

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/07

Amelia Island Concours d'Elegance March 9-11, 2007

Once again we were headed to Amelia Island on a Friday afternoon. This time however we were traveling north, out of Orlando, instead of south, from Atlanta. We thought it would be a simple two and half hour drive, but then again, we always seem to make things a bit more interesting. We started off in the Plus 8, got just a few miles up the road and realized we had forgotten the camera. We had to turn around. I couldn't go to Amelia without a camera. A half hour later we are back on the road, this time, however, we were in the Mustang. I just can't get comfortable in the Plus 8's super sport buckets. My butt



1938 Talbot-Lago T-150C Figoni et Falaschi Teardrop - Absolutely magnificent!

Photos and Article - Mark Braunstein

Continued on Next Page

was hurting after the short 30 minute run. I hated the thought of not having a Morgan in Amelia Island, but I hated the thought of a 2-3 hour ride on those super sports buckets, quite a bit worse, and the 4/4 needed propane. I really do have to do something about finding new seats for the Plus 8 or rebuilding these. Andrea doesn't mind the seats and doesn't see a problem if I can't drive the car. But I can't even ride in it comfortably. (Again, Andrea doesn't see the problem with that . . .) Anyway, we were finally off for Amelia Island, again.

That short delay was just enough. By then we hit the early Friday afternoon traffic and got bogged down. Heading north out of Orlando there are a few popular bedroom communities along the highway going towards Daytona. This seemed to be where all the traffic was headed and as we passed by the neighborhoods, the traffic thinned a bit but not a lot. This was also the road to Daytona; the 'Daytona' of Bike Week, and it seems that everyone, who is anyone, on two wheels, was headed that way. It was the second and last weekend of Bike week and, since the weather for the first weekend was not too stellar, everyone was out for this one last chance. Oh well. With Andrea driving, I just chilled.

Actually, the traffic in and around Daytona wasn't too bad, even with all the bikers. Then we hit the accident on I-95 and sat and sat and crept and sat. We finally made it to Fernandina Beach, where our hotel was located, at about 7PM. Our little two and half hour trip had taken better than four hours.

We opted this year for the Hampton Inn that was in the old part of Fernandina Beach, down along the harbor. Last year we stayed a few miles closer to the Ritz Carlton, the site for the Concours, but the closer Hampton lacked any charm. This time we wanted to make the weekend a bit more interesting. The old town of Fernandina is cute, although not terribly extensive. There a good number of little shops and a few restaurants, but the Hampton and a few Bed and Breakfast style Inns were the only lodging we saw in the old town. And the town seemed to be quite overloaded with the Concours crowd. We didn't have dinner reservations Saturday night and ended up in the Irish Pub, with a great number of other visitors.

On Saturday there were a number of Concours related activities, many were by invitation only, or some such. Anyway, I didn't want to overload Andrea with too much automobilia. So we just spent a hour or two browsing through the Automobile Fine Arts Society (AFAS) art displays and the silent auction items inside the Ritz. We ran into Jack Claxton as we browsed the artwork. Jack was there with his dad, his son and few other relatives. Some sort of a *guy's* weekend out. (Jack was the only other MOGSouth member we saw, and we kept seeing him, again and again. Odd.)

While we were at the Ritz the automotive auction was in high gear and we could hear the auctioneer's patter over the loud speakers. We didn't participate in the actual automobile auction but viewed the 'auction lots' as they were displayed outside the back porch of the Ritz, waiting on the gavel. I could have found space in my driveway for a good number of those waiting for new owners.

Sunday was the day of the big show and Andrea and I wanted to be there early. We wanted to beat the



Another of the amazing Talbot-Lago T-150C SS Tear Drops - This one is a 1937 and was the Best of Show Winner. Personally, I liked the red better . . .



Gorgeous 1947 Lincoln Convertible - Waiting to be auctioned off.

crowds, if at all possible, and hoped to get away relatively early as we were still looking at a bit of a drive back to Orlando. The show was good, perhaps a bit more crowded than previous years, but bearable. The organization seemed a bit more hectic, with parking signage missing and confusion at the entrance. Perhaps it was just me or the newness of the morning for the staff. Anyway, we found our way onto the field, and out amongst displays. The cars were all wonderfully displayed but barely approachable due to the crowds. Our hopes of getting there before the rest of humanity didn't work. I was hard pressed to get any good photographs but tried to be patient. And the glorious morning light was none too cooperative, but I was able to get a few shots.

There were a good number of truly spectacular cars on display. I was mesmerized by the Delahayes and Talbot-Lagos. The red 1938 Talbot-Lago T250C Figoni et Falaschi Teardrop was simply wonderful. These cars number in the teens and this one is rumored to have sold in 2005 for a bit more than \$3.5M. The only Morgan on the field was the lovely 33 SS Aero of Gary Ford.

Another favorite of mine is the pre-war race car class of Alfa Romeo. They were arrayed around the little lake, one of the best spots at the show. There were other great displays as well, including the cars of the Great Road Races such as the Targa Florio, Mille Miglia, Carrera Panamericana, and the Isle of Man TT motorcycles (especially the Norton Manx). There were others as well, but the Corvair prototypes and the fiberglass cars of the '50s, albeit nice, weren't all that special for me. After a few times around, I had to leave. It was a bit too much for me, sort of automotive 'overload'.

The cars were all equally amazing, just glorious in their splendor and oh, so utterly out of reach, for me anyway.

Ah, but I can dream . . .

Andrea and I will certainly be back next year, as it was really a wonderful weekend and a great Concours. Hopefully, in very near future, there will be a certain 1938 Series 1 DHC on the field carrying the Morgan flag.

One unfortunate thing about not taking the Plus 8, the car's very first owner, Toly Arutunoff, was there and I would have liked to reunite him with the car, some 35 years on.



A glorious Delahaye being judged by Alain de Cadenet in the tweed jacket and purple ribbon. A 'tasty bit of kit, that . . .'



A wonderful 1912 Fiat Indianapolis Race Car, standing proud in all its racing glory.



1939 Alfa Romeo 6C 2500SS Corsa - Amazing!



Gary Ford's 1933 SS Aero - The only Morgan on the field.





9/8ths Whitworth

Ongoing Restorations and Such

[Dwight has done wonders with this 3 Wheeler as anyone who visited the Kinzer estate last fall during the Fall Meet can attest. Ed.]

An update from Dwight Kinzer's Three Wheeler Restoration

I purchased a three-wheeler from Carlton Shriver in July 2005. Andrea Masterman at MMC reports finding record of D-49, black body, red wheels, JAP Sport Family built Dec. 2, 1932 and shipped to agent "Burrows" who sold it July 13, 1935 as a '34 model. D-49 had a side-valve JAP engine # LTWZ / Z26302 / SMA and body # 4193. All numbers match the present equipment, though I have found that at least the left cylinder has been replaced with one from the earlier 50-deg engine. The body number, which I assume to be a production number, is stamped on the reverse side of the dash.

There was a break in one of the main chassis tubes 5 inches from the front. After drilling out the threaded insert, for the motor mount bolt, in the end of the tube, a new 8" long insert was made with the front end threaded for the motor mounting. It was brazed in place after much contemplation. I have the equipment but lack the skill I wish I had. There are two pieces of channel iron which form cross members at the rear of the chassis and support the gearbox. Since the rear forks pivot on the gearbox and the rear springs attach to the cross members, these are critical. One of these was broken completely in two. It had been welded at some time in the past and then broke at the weld. I got new stock and replaced both. The originals were made of stock which is not a current standard. The next heavier stock was used.

The suspension seemed a bit loose at all three wheels. On examination, the rear wheel had much side play in the forks and the front wheels had a bit of side play. It was reported by Carlton that the car had logged about 250 miles since leaving England in the late 60's. I think it was probably put in fairly good condition then with new bronze sliders but the with old kingpins. I painted the inside of the sliders with lay-out blue and hand reamed them until the bore was round. One side was clean at 0.009" oversize, the other at 0.004" oversize. Matching kingpins were made from 304-SS. Although new steel spring covers are available, I chose to make some from bronze and polish them. Clarrie Coumbs' book (thank you Lance) stressed the importance of the rear fork bolt. It must be an interference fit if it is to stay tight. A new one was made of mild steel to test the fit. It resulted in a good fit except that there was still some play on the trunnions. When the bolt was shortened by about 0.020" a good fit resulted. The trunnions seem to have a slight taper. A new bolt was then made from 303-SS.

Carlton said he had never seen the generator functioning while he had the car. It was fitted with a 1:1 ratio friction drive rather than the 3:1 gear drive. The original gears, although stripped, were with the car. I had to make a new fiber drive gear (actually a pair, one to use and a spare) and after cleaning, lubing, and fitting new brushes, it seems to function satisfactorily.

As received, the throttle was connected to the choke lever as the throttle lever was missing. The choke was missing from the carburetor as it would fall into the on position without the cable and lever. The Morgan Three Wheel Club had the choke, choke guide, full set of control and brake cables, felt grease seals for wheel hubs, etc. in stock. A set of three chrome plated brass control levers was obtained from Maurice Cross in Leaton-Buzzard, England. A new dash mount was made for the compression release. A small lever was designed and fitted to the engine end of the cable to reduce the force required to use the compression release, without which the electric starter will not turn the engine past a compression stroke.



NAPA stocks 6-V batteries and British Wiring supplied wiring with braided fabric insulation and proper fittings. Since the ignition switch is only a rotary switch, no key, it was decided to fit a Heller Master Switch on the floor near the front of the drivers seat.

I did a bit of refitting of the seats and made a new front seat back rest, but the existing vinyl upholstery was retained. The red plastic covering on the steering wheel was in poor condition so that area of the wheel was covered with black leather. Matching leather covered knobs were made for the gearshift and handbrake.

The engine, clutch, and gearbox seem to be in serviceable condition, though some of the fittings needed help. One of the cylinders had only a ghost of the original threads which once secured the exhaust pipe. Carlton had made up a pair of pipes and had the flange nuts, but had not mounted them due to lack of threads. The pipes that had been used were oversize and had been clamped over the threads. I fabricated a 2 - 20 tap to clean the original threads on the good side. One of the two flange nuts was a good fit, the other one was a bit oversize. The other side was threaded to about 1 15/16 - 20, after making an adjustable die, and a new matching flange nut was made from a stainless Acme nut which had the correct hex dimension. Copper over asbestos seals were obtained from MOGSPARES and a pair of 2" glass-pack mufflers were fitted. Quiet they are not, but then I understand the JAP engines are quiet only when shutdown. The current radiator badge is marked "Morgan Aero", and the rear side of the top tank has a brass plate soldered on marked "27 Jan 1958". The present core is not the original style and it was probably put in at that time. After sealing off one of the 44 tubes to stop a rather large leak, it seems to be functional. Running at a fast idle for 15 minutes or so with an electric fan directed at the radiator, the top tank is very hot, but the bottom tank is only moderately warm. A 5 to 10 mile test run at 30 to 40 mph results in the generation of much heat, but no boiling. I have not had to stop for traffic lights though. I think I see why the English like roundabouts.



I had much trouble getting good fuel flow to the engine. It was as though fuel would not flow through the filter without first blowing into the tank. This was finally solved by making a small brass filter with some very fine mesh SS, and adding insulation to the line where it passes through the center of the radiator. I think I had a bad case of vapor-lock.

Carlton stated that there seemed to be unequal power from the two cylinders. I found this to be the case with one cylinder sometimes cutting out altogether. When the spark plug wires were swapped, the problem moved to the other side. There are some chips around the terminals on the coil. I refitted the wires and secured the boots with RTV silicone and the problem seemed to be solved for a time, but returned along with the burning of the points. I got stranded a few miles from home and had to make a tow bar for recovery. I should have done that earlier. I mounted a Pazon contact assisted ignition unit. It is connected to the coil and points. It eliminates the need for a capacitor and reduces the current through the points while increasing the output of the coil. Since it retains the points, it solves the problem of replacing the points with a magnetic unit as used by many electronic ignition systems. That is a good system, but the JAP engine fires twice for each rotation of the ignition cam. The Pazon system is a low cost system, will function on either 6 or 12-volts, and would be a reversible change. It requires no modification of any other equipment. I polished the existing points and the engine started easily. After driving a short distance, the old problem of one cylinder cutting out returned. Swapping the plug wires moved the problem to the other cylinder.

A short trip to a shop which specializes in older Harley Davidsons resulted in a new 6-V HD twin coil. This seems to have solved the problem. Tick-over is much better and the engine is much more responsive, but still loaded and backfired at heavy throttle.

The cups, which support the headlamps and allow them to be adjusted, were originally chromed. They were replaced with polished bronze. The stays at the rear of the wings were originally chromed, but were in poor condition. They were replaced with new ones made from polished 304-SS. The U-bolts on these stays, along with numerous bolts on wings, steering wheel, etc, were replaced with polished SS. Numerous small parts were fabricated ranging from fiber dynamo drive gears to parts for the speedometer drive. So far I have not been able to get much output from the dynamo, only about 2 amps. I am making new brushes and hope to have that sorted out soon. The hood fits well but is in poor condition. The bows are steel and obvious replacements. I have fit new ones made of ash with SS tips. Eventually I will have a new hood made, probably black. I have retained the black color with red wheels, but have repainted. My painting skills are not much better than my welding skills. At least it should not rust.

It drives rather well. I fitted a set of Metzler 4.00 x 18 tires made for sidecar use. They have a shape more like an auto tire than the modern motorcycle tire. I have had it slightly above 50 mph briefly, though 30 to 40 seems a better cruising speed. According to my GPS, the speedometer reads about 5% high. The 6-V Lucas horn functions rather softly, but it has been supplemented by a mechanical Klaxon type horn of unknown origin (marked E. A. Laboratories Inc Mfgr.) It works well. I tried to keep the wiring as close to original as possible with the exception of the master switch and a brake light switch added to the hand brake. The original brake light only worked on the rear boot brake. The hand brake which functions on the front wheels has much more stopping power. I modified the spring lock on the lever so that it would default to the unlocked position like the Plus-8 rather than the locked position. I also made a pair of aluminum hubcaps (knaive plates) from photos.

The week before the MOG South fall meet, there was a car and air show here at the Rome Airport. I took both cars. It was my first show with D-49. It attracted a lot of attention, especially from the motorcycle owners.

Since then I have re-jetted the carburetor. I made up a set of jets drilled at 0.001" increments starting with the 0.043" of the one that was installed when I got it. I am now using a 0.040" jet and the response is much better.

The Trico vacuum wiper motor was not original to the car, judging by the hole for the vacuum hose relative to the hose nipple, although it was of the right period. The latest patent date is 1928. It was cleaned and tested but did not function satisfactorily. I found a source of rebuilt vacuum motors in England. Their exchange price was about \$250. I got an electric motor from J C Whitney for \$42. It is 6-V and is intended for a '41 Chevrolet. With a few minutes of lathe work, a brass spacer was made to allow it to be fitted using the vacuum motor mount on hand.

My latest change was to the lighting. Many of the 3-wheelers have been changed to 12-V to improve the headlights. Although I do not plan to do much driving at night, I wanted to have that option if needed. The lamps that were fitted when I got the car were Ford 24/24-W and did not focus well. I had not been able to find spares. I found site, www.1000bulbs.com, which listed a 6-V 20-W halogen lamp for AV applications, and got a box of 10 for \$1.50 each. It is about the size of a pencil eraser with two 0.4-mm pins on 4-mm centers. They describe this as a G-4 base. The pins are about 10-mm long with the glass part of the lamp about 20-mm long. I made a bulb base to fit the existing socket. It consists of a brass tube with a pin on each side to fit the bayonet type socket. A piece of phenolic circuit board stock was epoxied to the base and the resulting cup filled half full with epoxy. This was drilled for two wires with the spacing of the base terminals and a hole was drilled on the side of the cup. Four brass tubes were made with 1/32" ID and 3/32" OD. Two of these were fitted with a short length of copper wire and the other two linked with a short piece of wire with a lead soldered at the center forming a "Y" shape. This latter unit was fitted so that the lead passed through the hole in the side of the cup and soldered to the outside. The other two were fitted with the wires passing through the holes in the base and soldered to a very small brass washer on the base to form terminals. The tubes were arranged in pairs 4-mm apart with one pair in line with the center of the cup for the high beam and the other set about 1/4" above it for the low beam. The cup was then completely filled with epoxy. The lamp socket is mounted on a reflective disk about 1.5" in diameter which mounts bayonet fashion in the center of the reflector. With the bulbs fitted and the reflector and lens removed from the nacelle, the bulbs could be moved back and forth to find the focal point of the reflector. The brass tubes were then shortened to place the high beam lamp at that point. The pins on the bulb base were then bent very slightly to give a secure fit in the tubes. The reduced wattage of the lamps is more than offset by the better focus and the lights seem much brighter than the old yellow bulbs. These are available in other wattages and could be fitted to tail lights etc. but I have spares for those.

To make starting possible in cold weather, I have changed from 50-W Harley Davidson oil to 20W-50 Castrol Syntec Blend. It made a big difference. I want to put a few more miles on it to get used to the controls, put another coat of black paint on one area which shows a slight shade of primer when the sun hits it just right, then I need to see about replacing the hood. I think I have worked out a design for a hood cover or boot when the hood is folded back. The hood folds easily but is not removable.





Title Photo Courtesy Jim Baker

MORGAN



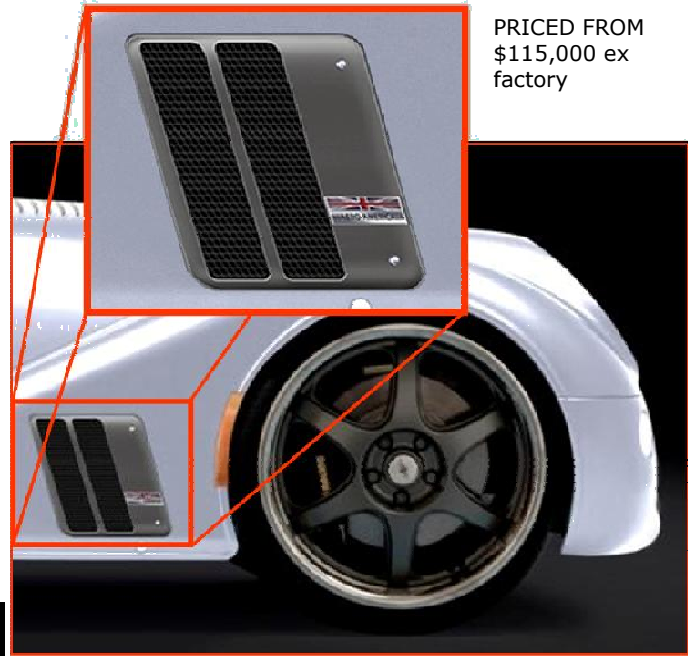
FACTORY NEWS

The big news this month is the updated 'Aero 8 America' announced by the factory for the United States market. The most significant changes are the full louvers on the top of the bonnet and the specially badged 'graphite side scoop' replacing the five large louvers behind the front wheel. I'm not really sure I like the styling. It would be interesting to hear why they felt they needed to change from the louvers.

It also appears that the side exhaust is now standard.

It will be interesting to see if the changes appeal to those in the market or tend to move the car further off center . . .

But then again, most Morgan folks are a bit off center anyway . . .



PRICED FROM \$115,000 ex factory

Morgan Aero 8 America



- Full Bonnet Louvers
- Graphite side scoops
- Graphite 6 spoke alloy wheels with stainless rims
- Rear diffuser
- Side exhausts
- 9 standard colours
- Quilted leather interior
- Dark engine turned racing dashboard
- Leather covered steering wheel and cowl



A new race-ready Morgan Aero 8 GT3 was on display in the Morgan stand at the Geneva Motorshow 2007.

The car is Jacques Laffite and Jean-Pierre Jabouille's entry into the 2007 FIA GT3 championship and will see its first race May 5-7 at Silverstone. It was launched at the Geneva Motorshow and is sponsored by Eric Sturdza (of Aeromax fame). Rumor has it that the factory has a team of three cars being readied to challenge for the GT3 Championship. Note another variation of the wing scoop.

more



FACTORY NEWS

Posted to the Emog galleries. www.emog.com



I'm not sure if or when the Four Place will ever come to the United States, but it will be shame if it never makes it to this side of the pond.

The car appears to be really well designed. I personally like the rear treatment of car, with the spare and the rear lights, with no bumper and only the over-riders. *[I guess there's just something about a car without bumpers that appeals to me . . . none of my Morgans have them. Ed.]*

Also the roof line and the aluminum framed side curtains, finished in the same color as the body, are quite appealing.

Douglas Hallawell, a regular contributor to eMog, took these great photographs, as well as others, at the Retromobile 2007 in Porte de Versailles, France (February 16-25). If you are reading this online, and you have connectivity to the internet, simply click the link to go to [eMog](http://www.emog.com), and then click on the Galleries beer pull.

The Factory is also offering a fine line of marque related jewelry through the factory web site www.morgan-motor.co.uk or the dealer network. See the web site for more detailed photographs.

- Items available include;
 - Silver Money Clip £39.95
 - Silver T-bar Bracelet with Wings Charm £42.50
 - Silver Morgan Car Charm £24.95
 - Silver Steering Wheel Charm £18.95
 - Silver Wings Charm £18.95
 - Silver & Wood Inlay Cufflinks £42.50
 - Silver Wings Cufflinks £42.50
 - Silver Morgan Satin Finish Pendant £39.95
- Check with those US dealers that advertise in this newsletter for US\$ prices and availability.



For those that just have to own everything 'Morgan'. Here is a first day cover of the Morgan stamp. Note the stamp cancellation. It's pretty special. This one is in Chris Towner's collection.

These, and other Morgan related stamps, do appear from time to time on eBay and other philatelist web sites, so if you just *gotta have it!* Go for it, and Good Luck!

The following is the official response from the NHTSA, to the Morgan Factory's petition for an Exemption to US Federal regulations. The petition was denied by the NHTSA ending an attempt by the Morgan Factory to reestablish export of their traditional bodied cars to the United States. Had they been granted the petition, we might very well have seen the likes of new Morgan 'traditional' cars, such as the Roadster in the United States. The only new Morgans we are likely to see anytime soon are the Aero Eights such as the new Aero Eight America. There is some chatter about a traditionally bodied car, with the Aero aluminum chassis, but testing done by the Morgan Factory, along those lines, has been scrubbed. Ed.

Docket ID: [Docket No. NHTSA-2006-25592]

NOTICE: NOTICES **ACTION:** Motor vehicle safety standards; exemption petitions, etc.:

DOCUMENT ACTION: Denial of application for a temporary exemption from air bag provisions of Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection.

SUBJECT CATEGORY: Morgan Motor Company Limited; Denial of Application for a Temporary Exemption From Air Bag Provisions of Federal Motor Vehicle Safety Standard No. 208

DOCUMENT SUMMARY: This notice denies the petition of Morgan Motor Company, Limited (Morgan) for a temporary exemption from the air bag requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, [[Page 5100]] Occupant Crash Protection, for the Morgan "traditional roadster" from September 2006 through September 2009. The basis of the application is that compliance would cause substantial economic hardship to a manufacturer that states it has tried in good faith to comply with the standard. NHTSA notes that Morgan has known since 1997 that it could not procure more air bags, but provided no evidence of attempts to secure an alternate source of air bags.

In accordance with the requirements of 49 U.S.C. 30113(b)(2), we published a Federal Register document on August 15, 2006 announcing receipt of Morgan's application.

SUMMARY: Morgan Motor Co. Ltd.

Road And Track, Side Glances, March 2007. Demographics Made Simple - Peter Egan

A somewhat 'tongue in cheek' description of the typical Morgan owner, by the longtime Morgan fan Peter Egan. I have to admit that this hits pretty close to home for many of us in MOGSouth. Judge for yourself . . . He also describes the Alfa owner, the Harley Earl era Cadillac owner, and the BMW Issetta "Bubble" car owner. How many of these cars have you owned? And do you compare?

"Morgan Owners

- 1) Will buy any dark ale with a reasonable amount of body and or yeast sediment in the bottom; will shun any product with "Lite" in the title, be it beer, cottage cheese or music. Wooden boats sell well in his market, as do fabric covered biplanes and any tweed sport coat that causes extreme itching. Things that stave off hypothermia, such as Bovril and sheepskin Irving jackets, are big sellers here.
- 2) Will watch any Masterpiece Theatre episode featuring brass telescopes, Sopwith Camels, Webley revolvers or the ruins of the Cistercian abbey. Movies with Basil Rathbone or Peter Cushing can be expected to move briskly in the DVD section as with any adaptation of an Evelyn Waugh novel. Morgan Owners are still awaiting William Manchester's third volume of the Churchill biography when we finally the good stuff, i.e., the Blitz.
- 3) Dead giveaway item in the refrigerator: Chutney.
- 4) Politically, Morgan Owners care a whit about gun control, but will vehemently oppose any political candidate who proposes crossbow control. Will also vote "yes" on any school referendum that makes a financial provision for ivy and leaded-glass windows."

SOUND BITES





Across the Pond and Then Some . . .

Excerpts From Eleanor Nabney's
Travelogue - November 2006

Number of miles flown - 5272; Number of inches of snow - 4; Number of Doctor Appointments - 6;
Number of things actually wrong with me - 2



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

January started quite oddly in Beirut, as we left the B&B at 5.30 am to get to the airport our roommates were on their way back in, in fact we picked up their taxi which was a major win as it meant we didn't have to walk up the huge hill to the main road to try to flag down a taxi. Our flight home was pretty bumpy but we had really fun cabin staff so time just flew by. Unfortunately the same could not be said of our bags and we waited over an hour for them to come out, apparently a lot of people had not showed up at work - New Year's Day and all that.

The next morning I took the train to Gatwick and was also there hugely early . . . As I checked in I asked if they could find me a better seat, it seemed like they could! I was flying business class. Yeah. Flight dull and into Detroit at around 8 pm, Mike was there to pick me and my snowboarding bag up and to take me back to his apartment.

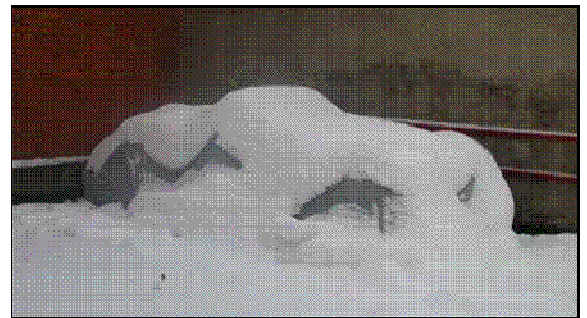
The rest of the week was very different than I had planned, you see, I was there to snowboard as well as catch up with friends, but due to the extraordinarily warm weather and lack of general precipitation there was absolutely no snow at any of the resorts anywhere near where we were. So, did a lot of catching with friends instead . . . So, what to do in Detroit when there is no snowboarding? Well, as the dollar is so weak and I am paid in Euros I did actually indulge in some shopping: essentials like a warm jacket and non-essentials like shoes. Most people would consider them essential but as I already have over 70 pairs, they fall into the "non-essential" arena. *[I so desperately want to comment here but won't . . .]*

We also discovered the Modern Art gallery in Detroit which was great, some of the stuff there definitely came under the "huh?" banner but there was a very cool machine which was slowly dribbling out hot red polymer, it was programmed to dribble it out for a period and then let it cool for a period, multiply this over 24 times and you get a large pile of, well melted and then hardened red polymer. I found it really cool.



The first weekend was a catch-up one with the usual ton of chores, with two bright rays, Saturday I went Square Dancing with Ralph . . . All of the women were wearing knee-length skirts with about 24 petticoats underneath them so they were sticking out at a minimum of 45° from their bodies. This would not have been so bad if many of them were not built like a potato - short and lumpy . . . they are (as a group) the singularly ugliest bunch of women I have ever seen. Sorry, not normally critical but this was definitely noticeable.

On Tuesday we had a massive dump of snow which rendered the entire city useless - jammed up with idiots without snow tyres trying to get through 20 cm of snow. Made worse by the stupid lorries who were also without snow tyres.



Saturday I went to look at my poor little Morgan under 20 cm of snow before tramping down to get a lift to the Morgan Owner's Club. Poor little car. Thankfully the president of the local club is lovely and he gave me a ride to the event, which was a lot of fun. Once I showed pictures of my poor little car, somebody offered to let me leave it in his empty factory, he even offered to pick it up from town for me, so I dropped it off at the dealers on Monday night. *[Some mention (well, actually quite a lengthy harangue) about a lousy dinner guest and not much else.]*

So, apart from several visits to the doctor's and a couple of times in the Kernspinphotometriemaschine (MRI thingy) January was incredibly quiet. *[Now that I'm in Florida, and it's warm (80° F, today) I really don't want to hear about snow. But then again, better you than me. Eleanor, just when are you coming home? Ed.]*




ChicMOG 2005 organized by SwissMOG in Geneva. 8/26-8/28 © Jean Kraus - Luxembourg 2005

Key Planning Dates

UPDATED - Note the dates for the 2007 Spring Meet and Fall Meet have been set. The locations are also final and all you need to do is update your calendars and make your hotel reservations! The organizers have been working very hard this year [thanks!] so you will not want to miss the fun . . .

MOG SOUTH EVENTS
2007

-  **Savannah Historic Races**, 30 Mar - 2 Apr 2007 (Tentative), Roebing Road Raceway, Savannah, GA
-  **All British Car & Motorcycle Show**, 31 Mar 2007, Winter Park, FL
-  **Vintage Drivers Club of America**, 13 - 15 Apr 2007, Virginia International Raceway, Danville, VA
-  **Classic Motorsports 'Walter Mitty' Challenge**, 26 - 29 Apr 2007, Road Atlanta, Braselton, GA
-  **MOGSouth Spring Meet**, 4-6 May, Spartanburg, SC, Hosts - Gaskins, McOmbers and the Tuleibitz'
-  **Atlanta British Motorcar Day**, 12 May 2007 (Tentative), Berry College, Rome, GA
-  **SVRA, MOTRAH 007 Vintage GT Challenge**, 17 - 20 May 2007, Road America, Elkhart Lake, WI
-  **Gold Cup Races**, 8 - 10 Jun 2007, Virginia International Raceway, Danville, VA
-  **MCCDC's Annual Morgan Meet - MOG 37**, Week of 4 July 2007, Location TBD
-  **Virginia International Historic Races**, 1 - 4 Sep 2006 (Tentative), VIR, Danville, VA
-  **Goodwood Revival**, 31 Aug - 2 Sep 2007, Goodwood, UK
-  **Vintage Drivers Club of America**, 8 - 9 Sep 2007, Roebing Road Raceway, Savannah, GA
-  **Petite LeMans**, 6 Oct 2007, Road Atlanta, Braselton, GA
-  **Winter Park Concours d'Elegance**, 19 - 21 Oct 2007 (Tentative), Winter Park, FL
-  **EuroAutoFestival 2007**, 19 - 21 Oct 2007, BMW Zentrum, Spartanburg, South Carolina
-  **MOGSouth Fall Meet**, 2 - 4 Nov 2007, Savannah, Georgia, Host - Gary Bocard
-  **Hilton Head Island Concours d'Elegance**, 1 - 4 Nov 2007, Hilton Head Island, SC
The Club will most likely make an appearance at the Hilton Head Island Concours
-  **MOGSouth Christmas Party**, 1 December 2007, Hosts - TBD

If there are other events that need to be added, send an email or call Mark or Randy with the details. Thanks

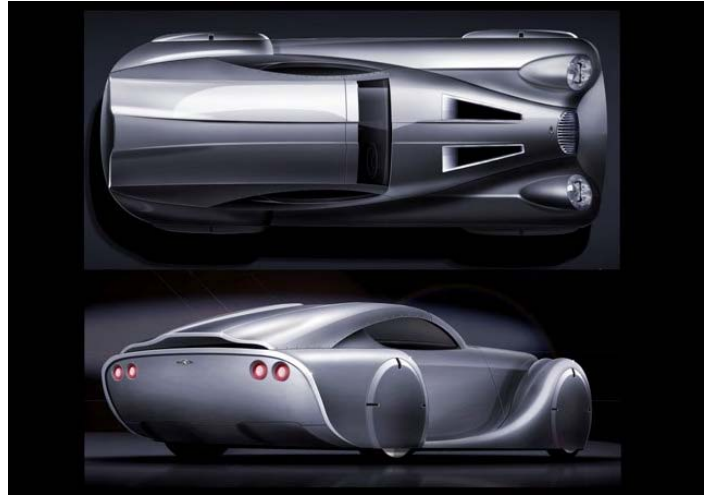
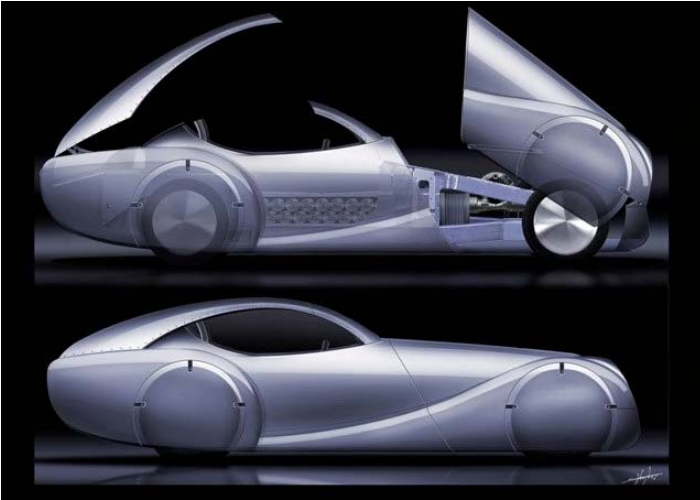


SPRING MEET UPDATE 4-6 MAY

- Location:** Residence Inn by Marriott, 9011 Fairforest Road, Spartanburg, SC 29301
Exit 2C, Business 85 (Intersection of Business 85 and I-26)
- Description:** The hotel has just undergone an extensive remodeling and is, for all practical purposes, brand new.
- Rooms:** We have 20 rooms blocked. Additional rooms will be available on a first-come basis. Please reserve early to ensure that you get a room.
- Room Rates:** Standard room (One bed plus sleeper couch) \$89 per night
Penthouse (Two bedrooms plus sleeper couch) \$109 per night
- Reservations:** (864) 576-3333, (800) 331-3131, State that you are with the Morgan Club
- Costs:** There is no registration fee. A small fee will be collected for the lunch on Saturday. The Saturday night dinner will be at a very good, but reasonably priced, restaurant.
- Planned Activities:**
- Friday:**
4 May 2007
Hospitality room at the hotel with munchies and drinks.
BMW Zentrum museum and gift shop are available for free visits from 9:30 a.m. till 5:30 p.m.
BMW factory tours are available for a fee of \$5. Reservations are required. Call 1-888-TOUR-BMW for hours and reservations.
The BMW website is www.bmwusfactory.com
Dinner available at a variety of restaurants within a 15 minute drive
- Saturday:**
5 May 2007
Complimentary breakfast at the hotel
Fun rally/drive begins at about 9:30
Visit to Beacon Drive-In gathering of the Southeastern British Motorcar Owners' Club for tire-kicking session and Morgan show.
Optional visit to Hatcher Garden and Woodland Preserve if interest is indicated.
Rally resumes at approximately 11:00.
Lunch break, featuring an old-fashioned Upstate picnic lunch, from 12:00 to 2:00 at the home of Trisha and Lee Gaskins. Included will be a tour of the Gaskins' garage(s) and an optional home tour for the less garage-inclined.
Final leg of the rally will reach the hotel by 4:00 for relaxation before dinner.
Dinner in a private room at Billy Dee's restaurant, which is a 15-minute drive from the hotel.
Hospitality room at the hotel.
- Sunday:**
6 May 2007
Complimentary breakfast at the hotel
Have a safe trip home, or enjoy a short detour to a variety of scenic attractions in the area. Suggestions will be available.

Additional Information: John Tuleibitz (864) 963-9119, Jatuleib@yahoo.com





New photos of the Morgan Life Car project have been posted to the Morgan Motor Company Web. These images make the car quite a bit more appealing. The previous images were not terribly flattering but now seeing the car from additional angles, makes it much more interesting. Hopefully, they will post a few more.

The little Red Series 1 is now in Florida - My thanks to Ray for getting it ready and to SuperDave for hauling it South. Oh ...it's Still For Sale !!



1939 4-4 Series 1 #820
I'm really only selling this car to free up budget for the 1938 DHC under restoration. It doesn't go very fast, and God knows it doesn't stop very fast, but it makes me smile every time I start it up.

The car is located in Orlando. The price listed is negotiable, however, I'm picky and will only sell the car to an appropriate buyer.

Contact **Mark Braunstein** via email at morgansp8@bellsouth.net or mark.braunstein@lmco.com or (407) 306-2965 (W), (407) 462-6561 (C). Photos at http://www.mogsouth.com/1939_For_Sale.htm



Introduction of the judges at the Hilton Head Concours d'Elegance & Motoring Festival

Wow! Flipping through the evening mail and I find our own Ray Morgan's picture. Here he is being introduced with the other Judges at Hilton Head Island Concours d'Elegance, this past November. He's the one in the blue ball cap. Do you think he was judging Morgans or that other odd car?? Photo courtesy of the Auto Events Magazine International, January / February 2007.

This pin is of the original Climax engined 4-4 as exhibited at the Olympia Motor Show in 1936.



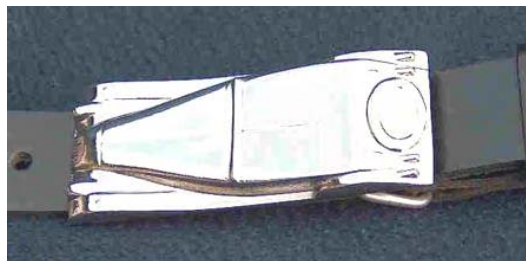
Reg No. WP 7490 in BRG and Nickel Plate. Size - 1 5/16" @ £4.12 plus post & packing.

Morgan Presents for that Special Someone??

Contact **Jim Baker** at www.bakerbadge.co.uk or Call - 011-44 -1543 379 000



Silver Cuff Links - £25.00



Gilt or Nickel Plated Cast Buckle - £25.00



Hall Marked Silver with 18" 'box' silver chain - £20.00. The Car is the Horton / Jackson Blackburne engined Morgan

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MOONOVERMORGAN?

With the recent Lunar Eclipse still fresh in everyone's mind, I wanted to include this image, digitally remastered by Tim Walter of Bridgnorth, Shropshire, UK. Unfortunately, the eclipse wasn't visible in Florida as there was too much cloud cover.

Visibility was obviously better in the UK. Tim, however, was obviously thinking of his Morgan while staring into the heavens.

For those of you who are interested:

“An eclipse of the Moon (or lunar eclipse) can *only* occur at Full Moon, and only if the Moon passes through some portion of the Earth's shadow. The shadow is actually composed of two cone-shaped components, one nested inside the other. The outer or penumbral shadow is a zone where the Earth blocks part but not all of the Sun's rays from reaching the Moon. In contrast, the inner or umbral shadow is a region where the Earth blocks *all* direct sunlight from reaching the Moon.”

(Source - www.MREclipse.com)



Image Courtesy of Tim Walter of Bridgnorth, Shropshire, UK





Morgan
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'05 **AERO 8** 2005 Aero 8 Series II The very last -Series II Aero 8 ever built! Remapped software and 370 HP, all smog legal, of course! BRG Metallic exterior including a stunning Factory hardtop. Liquid Amber Ostrich leather plated seat inserts and pleated door panels (true ostrich, not embossed leather!). Factory side exhaust. Stainless steel rear trim panel. Absolutely one of a kind!

'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, Armourfend protection, 800 miles new! // *NEW LOWER PRICE!*

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

'05 **ROADSTER LEMANS '62 RECREATION**, Rolls Royce Velvet British Racing Green/Black leather w/green piping, factory hardtop in Royal Ivory, softtop and weather equipment in black mohair piped green; Black carpets piped green leather, badge bar, LeMans badge, alloy shift knob, Stereo CD, luggage rack, MotoLita wood rimmed steering wheel with matching walnut turnsignal/headlight stalk surround, Sport exhaust. 128 miles, as new and fully loaded

'05 **ROADSTER** Black, Burnt Pumpkin leather, Black mohair weather equipment, alloy rims, MotoLita steering wheel, LeMans '62 rear overriders, Euro valence mounted rear fog light and reversing light, CD, Lucas fog lights, 35th Anniversary stainless grill, 1.7k miles.

'03 **+8** 35th Anniversary Edition, BRG Burnt Pumpkin Leather, 4k miles, absolutely as new example of the most collectible Plus 8.

'03 **+8** 35th Anniversary Edition, Silver/LeMans Blue Met. Wings, Dove Grey perforated leather interior piped in Blue leather, elasticated leather door pockets and trans. cover side map pocket, Alpine stereo CD, Morgan logoed top cover, luggage rack, hard leather luggage matching in blue with grey lining to hold all sidecurtains, accessories, travel gear, etc.; wind wings, fog lights, 4,750 miles, double eared knock offs, stainless headlight mesh cover, stunning!

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

'00 **+8**, Royal Ivory Red leather w/black piping, tan weather equipment, black carpets piped in red leather, just at 11k miles.

'00 **+8**, Royal Ivory Tan leather Wings piped in red, seats piped in black and black floor mats piped in red. Chrome luggage rack, custom made luggage straps with embossed Morgan wings.

'98 **+8** Fiat "Avorio Chiaro"/Tan Leather, 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless: threshold plates, bonnet stay kit, draught extruders, wind deflectors. Green piping on the tan leather seats Kauffelt dash with wood rimmed MotoLita steering wheel, alloy boss, front and rear Double eared knock offs, leather bonnet strap and more with \$35K in options!!

'98 **+8** Cameron Green Black Leather, 16" center lock alloy wheels and sport seats, black weather equipment, 100% original as new.

'71 **+8**, one off designed/built by famed automotive sculptor, J. Paul Nesse, Chassis R7350 "Nessie"- Best in Class winner, MogWest 2005, Limited Production Class featured at 2005 8th Annual Concours on Rodeo Drive, MBZ of Beverly Hills Classics for Charity Concours, 2005 Palos Verdes Invitational Concours d'Elegance, 2005 Malibu Concours by the Sea, 2005 Quail Invitational, 2005 McCall MotorSport Festival, Winner: 2004 Road America Fall Morgan Festival. Features 4.4 litre Aluminum V8, 225hp, 301 foot pounds of torque, Coil over shocks, Adjustable ride height, Rack and pinion steering. Custom wheels, powder coated chassis, One off Flat Radiator Plus 8 design. Full green leather interior, 4 spoked with wood perimeter steering wheel cast and signed by the artist Wind Wings. Stunning and easily the most relaxing +8 to drive at speed that we have ever encountered.

'65 **+4** Completely rebuilt SuperSport Specification engine, hot cam, dual Webers, Derrington headers, LawrenceTune intake manifolds, SS bonnet scoop; BRG body/Black wings, new black leather interior, Derrington Wood rimmed steering wheel-absolutely fabulous example!

'64 **+4** Pastel Grey/Black wings, Black leather, 2 owner car (2 brothers) from new, Southern California car from new, sold new at Lew Spencer Imports, Los Angeles; absolutely beautifully maintained, LHD, wire wheels, luggage rack, badge bar, Brooklands Bluemel steering wheel, 77k orig. miles, only 1k miles since full service, 3k miles in last 26 years - always garage kept!

'64 **+4** Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca and 2.02 at Sears Point. Recent endless vintage race victories make this the best prepared, fastest Morgan +4 prepared to 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!

'58 **+4**, BRG/Black, correct disc wheel with chrome trim embellishers, badge bar with Club badges, bonnet strap New: soft top, water pump, radiator, front end rebuild, generator, tires, tachometer, LHD, Southern California car, drives great, very clean.

'33 **SUPERSPORT 3 WHEELER** 3/4 scale, one of a kind made in England by a life time 3 wheeler owner. Great paddock car!!

OTHER MARQUES

'03 **MERCEDES 230 SLK**, Rare extra cost Pewter Metallic

'89 **CORVETTE CONVERTIBLE** White/Red leather, 42.6k, AT, as new

'85 **MERCEDES 380SL**, Anthracite grey metallic/dove grey interior; new Chrome wheels, Factory hard top and as new softtop; 2 owners from new (next door neighbors); has duplex timing chain update; New: Pirelli tires, master brake cylinder, fuel pump and filter, catalytic converter, rear muffler, windshield, hoses, belts, 110k orig. miles, 100% original and beautifully kept in every way.

'70 **JAGUAR XKE ROADSTER**, recent paint, new leather, beautifully refinished wood rimmed steering wheel, outstanding driving E type.





SPECIFIC PROBLEMS OR STALLED PROJECT?

Let SuperDave help you get that Morgan moving again!



Business has been brisk lately, and not just with Morgans. A few other cars have come and gone, such as this Lotus Europa.

The blue '58 Plus 4 has been delivered to our newest member Fred Burke. He had one just like it when he and his family lived in the UK. They gave him a lot of grief for selling it. Now everyone is happy.



Questions ?? Call SuperDave Bondon at (770)330-6210, dbondon@bellsouth.net

MOGSOUTH REGALIA

MOGSouth has new regalia items for sale. We ordered a re-run of 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. The '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, tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These bags sell for \$30 Plus S&H.

If you would like any of these items, please contact Randy Johnson by email at randy@therandalgroup.com or by phone at 770 729-8786.

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 (407) 322-5060. 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. 2/07

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