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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/06

## Amelia Island Concours d'Elegance March 9-11, 2006

Off we went, mid-afternoon on a Friday. I had the day off to get the car ready and packed and Andrea left work at noon. The dogs were set with the pet sitter scheduled for the weekend. Nothing but open road and Florida sun before us and a long week of work behind. Amelia Island here we come. This year we actually stayed in Florida; in fact, we were only a few miles from the Ritz Carlton Hotel, unlike last year where prior planning failed and we found ourselves in a flea bag hotel along the highway across the border in Georgia.



We hadn't heard if there were to be any Morgans in the show, however, Ray Morgan had been invited to show his Elva Porsche and Bob 'Kermit' Wilson was asked to bring his rare Stuttgart manufactured MGTD. There was also to be a micro car exhibit so, at least the potential for a Morgan trike was there.

The drive down was fairly uneventful with only the moment or two of rain. We opted for the quick route and stayed on the highways. Traffic was not a factor going down and we took our time, stopping outside of Savannah for dinner at some road side purveyor of some such and then completed the drive into Fernandina Beach on the island. It was about 9PM so we checked into the Hampton Inn, and noticed a 'Sports Bar' neon sign flashing across the parking lot, at the Best Western, next door. The thought of a quick beer before bed

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was quite appealing after the drive. We ambled across the parking lot and into the 'Sports Bar'. Well, it was Friday night and I guess there aren't too many spots in town for the local folks to gather. This place was packed. We downed our drinks and headed back across the parking lot, leaving the night life to the locals.



Best I can tell, there were only three Morgans in town all weekend. I brought the 4/4 down and Gordon King, from Charleston, had his brand new Roadster in town. Capital Motors also brought their Aero 8 demonstrator down, but I never saw the car. It turned out that Gordon was staying at the same fancy hotel, as Andrea and I, the Hampton Inn, in Fernandina Beach. So we parked the two Morgans up under their front entrance portico for the entire weekend. Added a bit of class to the Hampton, I would think . . .

Ray's Elva was extremely well presented and, through some sort of persuasion or outright bribery, Ray was able to position the car at the end of the class row and slightly apart from the rest of the class. 'Standing apart' was the right idea and the car impressed the judges sufficiently, Dick Smothers included, to win first in class!

Ray was elated with the class win, all the while kicking himself for selling the car. After the award was made on the field, Dick came back and sat in the Elva, hammed it up and bit, just enjoying the memories. It turns out that Dick Smothers did a bit of racing in his time.

Bob 'Kermit' Wilson, who we all know as a Series 1 owner and racer, as well a trike guy, has a winter home in Daytona Beach and leaves the cold of Chicago for the Florida sun each



Photos Courtesy of Mark and Andrea Braunstein

year. This year he traveled south with his lovely MGTD, as it was invited to the Concours. On the field, this car drew quite a crowd as many folks were unaware that a few MGTDs were manufactured in Stuttgart, Germany in the early 1950s and marveled at the many small nuances.

The micro car display was also great but alas, no Morgan trikes, or Morgans of any type on the field for that matter. There were, however, a good number of Morgan folks there, albeit without cars. We saw John Bigler and Tony Souza walking the field. Joe Topinka stopped at the Hampton when he saw the Morgans parked out front and Art Hart was the Official Judge of the featured steam car class, as he is a noted Stanley Steamer expert. Mason Stewart made the short trip down the highway from Brunswick, GA, however I never



Bob Wilson's pretty Stuttgart manufactured MGTD, in Daytona, right before the Concours. Photo Courtesy of Bob Wilson.

was able to link up with him to chat. Mason was very gracious, inviting the MOGSouth contingent to a BBQ at his home on Sunday, following the show. Unfortunately, we all had to get back home, but perhaps, if the invite is still good, we can make it part of a bigger MOGSouth event next year.

The Concours featured a number of collections this year. There were the Cam Am cars, Steam Powered cars, the DuPonts, the Micro cars and Alternate Fuel vehicles. The Honorary Chairman was Johnny Rutherford, and he made a grand entrance in one of his Indy 500 winning McLaren race cars.

This year was only my second visit to the Amelia Island Concours d'Elegance but it was as good, if not better, than last year. The location is great, and the venue for the Concours is very elegant (although, not quite as breathtaking as the 18th at Pebble Beach) and quite well organized. It provides a great weekend getaway at about the right time of the year.

Wonderful cars; automotive fine art, photography, sculptures and a classic car auction; Maybachs, Bugatti Veyrons, Spykers, and more running around town. And, I had the top down on the Morgan all weekend!

### ***What's not to like!***



Johnny Rutherford does a lap around the Concours field in the McLaren. The car was surprisingly quiet.



After World War I, the French were convinced that the future of propulsion was propeller power.

This car was one of only a few that were produced. It is easy to understand why. Just the thought of running into something is downright gruesome. The owner did say, however, that it provided a nice breeze on a hot, humid day.

### **Best of Show Winner**

**1931 DuPont  
Model H Merrimac  
Sport Phaeton**



# 9/8ths Whitworth

## Ongoing Restorations and Such

### Update from Dave & Jan Moffett, Williamson GA

The car is a 1958 Plus 4 Roadster (humpback, single spare, low cowl). Don Simpkins did the chassis and it's a good one. He allows as how it was probably once a "high cowl" but what I've read indicates that the low cowl started in 1957. It doesn't matter, we are going to keep the low cowl that came with it. I was hell-bent on changing it "back" to a high cowl, thinking it might



Words & Photos Courtesy of Dave Moffett



be more valuable, but I learned the one on it was probably the original. I copied all the wood parts by tracing the old ones onto new ash purchased from Atlanta Wood Products. I was very impressed with their stock. I tried to keep all the old dimensions from the frame, so if it has been rebuilt before, any mistakes have been repeated. Too bad there are no blueprints extant, but I can certainly understand why.

I built a jig for the wheel arches and laminated 3/4" arches from 1/4" marine plywood. That was work. If anyone needs to borrow a jig, let me know. I used West System epoxy for the laminating job and also brushed on a coat over the assembled wheel well. The whole frame will get a coat or two of this stuff when the doors are finished. I searched for the perfect glue for the joints, but none exists. It needs to be waterproof and made for wood. I like the brown carpenter's glue, but it's for indoor use only. I tried Gorilla glue. What a foamy mess that stuff is! Elmer's makes a waterproof wood glue that works very well and I settled on that. In fact, it also makes a great filler -- I just mixed some wood powder from my sander with the glue to form a pastey "glue size." It cures rock-hard, fills voids, and holds like the dickens. The filler will sand out very well, also.

I had to order a new bulkhead and inner valances. The old ones were too far gone. The body metal is in pretty bad shape in places, but should be able to weld in new sheet metal here and there. I don't have a TIG welder, so I'm doing this with a MIG....very carefully... and slowly. All the body panels were dipped in caustic solution to remove old paint and rust. I then sand blasted and sprayed them with an etching wash primer (Sherwin-Williams Industrial Wash Primer). It's very thin, but etches very well and prevents rust while I'm limping along on the other parts.

My car is not very original. It has a TR4A engine and front disc brakes (not offered until later). It also has 48 spoke wheels! Those will be sold and replaced with 60 spoke SS/chrome wheels. Since it will not be a perfectly original restoration, I decided to rip out the old wiring and rewire with Tefzel wire (left over from airplane), convert to an alternator/negative-ground, electronic ignition, dual cylinder brakes, and make a few other "improvements" as necessary. We intend to drive this car.

## Dave & Jan

*Dave's car, as it was, is shown in Volume 4 - 2004 of the MOGSouth Fours and Eights. At that time the plane was still unfinished as well. [Ed.]*





# MORGAN FACTORY NEWS

Title Photo Courtesy Jim Baker

The factory has started shipping the commemorative 4/4s. According to Lorne Goldman (eMog) the first of the 142 planned cars has been dispatched and is heading to Sweden. This car is a '1947' Commemorative and appears to be a dark green (BRG?) with a brown interior. It looks quite good with the silver painted disc wheels. The factory web site used to have a listing of the commemorative cars remaining to be sold, however this listing is now gone, so I have to believe the entire production run has been spoken for.



No bumpers, only over-riders, front and rear.



Note the engraving on the steering wheel, displaying the Morgan Wings and '1947' model year that the car commemorates. Also note the painted dash with the somewhat large (red and silver) St. Christopher medallion affixed behind the steering wheel.

All Photos Courtesy of Lorne Goldman (eMOG)

## MORGAN FOR SALE OR RESTORATION!!

*SuperDave wants to do the work!  
All you have to do is tell me what  
you want to end up with!*



1965 Plus 4, SN 5867 - Running chassis, rebuilt original engine, fuel tank, new tires, and wiring harness installed. Great black leather, top, boot, side curtains. Stripped body panels ready to reassemble and paint. I will finish the restoration for someone or it can be bought as is. Asking \$12,000 or Make an Offer

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

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# Across the Pond and Then Some . . .

Excerpts From Eleanor Nabney's  
Travelogue - March 2006

*First Week of March - Too Much Snow - Ski Trip to Switzerland Cancelled, Opted for Pub Instead. Second Week of March - Ski Trip to Austria was Great, Explained 'Beer Goggles' to locals . . .*



Me and my baby  
(German numberplates !)

The following weekend was the final games of the '6 Nations Championships,' as well as the weekend of the 'Retro Classics' Show at the Exhibition Centre. The President of the Morgan Club (Helmut), had arranged for me to have a free ticket - what a nice man he is. I have to say here that the Presidents of all of the Morgan Owner's Clubs - Including New Jersey (my friend Joe, who I still miss), without exception, have been the friendliest people I have come across in all the places I have Morganed.

So, I got up on Saturday morning and took the S-Bahn and U-Bahn out to it (I am so loving this whole public transport system thing, I only had to walk about 5 minutes each end . . .), the first entrance I tried was mobbed so I walked to the far entrance. The Exhibition Centre is a very odd place. It is an older building, which was clearly added-on to many times, as it has such a strange layout. This wasn't helped by my coming in at effectively the back entrance. I walked through small halls filled with trucks, buses and miscellany before coming to the halls with the actual cars in them.



Morgan dudes, check out those trousers !

Everywhere I turned there was, unsurprisingly, a Porsche, closely followed by a Mercedes (well, this IS the town for them). Eventually, I walked past a Mini-van filled with bread next to a fruit stand and I really began to wonder what kind of show this was. Eventually, I got to the larger hall with the Morgan stand in it, and met with Peter Beckert who runs the local dealership here, who instantly offered me a drink (it would have been rude not to). So I stood there at 10.30am drinking Sekt until Helmut arrived and we wandered around the Exhibition together talking about cars that our parents had and ones that we wanted. It was actually a lot of fun.



Back to the stand and met a few more from the club and then Helmut got 'the book' out. They have a book which comes out whenever the group meets and people sign it, draw pictures and put the odd photo in, it's terribly lighthearted but makes quite interesting reading. More drinks (Helmut made the mistake of getting alcohol-free beer, what WAS he thinking?) and then I left . . .

. . . Talking of the Exhibition and the Morgan stand, my Morgan has been taking up a lot of my thoughts this month. I finally went down to the dealer to meet with Helmut (the lovely President of the Morgan Owner's Club here) who introduced me to Peter Beckert, who runs the dealer Merz and Pabst here. We had much discussion about the car and he offered to get it all sorted out for me. After having looked at the piece of paper, which was supposed to help me, I instantly said 'yes'. You see this paper has a matrix of what is required dependant on where you and the car come from, a 15x11 matrix. I finally worked out that I needed to have 8 different pieces of paper including the following odd-sounding items:

Versicherungsbestätigung, Übereinstimmungsberscheinugung (30-letter word - no clue), and a Kennzelchenschild. All of those incredibly long words, even when broken down, mean nothing to me . . .

And going to all the different places to get this all done seemed to be an almost full-time job, so I gladly let Peter take over. After giving him all my documents for the car and my passport, he called me a few days later to come in to see him, which I did. I met his very nice son, Axel, again (I had previously helped Axel with some language translation items). We all sat down to discuss what else was needed. Well, basically Peter needed the car at this point. So Axel came back with me, uncovered my baby, put some trade plates on it, and drove off in the rain.

It was only when Norbert asked me about the car and I told him the story, he pointed out to me that the car was probably on its way to Poland by now. You see, they had the car, both registration documents (US and UK), both sets of number plates, my passport, the original sales document for the car, the keys and just about anything they would need to sell it. Oh, mmm and I had no receipt from them either!

I popped in one Saturday to see how it was going and was reassured to see my little car sitting there (filthy as ever, transporting it made it filthier than normal) with a small sad pool of oil under it (yes, I have a leak, and I will get it fixed, but only when I get back to the US since I can get help and get it done much cheaper than here.)



“My baby with the lovely Axel (standing) and Peter Beckert who did all the grunt work getting my car registered for me.”

*Trip to Warsaw, Poland - The Summer Palace, tour of the Ghetto, picked up 60 Soldiers, Old Town Hall, Memorial to the Uprising, Museum of Contemporary Art - 50ft inflatable prone bunny .*

Back in Stuttgart and I took the train and tram to Merz and Pabst to pick up my baby ! Yes, the mountains of paperwork had been climbed and my little baby was nice and clean, with a new wooden steering wheel (very sexy indeed) and brand new Stuttgart plates. I was so excited -- I AM so excited. Anyway a bit of sun for my drive home and then covered my baby up just as it started to rain. Ah, peace, the car is back and I can drive it whenever I want.

*For those of you that don't know, Eleanor is a MOGSouth member on a 2 year rotational assignment for Porsche in Stuttgart, Germany. Interesting that she works for Porsche, but owns a Morgan! I guess we all have to do something to earn a living. [Ed.]*

## It's Morgan Time Everywhere !

Photo Courtesy of Jim Baker



3 Wheelers in the UK



4 Wheelers in Holland



Photo Courtesy of Jean Kraus (eMog)



# BRITISH MOTORCAR DAY

13MAY2006

BERRY COLLEGE

Make sure you have registered for the Atlanta British Motorcar Day on the 13th of May. This year, the event is moving from the previous location at Chateau Elan to a new venue at Berry College in Rome, Georgia. Randy Johnson, who is on the Atlanta British Motorcar Day committee, reports the venue and the layout will be much better than before with all the cars displayed on the grass. No more parking lots to add to the normally hot, heat. The vendors will be more convenient, as will the 'For Sale' car corral. If you haven't been there before, Berry College is easy to reach. Go north from the perimeter, up I-75 and follow the following instructions.

From I-75 north of Cartersville take US Hwy. 411 west to SR1 just south of Rome and turn right. SR1 is a loop road that runs around the east side of Rome. Take SR1 to the intersection with US27 and turn right. Go 1/4 mile North to the main entrance to Berry College on the left. Turn into the main entrance and go right at the traffic circle to the Ford Complex. The show will be in the big field just to the west. For details on the show go to their web site at <http://www.atlantabritishmotorcarday.com>

The Kinzer's (Jackie and Dwight) are hosting a post event MOGSouth gathering starting with a buffet supper beginning around 4:30 and ending whenever people want to leave.

Go north (a left turn off the campus) on US 27 for about 8 miles. Take GA 140 (a right turn) for 2.2 miles. The Kinzers' home is at 1252 GA 140 on the right. Watch for the Union Jack! You can't see their house from the road. Drive on up and park anywhere, as Jackie says 'We aren't too proud of our grass since we live in the country.' They are only 15 miles from I-75 at Adairsville which makes it simple to get back to the Atlanta area with very little traffic.

**Please be sure to RSVP to the Kinzer's by telephone (706-232-7152) so that Jackie has a rough idea of numbers to plan the menu.**

SOUND BITES

**Hemmings Sports & Exotic Car - April, 2006** [*Nice six page spread with lovely photographs of Marc Wunderman's car. Marc is President of the 3/4 Club.*]

***A Mad, Mad, Mad, Mad Car - Driving a 1934 Morgan Super Sports three-wheeler - Daniel Strohl***

"The madness comes not in the bug-eyed appearance of three-wheeler - sure to gather stares, points and guffaws - not in the mechanical uniqueness of the car. One quickly becomes accustomed to the insectoid sight of the Morgan and even soon appreciates the simplicity engineered into it. Instead the madness is in the drive."

"A funny feeling of doom curled up in my belly once I stood on the rear brake and attempted the fronts with almost no change in momentum. This attribute alone cancelled any thought in my brain of driving a Morgan amid any sort of traffic or of attempting speeds higher than, say 35 mph. At that speed, and had I not a speedometer to rely on, I could've believed I hit 65 anyway."

**Classic & Sports Car - April, 2006** [*Morgans on the Cover and a multi-page article celebrating the Morgan 4 cylinder cars.*]

***FourEver - James Elliot***

"A few modern traits have crept in, but otherwise they are still barely out of the primordial sludge. And that's how people like it."

"Of all of the four-pot Morgans we tested, it was the obvious must-have model, the perfect combination of the ancient and modern in a usable, enjoyable car. According to this cognoscenti, this heavy tractor lump is the engine that transformed Morgan in the 1950s and it is hard to disagree."

" -- so it is all the more satisfying and gratifying when the old endures. Not just survives, but thrives. Somehow the very existence of a Morgan four-pot is life affirming and reassuring as Marmite or the Sky at Night. Long may it last."





# MOGSOUTHSPRINGMEET

19-21 MAY 2006

The meet headquarters will be the Jameson Inn in Oxford, Alabama. The Jameson Inn is holding 25 rooms for MOGSouth, at \$65 per night. Phone for reservations, 256 835-2170 and make sure you tell them you are with MOGSouth the get the special room rate. Make your reservation soon and send an email to mogsouth@yahoo.com to let the Club and Bob know that you are coming. This will greatly help in the event planning. Bob Steele is organizing the meet around Clay County, Alabama which has many great driving roads, wonderful vistas and places to see, as well as being in the highest part of the state. **(As of last count 28 folks have RSVP'd to attend and only 10 rooms remain.)**

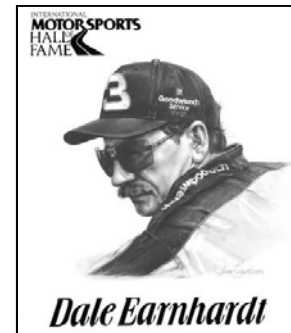
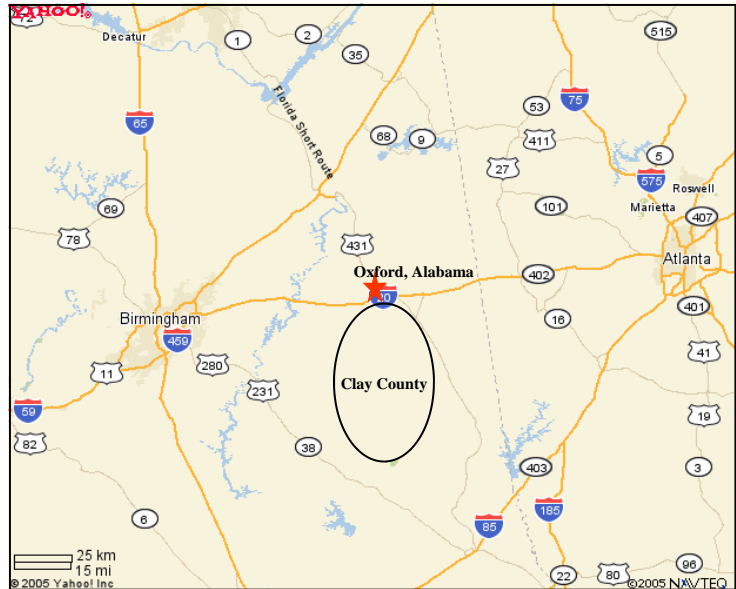
On Friday, we will have a wine/beer 'noggin' at or near the hotel. Then, dinner will be on your own.

Saturday will include a driving tour to Mt. Cheaha along the Notsi Trail, lunch at Red's Catfish, followed by a drive to Anniston and a visit to the Berman Museum, then back to Oxford in preparation for dinner. Bob has selected what appears to be a great site for dinner, a classic restaurant called The Victoria. View it online at <http://www.thevictoria.com>. Click on the virtual tour link to get an idea of the "dining parlour's" charm.

The Talladega Hall of Fame can be visited in lieu of the Berman Museum, however it is open on Sunday Morning at 0830, so it could be an optional event on Sunday morning prior to everyone heading home.

Visit both the Berman Museum and Talladega Hall of Fame web sites to get a taste of these two special places.

This is going to be a great meet, so make sure you have your calendars marked and all your spring car prep tasks completed.



<http://www.bermanmuseum.org/>

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

**More MOGStuff  
For Sale !!**

**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](mailto:morgansp8@bellsouth.net) or [mark.braunstein@lmco.com](mailto:mark.braunstein@lmco.com) or by phone (770) 944-9787 (H), (770) 494-3787 (W) . See details and photos on the web at [http://www.mogsouth.com/1939\\_For\\_Sale.htm](http://www.mogsouth.com/1939_For_Sale.htm)



**1961 Plus 4, 4 Seater, #4447.** West Coast. Gary Bell at (360) 877-5160

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





## Key Planning Dates

Get your calendars out and pencil in these upcoming events. 2006 is getting quite busy with events and activities throughout the year. If you know of an activity that needs to be added to this list, please send an email to [MOGSouth@yahoo.com](mailto:MOGSouth@yahoo.com) with the details.



### Vintage Drivers Club of America

14 - 15 April 2006  
Virginia International Raceway, Danville, North Carolina



### Classic Motorsports 'Walter Mitty Challenge'

27 - 30 April 2006  
Road Atlanta, Braselton, Georgia



### Atlanta British Motorcar Day (Post Event Party - See Details in this Issue)

13 May 2006  
Berry College, Rome, Georgia



### MOGSouth Spring Meet (See Details in this Issue)

19 - 21 May 2006  
Oxford, Alabama



### Gold Cup Races

9 - 11 June 2006  
Virginia International Raceway, Danville, NC



### 24 Heures du Mans

17 - 18 June 2006  
Circuit des 24 Heures, France



### MCCDC's Annual Morgan Meet - MOG 36

30 June - 4 July 2006 Note: Connie Lipscomb is Event Chairperson  
Shepherdstown, West Virginia



### Virginia International Historic Races

31 August - 3 September 2006  
Virginia International Raceway, Danville, South Carolina



### Petite LeMans

30 September 2006  
Road Atlanta, Braselton, Georgia



### MOGSouth Fall Meet

Dates TBD - October 2006



### Hilton Head Island Concours d'Elegance

2 - 5 November 2006, Hilton Head Island, SC



### MOGSouth Christmas Party

2 December 2006 - (Hosts Being Solicited, Call Randy Johnson)

**Correction - MORGAN PUB CRAWL** In the last issue of the Fours and Eights we highlighted the preliminary plans and schedule for this 'Morgans Over America' like tour that is being arranged for the summer of 2007. The email address was incorrectly published. The



## MORGAN WEST: 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."



**NEW 2005 ROADSTER AMERICA** Indigo Blue Woodsmoke Light Gray, An exceptional car. Won't last long! Limited Production. **LAST ONE AVAILABLE!**

**NEW 2005 AERO 8** Rolls Royce Blue Ice Pearl Metallic/Ostrich embossed dove grey leather piped in blue, Raven wood ash trim, Dark blue mohair top, special matching grey ostrich luggage for the truck and behind the seats! **SALE PENDING!**

'03 **+8** 35th Anniversary Edition, 462 miles! Factory AC Pozzi Blue exterior/Red leather interior, Dark Blue mohair weather equipment, stainless steel wire wheels, luggage rack, bonnet strap, custom leather luggage straps, Pioneer stereo CD, double eared knock offs, just had first service in our shop.

'03 **+8** 2k one owner miles, Connaught Green/Biscuit leather piped in Green, tan weather equipment, stainless wire wheels, stereo CD, fog lights, As new!

'00 **+8** BRG/Tan leather, 5,018 one owner miles, wire wheels, luggage rack, halogen headlights, Hella spot and fog lamps.

'98 **+8** Fiat "Aorio 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 **+8** Connaught Green/Tan leather interior, alloy bodied, Black top w/tan piping, fuel injected gasoline engine, EPA/Calif. legal, 23,076 miles, luggage rack, badge bar, fog lights, stereo, roll bar, all service records, beautiful original car.

'87 **4/4** Silver Body/Black Wings, Black leather, 5 speed transmission, 19k original one owner miles, painted 72 spoke wire wheels, badge bar, luggage rack, bonnet strap, a beautifully kept original local car.

'72 **4/4** British Racing Green/Black leather bench seat, John D. MacDonald built hot engine with twin Dellorto' carbs, 5 speed trans., 72 spoke black painted wire wheels, SS hood scoop, fabulous car!

'65 **+4** Restored in the late 1990's, this car had a complete ground-up restoration. It was re-bodied as a low body car with all new aluminum body tub, bonnets, and fenders. It was restored to SuperSport specs with a bonnet scoop, exhaust header, brass overflow tank, aluminum radiator and much more. The chassis was new and powdercoated. This car is in excellent condition.

'64 **+4** Raspberry with Brown Leather, 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 All alloy low profile SS body, 167 dyno'ed HP; Webers, alloy radiator, diaphragm clutch, alloy oil pan, Panard rod rear, fire system, ceramic coated headers, spax shocks.

'60 **+4 FOUR SEATER** Dark Red with black leather with red piping. Every nut and bolt restoration just being completed.

'59 **+4 ROADSTER** Red exterior, 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

'98 **PORSCHE 993 CABRIOLET** Blue Metallic Calypso/Grey leather, Grey power top, chromed 3 piece Porsche alloy wheels with crested centers, 8 way power seats, grey dash and steering wheel, stereo CD, every conceivable option, just serviced.

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

'67 **LOTUS, ELAN SE ROADSTER, DRASTIC PRICE REDUCTION** Yellow/Black, twin cam, Webers, Speedwell race prep, rollbar, raced 3 times in VARA, Voted Best Original British Car 2002!

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*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](mailto:mogsouth@yahoo.com).*

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/06

296 Lakeshore Drive, Berkeley Lake, Georgia 30096-3030

### 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**

