69	3	23.18	165.18
Bob McKenna	Missy McKenna	-	111	14	-	35.29 +5	165.29
Lorien MacAuley	Lacey MacAuley	-	66	71	-15	39.84	166.84
Ron Davis	Doug Hallawell	-10	116	16	-	51.24 +5	178.24
Dave Bondon	Marilyn Bondon	-	102	16	-	57+5	180
Adam Davis	Lynn Leo	-20	165	27	-		219.41
Peer Just	Fransje Just	-10	152	11	-	48.41 +10	221.41
Morgan Bondon	Cassie Bondon	-	178	11	-	52.32	230.32
Bob Steele	Lani Steele	-	185	10	-	55.24	240
George Bennet	Linda Bennet	-	195	14	-	127	306
Tom Henderson	Mel Henderson	-	-	-	-	-	-

BEN FRANKLIN GYMKHANNA

CONCOURS

- PLUS 8**
- 1 Morgan Bondon, Duluth GA**
- 2 Hugo. New Cannan CT
- 3 Joe Topinka, Raphine VA
- PLUS 4**
- 1 Bert Hunter and Mary Leong, Mendham NJ
- 2 David Burkette, Sheperdstown WV
- 3 SuperDave Bondon. Duluth GA**
- Peter Morgan CLASS**
- 1 Sheldon Huffarman, Fairfax Station VA
- 2 David Poole, Annapolis MD
- 3 Millie Adams, Arlington VA
- EARLY 4/4**
- 1 Tom Warden, Staunton VA
- 2 Andy Leo, Holly Springs NC
- 3 Lee Gaskins, Pauline SC**
- LATE 4/4**
- 1 Tom Henderson, Lakewood WA
- NEW CARS**
- 1 Lee DeBrish, Nokesville VA
- 2 Ellis and Rachel King, Bowling Rock NC**
- FOUR SEATER**
- 1 Nelson Warner, Andover CT
- DRIVER CLASS**
- 1 Lance Lipscomb, Gumming GA**
- COMPETITION**
- 1 Fuller, Percellville VA
- 2 Scott Willoughby, Glen Gardner NJ
- DHC**
- 1 Doug Soroka, Perkasie PA





Across the Pond and Then Some . . .

Excerpts From Eleanor Nabney's
Travelogue - June 2006

Countries Visited - Hungary; Cities visited - Cologne, Dortmund, Budapest; Number of Morgan miles - 623; Football games watched - 8 (1 live); Number of times soaked in beer at football games - 3



Me and my baby

The month started a little crazily since all of the Porsche Technical trainers from around the world were here in Ludwigsburg for Turbo training . . . *Old Porsche friends . . . visits, hugs, beer . . .*

Sunday was the inaugural Morgan Deutschland Black Forest run, which I had been really looking forward to. Well, I was looking forward to it until I got up in the morning and the sky was grey and overcast. As we drove towards Karlsruhe the skies opened and we got a thorough soaking; I swear that Morgan's should come with windscreen wipers on the inside as well as the outside of the screen. The directions from the internet were terrible and only by stopping at a petrol station did we finally find the hotel where the event was due to start out. Registration was pretty straightforward (although slightly bizarre as we were not allowed to leave until they had given us an apple each.)

(I never did find out what the apple was for). A few clarifications to the already pretty comprehensive directions and we were on our way ! There seemed no rhyme or reason to the tour, except that we spent a vast amount of time on little twisty forest roads, which are, of course, perfect for the Morgan and as the weather cleared it became more and more fun.

The lunchtime meeting point was at a small hotel in the middle of the forest at a log house, very typical of the area and it certainly was a sight with **46 Morgan's** surrounding it. Lunch was a Schwabish buffet, which means spatzle (handmade noodles) with everything and Maultaschen (large ravioli in a bowl of clear soup).

They certainly do not win any culinary prizes down here... Wandered around after lunch looking at all the cars there, I was surprised at how many +8s there were, 38 of the vehicles were +8s with a mere 8 4/4s. Certainly different mix of vehicles than I am used to. There were also some very interesting colour combinations, my least favourite being a metallic olive-green one trimmed out in gold-coloured (plated?) trims - door handles etc... plus a bonnet badge of a Viking Head in gold . . . frankly over the top



Check out the moustache!

The people are also very eclectic, with more than would be normal men wearing checked trousers (and I thought that was just an American tourist thing) but thankfully no Lederhosen (clothing invented by somebody with a sense of humour for sure !). I also seemed to make a new friend, one older guy in a leather flying helmet and one of those infeasible German moustaches, who drives a 30 year old red +8 which he has driven to Turkey and back several times. His wife carries a small dog on her lap and he has rigged up his horn to play a yapping dog instead of a normal tone. He thought this was hilariously funny and kept trying it out as anybody passed his car. Aside from that he kept following us about pointing out cars and telling me what they were, I think I can work out a Plus 8 from a 4/4 by now . . .



All too soon we were underway again, gliding through the trees on twisty-turny roads, all going well until we tried to follow the direction: turn left at the second sign for the cemetery..... fine but we ended up at a road block. They had decided to dig the road up the day before and nobody had checked the route . . . we took the subsequent left, as did about 8 other Morgans and ended up on a

Eleanor is a MOGSouth member on a 2 year rotational assignment for Porsche in Stuttgart, Germany. [Ed.]



small road that ended up in a field, so all of us had to reverse back to the beginning of the small road. Now I do not know what the collective term for a large group of (reversing) Morgans is but I think we should set a challenge to find one as all I could think of was a "mess". It was a little chaotic for sure.

Anyway, back on the road and driving again through some small windy roads; the guy ahead of us stopped. We pulled up alongside and he asked us to turn our lights to sidelights only as he was being blinded.... which we gladly did and then zoomed off ahead of him. Now, I am not sure of etiquette but I don't think we did the right thing there by getting ahead of him en route; but oh well, at least our lights were not blinding him anymore! A little later we were on a glorious mountain road driving behind a +8 who seemed to want to go about 10 kph less than the speed limit and was holding back a whole mess of Morgans (see - we really do need a collective noun for a group of Morgans). We decided that we had already disgraced ourselves so badly that nothing we did could be worse, so promptly overtook this guy and zoomed off to really enjoy the road. Nobody else seemed to follow suit - oops. Oh well, eventually we stopped for coffee and cake (would be rude not to) and a sun-cream top up since it was now hot and sunny. Finished up at the hotel in Karlsruhe, had a beer (even ruder not to) and then I had the excitement of driving on the Autobahn home. As we were leaving, I watched a guy have his Morgan loaded into a trailer to take it home, I know that a few of the people at the event could have traveled almost the entire length of Germany to attend, but this guys' number plate indicated that he lived as close to the event as I did (about 100 miles)!

Biking with Andy 'we went around in ever increasing circles and up and down every hill within a 10 mile radius.' *and then* 'a very un-stimulating week' *Followed by a weekend trip to Köln . . .* Saturday morning I hot-footed it into town on the train and made my way around the town for awhile, scoping it out and checking out all the crazy football fans who were everywhere. Eventually I ended back at the cathedral and decided to climb the tower for the allegedly good views, starting with 371 steps in a relatively narrow spiral stairwell, which was hard but do-able as I couldn't see much. Then it was 138 steps on the inside of the tower with open mesh backless steps, which totally terrified me, but somehow I managed it to get out onto the top deck at 509 steps in total (which I worked out is just over 25 stories high). The view was good, but somewhat obscured by the chicken-netting they had strung between the fancy stonemasonry. A quick tour around the tower and then back down, which is always easier somehow . . .



Then traveling challenges to get to a "Trinidad and Tobago" versus Sweden 'football' match with Claudia . . . the place was mobbed - the signage was really terrible and we went contra-flow to the majority of fans to try to get to the blue gate only to find we had to go with them to actually get in. Two climbed fences and 45 minutes later we were almost back where we started from . . . it was well worth it, we were sitting surrounded by Swedish fans (as were most people) but it was all good-natured, although the guy behind me got drunker and, as his language got more colourful, his hand movements did too and I got pretty well covered in beer by the end of the game. It was an incredible atmosphere, everybody was partying and chanting and generally having a damn fine time . . . *A bit of culture . . .* Sunday morning I went into Cologne and went to the art museum there, well worth it just for the Monet, the two Van Gogh's and a wonderful Munch (I like him more and more) . . . *and then more football . . .* A couple of times over this period I managed to make the England games in the Schlossplatz, which was a lot of fun all congregating at the Alex Calder statue (come to Stuttgart and see for yourself) and going into the fanfest area which is basically full of fans, beer tents and wurst stands . . . *drunken fans . . .* and of course I got covered in beer . . . The second game I made was at the end of the month, on a Sunday, England were actually playing in Stuttgart so the whole town filled up with English fans . . . *more drunken fans . . .*



The other fun thing I did was to go to Budapest for a long weekend. . . I had arranged some time back to meet my parents there. . . Finally in June I went up to near Heidelberg to meet up with Fred and Gay from the **MogSouth** Club who were visiting friends on a grand tour of Germany and Portugal. It was a fantastic drive up there (in the Mog of course) and lovely to see them and to meet their friends too.

[As we continue to enjoy Eleanor's exploits, I think I'm starting to get the plot . . . Travel, Morgan, Beer, Repeat . . . Note: Eleanor's visit with Fred & Gay led to a July 4th Atlanta gathering with Eleanor, Eric & Ann Cummins, Mark & Andrea Braunstein, Stacey & Ben Schepens; all at the Hollinger's new home near Stone Mountain, GA.]



Times Online - March 19, 2006
Sports cars

Bad car: Morgan Roadster
BEARDY'S BEST FRIEND

I asked around and nobody could understand what this writer was trying to say? Even Andrea didn't get it. To each his own, I guess. Ed.

While accepting that there will be certain people — mainly men with face hair — who will enjoy the masochistic pleasures of the Morgan Roadster, and warm to its archaic design and construction, this is a car that fails to stand the test of modern motoring. Dubious handling, terrible brakes and an impractical cabin mean its charms will be lost on all but diehard nostalgia fans who believe it harks back to a better era of motoring. It doesn't, because the motoring era that spawned this car was, in fact, worse.

Morgan: The range starts at £23,970 for a 1.8 litre 4/4 and extends to £58,500 for the Aero 8. In between is the Plus 4 (available as a two or four-seater) and the Roadster. Waiting times are now measured in months rather than years.



SOUND BITES . . .





9/8ths Whitworth

Ongoing Restorations and Such

[Although Graeme is specifically addressing his F4, his analysis is appropriate for similar incidents on any car. Ed.]

Worm Wheel Attachment Bolt Considerations by Graeme Addie

Approximately three thousand miles after a rebuild, a clunk developed in the transmission of my 1935 model F4.

I initially thought this would be the keys in the prop shaft input coupling. On removal of the chain side transmission end cover, I was able to see that one of the 5 bolts securing the worm to the main drive shaft was missing and the other four 5/16" bolts were loose.

A metallurgical examination of the failed bolt confirmed it as low strength mild steel. The fracture surface indicated some fatigue in the small zone along the OD with multiple origins. Most of the fracture was the result from over-loading mode. Shear mode can also be seen as part of the fracture. A picture of the failed bolt is shown below. Another one of the bolts had parts of the head missing. A picture of it is also shown below.

The Morgan Three Wheeler Handbook calls for the five bolts to be made of mild steel and to be reamed and fitted.

The bolts used were supplied by the 3 Wheeler Club.

The maximum torque from the 100E engine at 2500 RPM is shown to be 53ft lb.

The radius at which the bolts are located is 0.94". The worm drive ratio is about 2¼ to 1. The load to be carried by the bolts in shear is therefore

$$= 53 \times 2.25 \times 12/0.94 = 1521 \text{ lbs.}$$



Failed mild steel bolt



Second bolt with damaged head

Bolts carry loads in tension, and shear. They also may fail in bearing. The bearing load area is the projected area of the bolt in contact with the components being held. The allowable bearing stress is higher than that for tension and shear so it usually does not limit. The tension area is generally the area corresponding to the minor diameter of the thread while the shear area is simply the area of the cross section of the bolt or $(\pi / 4) \times D^2$ where D is the diameter of the bolt.

A material resistance to failure is normally evaluated in terms of the stress (load/area), resulting from the load applied to the resisting area, and its stress carrying characteristics. Bolt, shaft, and worm wheel materials such as mild steel, high tensile steel, and bronze have different (but similar) tensile, shear, and bearing stress resisting characteristics.

Mild steel (and most metals) carries loads elastically up to a stress of about 30 - 35,000 pounds per square inch (psi). Beyond that, it yields plastically failing around 40 - 45,000 psi. Where yield starts is called the yield point stress. For safety reasons, loads and resulting stresses are usually limited to about 65% of the yield point stress for a given material. The so called safe stress for mild steel is usually set at 20,000 psi. High tensile bolts have much higher values.

In a lot of cases loadings may be considered as predominately shear or tension in which case a simple check of the stress due to those may be made. For a complete analysis, it may be necessary to look at combined stresses.

The forgoing assumes a static or slowly applied load. In the case of a dynamic load with reversals it is usual to increase the design load. In this case an increase of 50% of the load is suggested.

When the worm wheel is fitted with bolts fitted in reamed holes the predominant load and stress is shear, tension in the bolt being required only to assure close square contact.

For mild steel bolts (such as supplied by the club), the safe shear stress is said to be 15,000 psi. The shear area of a 5/16" bolt is .0765 giving a maximum static shear load of 3,442 lbs.

This suggests as few as one bolt (in shear) might carry the load. Under long term dynamic conditions it would likely require more bolts. The five bolts if properly fitted appear to be adequate.

Unfortunately the shaft flange and worm form what is called a single shear arrangement unlike a pin in a chain which is double shear with no moment. If the bolts are not tight a moment arm will exist that will put bending and tension in the bolts and cause wallowing out of the holes over time. This in turn will result in additional stresses that could lead to failure of the bolts. Tightening the bolts to some minimum tension would seem necessary.

The bronze worm wheel will expand more than the steel as the temperature in the gearbox rises causing (assuming the bolts are tight) an increase in tension in the attachment bolts.

Assuming a temperature rise from 50 F to 200 F with an effective worm wheel width of 0.5" and a bolt length of 1" we can calculate the extension this might cause in the bolt as: $(1.04 \times 10^{-5} - 6.7 \times 10^{-6})(200 - 50)(0.5) = 0.00028$

Using the formula for Young's Modules and assuming the bolt is 1" long gives us a stress change (increase) in the bolt of

$$E = \text{stress} / \text{strain} \quad \text{Stress} = 30 \times 10^6 \times \left(\frac{.00028}{1} \right) = 8,400 \text{ psi}$$

Tightening the mild steel worm bolts to 6.6ft / lb torque introduces a stress of 35,000 psi equal to the yield for mild steel if the bolts are torqued this tight (or tighter). On heating up then, when operating the thermal expansion will cause the bolts to yield and be loose when cooled.

An experiment carried out on the bench showed this to be the case.

A torque of 5ft would introduce a tension stress of 26,500 psi into the bolts in the initial condition which would still be below yield in the hot condition. Any less than that would probably allow bending and wallowing out of the holes.

It would seem that if the bolts were tightened to 5ft lb and wired, they might last some time. Any looser or tighter would seem to limit the life of the arrangement.

Now days most bolted joints are designed to carry shear load by friction utilizing an initial bolt preload. The tables below show stress and preload values as noted. Here tightening a grade 5 bolt to 65% of yield (as recommended) would, assuming a co-efficient of friction of 0.15, and 5 bolts allow a torque to be transmitted of

$$3180 \times \left(\frac{0.15 \times 5}{12} \right) \times 0.94 = 187 \text{ ftlb}$$

Bolt Type	Diameter and Thread	Induced Bolt Pre-load Corresponding to 65% of	Recommended Assembly Torque to give induced Pre-load equal
Grade 5 High Tensile Bolts	1/4" UNF	1,990	8
	5/16" UNF	3,180	16
	3/8" UNF	4,820	31

This should carry the (53x2.25=119) torque from the engine. At 65% of yield for a grade 5 bolt the stress in the bolts is 55,250 psi. If we add 11,800 psi, the tensile stress in the bolts is still well below the 85,000 psi allowed for grade 5 bolts.

If grade 8 bolts (with their much higher 180,000 psi yield stress) were used tightened as if they were grade 5 bolts then we would have an arrangement that could carry the torque without the need for reaming and fitting the bolts and the bolts should still be safe when under torque and the thermal load.

To get the full load out of the bolts it is necessary to spot face the drive shaft as shown below. The writer in this case used aircraft type all metal lock nuts obviating the need for drilling the bolts and wiring.



Breaking and Yield Loads of High Tensile Hex. Head Bolts and Set Screws (S.A.E. Grade 5) Based on: Tensile Strength = 53.6 t.s.i. (120,000 p.s.i.) Yield Stress = 38.0 t.s.i. (85,000 p.s.i.)							
Size		Area of Root of Thread	Stress Area of Thread	Yield Load of Bolt (Min.)		Breaking Load of Bolt (Min)	
		Sq. Ins.	Sq. Ins.	Tons	Lbs	Tons	Lbs
1/4"	UNF	0.0326	0.0364	1.38	3,100	1.94	4,350
5/16"	UNF	0.0524	0.0580	2.21	4,950	3.10	6,950
3/8"	UNF	0.0809	0.0878	3.33	7,450	4.71	10,550

I spot faced the shaft, fitted grade 8 bolts with locknuts and tightened them to 20ft lb. I trust this will give a trouble free arrangement. Time will tell.

MOGSOUTH REGALIA

Those of you that attended either Atlanta British Car Day (in Rome, GA) or the Spring Meet (in Oxford, AL) are aware that MOGSouth has new regalia items for sale. We still have the 'Club Logo' style baseball cap (in tan but could also order black) with the MOGSouth 4 color logo on the front and the word MOGSOUTH on the back. This 'Club Logo' cap sells for \$25 plus S&H.



We have also been able to order caps with a logo design based upon our name tags. That is, the car in profile on top of two horizontal lines with the word MOGSOUTH between the lines. On the back of the cap you can have your name, MOGSOUTH, hometown, etc. (or nothing). These new 'Profile' caps can be ordered in tan or black and sell for \$23 plus S&H.

In addition to the caps, we have been able to order an attractive, packable tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These tote bags sell for \$30 plus S&H.

In the case of the 'Profile' caps and the tote bags, some members have ordered the embroidering in a color other than silver (or black as in the case of the tan cap) and they look great. Colors ordered include, red, yellow, tan and blue. It is also possible to put these logos on other items of apparel available from the supplier, such as golf shirts, jackets, sweaters, etc. Costs of course will depend upon the cost of the item plus the cost of the embroidering. We do not intend to stock any of these items but will order on an as ordered basis. If you would like any of these items, please contact Randy Johnson at 770 729-8786 or randy@therandalgroup.com.

SERIOUS NASCAR MEMORABILIA !!

Tom Cruise's helmet from Days of Thunder, Jimmy Johnson's personal card collection, lots of Jeff Gordon / Hendrick Motorsports posters, Rainbow warriors embroidered crew shirt. These are all the real thing. Make offers. There's lots more here. Come by and browse.



Call Dave !



Offers and questions to SuperDave Bondon at (770) 330 - 6210, dbondon@bellsouth.net

**MORGANS
For Sale !!
Still**



1939 4-4 Series 1 #820 vic Atlanta -- Need the space and budget to get on with the restoration of the 1938 DHC. Contact **Mark Braunstein** via email at morgansp8@bellsouth.net or mark.braunstein@lmco.com or by phone . See details and photos on at http://www.mogsouth.com/1939_For_Sale.htm



1961 Plus 4, 4 Seater, #4447. Contact Cuthbert Twillie at (360) 877-5160!

(Higher Resolution Photos Available from Mark Braunstein (770) 944-9787)



Key Planning Dates

Some of the best driving days are still to come. There are a number of great shows and the fall meet, in and around Rome, Georgia should be a wonderful time. Scrape the summer bugs off the windscreen and come out and join us. We're looking forward to seeing you.

Newsletters



Virginia International Historic Races
31 August - 3 September 2006
Virginia International Raceway, Danville, VA



2006 British Car Fayre *(A new event?? I'll try anything once. It may be fun. Ed.)*
16 September 2006, 10am - 4pm
Main Street, Norcross, Georgia



Petite LeMans
30 September 2006
Road Atlanta, Braselton, Georgia



Euro Auto Fest
20 - 22 October 2006
Spartanburg, South Carolina



MOGSouth Fall Meet *(see more details below)*
27 - 29 October 2006
Rome, Georgia

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Hilton Head Island Concours d'Elegance
2 - 5 November 2006
Hilton Head Island, South Carolina



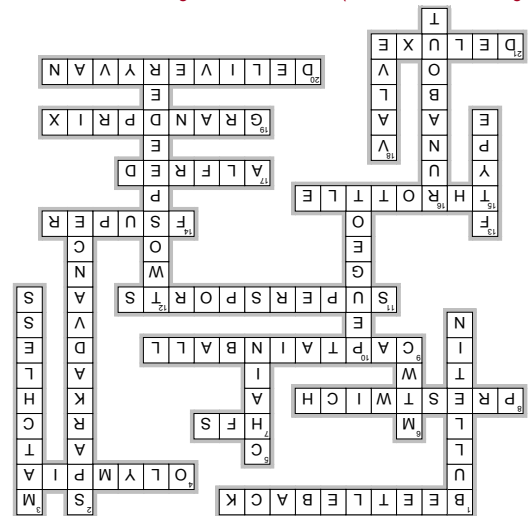
MOGSouth Christmas Party
2 December 2006
Hosts Being Solicited, Call Randy Johnson



Vintage Drivers Club of America at Roebing Road
8 - 10 December 2006
Roebing Road Raceway, Savannah, Georgia

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MOGSouth Back Page Trivia Answers (Puzzle on Back Page)



MOGSouth Fall Meet 2006

All the main arrangements have been made for the MOGSouth Fall Meet. The Headquarters will be the Country Inn and Suites, 231 Highway 411 E, Rome, GA 30161, (706) 232-3380. The Country Inn and Suites is located on Hwy 411 (also called Hwy 20 - or the Marvin W Cap Hicks Highway), a short 2 miles, south east of Rome. Take Highway 20 going west out of Cartersville and you will reach it just before you get to Rome. We are finalizing the route for a nice ride for Saturday morning. Lunch on Saturday will be at Oak Hill and the Martha Berry Museum. Visit the <http://www.berry.edu/oakhill/> web site to get a taste of the lovely setting and some idea of the history of the college. After lunch there will be time to visit at Oak Hill and the museum and check out the downtown area.

For Saturday evening, a cash bar and dinner are planned at the Coosa Country Club. *The Kinzers*



Morgan

WEST

Authorized Morgan Motor Car Dealer

NEW 2007 AERO 8. Series III, Blue Sprint Nacre/Ostrich embossed dove grey leather piped in blue,

Ravenwood ash trim, dark blue mohair top, Schedoni fitted luggage.

NEW 2005 AERO 8. Series II, Scarab green metallic (dark green), black Ambla upholstery! It is new, perfect and looks super, Black hood carpets etc. Natural dash, side exit exhausts and a hard top.

NEW 2005 ROADSTER AMERICA Fountain Blue Metallic (Rolls Royce silver blue), Oslo Blue leather w/light grey piping, Dark blue mohair weather equipment, luggage rack, embroidered headrests w/Morgan logo, dark blue carpets bound in light grey leather, bonnet strap, badge bar, every available Factory option. *SALE PENDING!*

NEW 2005 ROADSTER AMERICA Maserati Rosso Bologna Pearl Metallic exterior; Biscuit leather piped in red leather; dark red mohair top; dark red carpets bound in biscuit leather; luggage rack, embroidered headrests in Morgan logo; badge bar, bonnet strap, every available Factory option.

NEW 2005 ROADSTER AMERICA Obsidian Metallic Black/Scarlet Red leather piped in charcoal; Charcoal leather armrests and dashroll; Black carpets piped in Scarlet Red leather; black mohair top, tonneau, side curtains, and top boot piped in charcoal, luggage rack, bonnet strap, photo build album, every Factory option.

NEW 2005 ROADSTER AMERICA Mercedes-Benz Brilliant Silver Metallic with Capri Blue Metallic Wings. Brand New Arrival. Never Titled. Yarwood Titan Grey Leather. Blue Carpet. Blue Top. Photographic Build Record. All Books and Keys. Ready to Drive. *SALE PENDING*

NEW 2005 ROADSTER AMERICA Tungsten Grey metallic/burnt pumpkin Yarwood leather; fog lights, stereo CD.

'05 AERO 8 Ferrari Pozzi Blue/croc' embossed Shetland Poppy red leather/blue mohair top, raven black ash trim, blue carpets piped in red leather, additional Armourfend protection, 800 miles, as new!

'05 AERO 8 Special Order Morgan Silver Shark exterior/Red leather interior piped in black, Factory side exhaust, 5,100 miles! Just In!

'03 +8 35th Anniversary Edition, Aston Martin Middlesex Green body/Connaught Green wings/Green mohair weather equipment & leather interior piped in Magnolia; green carpets piped in Ivory; luggage rack, 6.1k miles; sold new by us. Own the most collectible of the Plus 8s now that the Roadsters are all but gone! *SALE PENDING!*

'03 +8 British Racing Green/Tan leather w/green piping, 1,200 miles, green mohair weather equipment, stainless wire wheels, fog lights, luggage rack, stereo CD.

'03 +8 35th Anniversary Edition, Silver Body/Dark Grey Metallic wings; Mulberry Red leather, aluminum radiator, Koni adjustable shock absorbers all around, photo build record, battery charger.

'02 +8 Connaught Green/Tan leather interior/Dark Green mohair weather equipment/stainless wire wheels, 1,445 one owner miles, Photo Build Book, absolutely as new Plus 8.

'02 +8 3,800 miles, BMW Imola Red/Black Leather w/red piping, luggage rack, stainless wire wheels, stereo CD, absolutely as new!

'98 +8 Fiat "Avoiro Chiaro"/Tan Leather, one owner car sold new in 2000. 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless; threshold plates, bonnet stay kit, draught extruders, wind deflectors.

'89 4/4 Silver Body/Black Wings, Black leather, painted 72 spoke wire wheels, soon to get new 72 spoke stainless/chrome wire wheels by Dunlop with new Vredstein tyres. Getting new red leather seats! 5 speed, 19k original one owner miles, badge bar, luggage rack, bonnet strap, a beautifully kept original local car.

'64 +4 Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'd HP, Webers, alloy radiator, diaphragm clutch, alloy oil pan, Panard rod rear, fire system, ceramic coated headers, spax shocks. It turns 1.54 at Laguna Seca and 2.02 at Sears Point/Infineon raceway. Karl Swanson owned and driven to SCCA E Production Championship in 1966; recent endless vintage race victories make this the best prepared, fastest Morgan +4 in North America, a blue chip investment car prepared to the highest standards *SALE PENDING!*

'59 +4 ROADSTER Red with beautiful red leather Super Sport bucket seats, new 72 spoke chrome wire wheels; fresh "hotrod" rebuilt engine w/performance cam, pistons, etc., MotoLita wood rimmed steering wheel; fog lamps; Almost zero miles on full restoration, chassis on up-stunning, very fast example!

OTHER MARQUES

'71 MGB GT, Persimmon with black interior 100 miles on engine rebuild, bottom end. New HD radiator Ansa Dual exhaust and new Glasurit paint plus clearcoat with new rubbers around new windshield and rear hatch windows, gaskets on all lights, etc. Nicer than new!

'71 MOTOGUZZI 750 AMBASSADOR, white, new rear tire, nice cruiser.

'67 AUSTIN HEALEY 3000, SERIES III, PHASE 3, Restoration by Austin Healey restorer Kurt Tanner. Began as one of the finest original Healeys Kurt has worked with. You can purchase it for a reasonable price now or pay in the mid \$100k figures in January. If I wanted a "brand new Healey" I know what I'd do!

MORGAN DEALER OF THE YEAR!

"MorganWest is very grateful and would like to thank all of our loyal employees, clients and friends who made this honor possible."

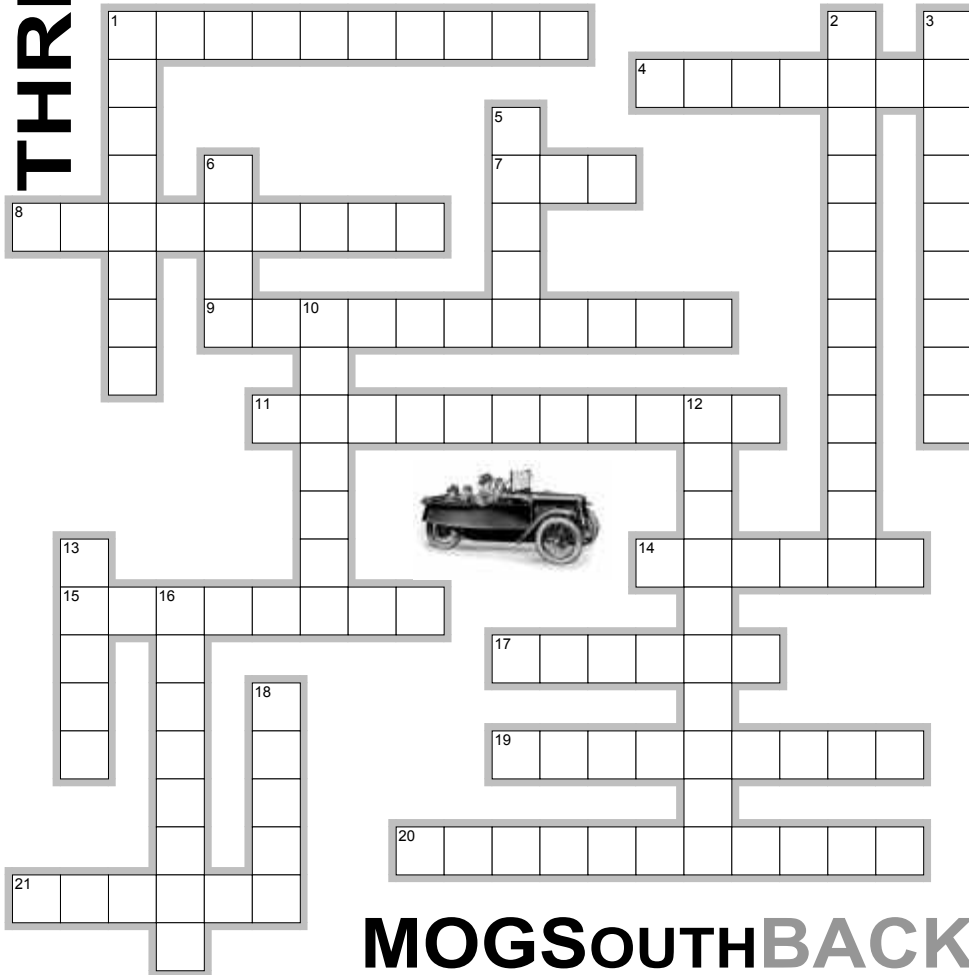
WWW.MORGANWEST.NET 3003 Pico Blvd. Santa Monica, CA 90405
Dennis Glavis, Managing Director DENNIS@MORGANWEST.NET

(310) 998-3311



THREE WHEELER CROSSWORD

BY MARK BRAUNSTEIN



Clues are all Morgan 3 wheeler related but are sufficiently common so the 4 wheeled Morgan owner will not be left out of the fun. Enjoy!

Across

1. Bug Posterior
4. Site of the Earliest Show
7. Initials of the First
8. The P in JAP
9. World War Flying Ace and Morgan Owner
11. Caped Crusader's Games
14. Last of Breed
15. Not on the Floor
17. The A in JAP
19. Car Race or Model
20. Commercial Variant
21. Elegant and Luxurious

Down

1. Newsletter of the 'Club'
2. Drivers Adjustment
3. Without Equal
5. The Missing Link
6. The 'Club'
10. Initial Twin
12. Early One
13. Ford Engined
16. The First of the Breed
18. The V in OHV

MOGSOUTH BACKPAGE TRIVIA

We continue to use the Email contact list for communication and distribution of our news letter, 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. To get the free Adobe Acrobat Reader, you can download it (Acrobat Reader, V6 or higher) from <http://www.adobe.com>. If you have problems reading the newsletter call Mark Braunstein at (770) 944-9787. If you need to update your email address, send it to mogsouth@yahoo.com.

Many thanks to those that have contributed articles and photos to this issue and to Andrea Braunstein for her grammatical check. Articles and photos are always welcome and solicited. We also would like inputs for the new Web Site at <http://www.mogsouth.com>. Please send any comments, suggestions or contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/06

296 Lakeshore Drive, Berkeley Lake, Georgia 30096-3030

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

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

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