

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/11

## MOGSouth 2011 Spring Meet

Chapel Hill - Pinehurst  
North Carolina  
20 - 22 May 2011



**W**hen we (Leos and Buckleys) experienced such a nice turnout for our event a couple years ago in Greensboro, we knew that we would probably be doing another event if asked to do so by Randy.

We decided to make the focus of this event Pinehurst . . . well known for hosting the US Open golf tournament and many others. Pat and Jack Zimmerman, residents of Pinehurst and owners of an eye catching yellow and black 4/4 were eager to assist with the day at Pinehurst.

Once again, our efforts were rewarded with a wonderful turnout (25 cars) of Morgan friends from all over the place. Aero 8s from Florida (Frazees and Coryns), four cars from Ohio (Hahns, Kneisleys, Hardmans and Millers) and folks from the Carolinas (Gaskins, Chiles, Kings, Whites, Bukckleys, Zimmermans and Leos), Georgia (Bondons, Moores, Addies, Kinzers, Harris, Scott, Cummins, Tennessee (McClellans) and Virginia (Powell, Fosters and McKennas).

The Ohio 8 made it a mini pub crawl down to our event and drove through some bad weather. Their cars were soaked when they arrived, but were well dried out by the end of the weekend which featured only sun and blue skies.

I believe we picked up new members in the Ohio group. The day of arrival is, to me, the most fun part of any event. Renewing of friendships, greeting new folks, discussing what went right and wrong getting to the event, catching up on what has transpired between this and the last event, while downing a couple cold ones seems to generate excitement, reminiscing and camaraderie. After a good meal at Shula's restaurant across the street from our hotel, folks either hit the hospitality room or retired to rest and recover from the trip to Chapel Hill.

Saturday morning at 9:30 almost everyone was by their cars and ready for the trip to Pinehurst.

Directions were provided and the Morgans powered their way out of the parking lot. A portion of the route was through some beautiful horse farms just east of Pinehurst. Jack Zimmerman is a member of a car club in the Pinehurst area called BATS (British Automotive Touring Society).



There were members of that club at several points along the route to ensure that none of us made a wrong turn. Lunch as at the Pinehurst Country Club . . . a beautiful setting and a great lunch. The club parking lot was within easy walking distance of the village of Pinehurst . . . lots of neat shops . . . a very quaint setting.

The beer was iced down back at the hospitality room and as the temperature was in the high eighties for the ride back, the cool room and cold beer was welcomed. Saturday evening dinner was a catered meal at the home of Pat and Judy Buckley. Their lovely home and grounds provided a perfect setting for an evening of noggng and nattering.

Griot's garage had provided us with a door prize - a complete wheel and tire maintenance kit. This was awarded to Dorothy and Glen Moore, as Dorothy takes great pride in maintaining the appearance of their lovely blue Roadster.

We had a very nice range of Morgans at the meet, the Aero 8s, Roadsters, Plus 8s, Plus 4s, 4/4s (including two 40s Series 1s ) and an F4 trike. The condition and appearance of the cars was impressive and as I write this, I know of no significant problems encountered by any on the weekend.

We enjoyed doing the event, and I especially want to thank Judy Buckley for all her efforts and for making her home available for the party.

And thanks to all of you who either drove or pulled your Morgans to the event . . . it was great seeing everybody under the Carolina blue skies.

*Andy*



Top Left - New / old Morgans in parking lot at Pinehurst Country Club.

Bottom Left - Lunch at Pinehurst - hosts Pat Zimmerman and Judy Buckley standing in background.

Top Right - Judy Buckley and Jack Zimmerman.

Middle Right - Graeme Addie and crowd around the F type.

Bottom Right - Charley Miller clarifying who knows what, for Bob Mckenna and Bruce Hardman

# More Morgans Down Under !



Photo by Elwyn Crawford.

(My apologies to VICMOG, Americans have a weird sense of humor - Mark).

## This Time I'm In Melbourne . . .

**H**ere I go again! These business trips to fall flung places are getting to be a bit old, but as long of the company sends me to places where there are Morgans and Morgan people, I won't complain too loudly. This time I was off to Australia . . . again. I was there a few years ago, but then it was Perth, in Western Australia. This time I had to go to Melbourne on the southeastern coast in Victoria, some 2500 miles east of Perth.

Melbourne . . . hey isn't this the location of the Australian Grand Prix? The season just started didn't it, but what's the schedule, it's been shifting due to the troubles in the Middle East. Just maybe . . . no darn, it's March 27<sup>th</sup>. I don't leave until two weeks later.

Well, I haven't been to Melbourne before, and they have to have Morgans down there, and they have a club, the Morgan Owners Group of Victoria. VICMOG. And, they have a web site [www.morgancarclub.com](http://www.morgancarclub.com). Let's take a look.

What's this . . . ?

*The first president was Derek Allen selected because of his maturity as they felt they needed an older president for prestige - the others were all too young. A committee was formed. Meetings were very casual and rotated monthly amongst member's houses, as it still is today.*

*The most interesting meetings were at Graeme Addie's as he was member No 1. Graeme had a Series 1 4/4 which he supercharged . . .*

Wow! This must be our Graeme Addie. The Series 1 with the supercharger is a definite giveaway. I wonder what stories they'll have. This ought to be fun . . .

I sent emails to those listed on the website, and to Graeme. The plan took shape . . .

Flying out of Orlando on the 10<sup>th</sup> of April, a Sunday, only to fly for days, and arrive mid morning Tuesday the 12<sup>th</sup> of April. My meetings didn't begin until Wednesday. I took along a young engineer to support my meetings. I guess the company thinks it's safer if I have adult supervision . . .

The flight was uneventful, but long. We arrived in Sydney after a marathon flight from Los Angeles. We only had another short hop from Sydney to Melbourne. But then, the plane had difficulties. Aircraft fuel system balancing and a cockpit light forced the airplane back to the terminal for maintenance. Finally we left Sydney and flew to Melbourne. We met up with our Australian business associate who had flown in from Brisbane and caught a cab for the hotel.

Melbourne is the capital of the state of Victoria, and the second most populous city in Australia, after Sydney. There are some 4 million people in the city and the surrounding area. The city is located on a large bay known as Port Phillip, with the city positioned at the northern most part of the bay, where the Yarra River flows into the bay. Melbourne was founded in 1835 and during the Victorian gold rush of the 1850s, it grew into one of the world's largest and wealthiest cities. It is often referred to as the "cultural capital of Australia". This makes sense as I can see three Broadway like theatres out my hotel room window. Now to bed . . .

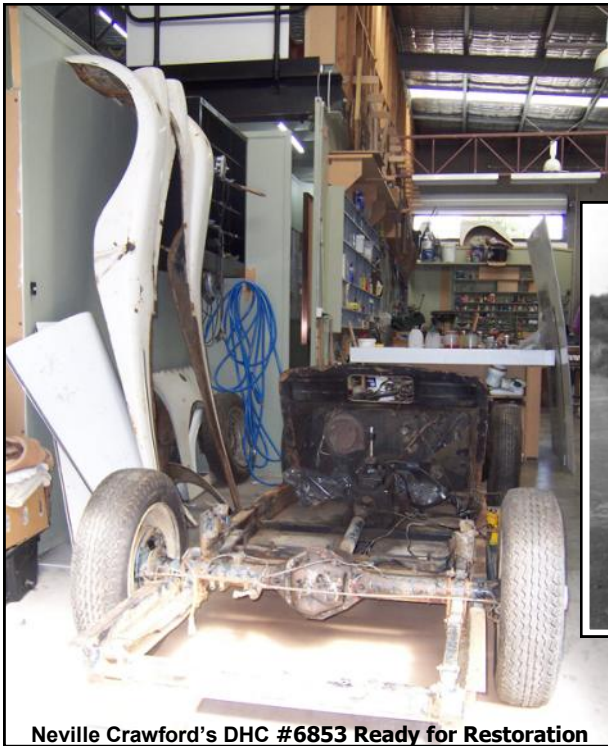
Wednesday and Thursday were just meetings. But Thursday night was the Victoria Morgan Owners Group – VICMOG gathering. We took a cab to Neville and Elwyn Crawford's framing studio. Neville is one of the early Victoria Morgan owners and knows Graeme and Jenny Addie quite well. Neville's and Elwyn's studio is a marvel. They create wonderful vignettes that capture a moment, perhaps the past, in custom designed shadow boxes and frames. They use atypical materials and designs, integrating

texture, with personal mementos and other items . . . not the normal flat framing we see all too often.



Neville

Lindsay Braybrook



Neville Crawford's DHC #6853 Ready for Restoration



Neville's DHC #6853 With Peter Morgan

And what a spot for a Morgan gathering . . . The studio had all the necessary things needed for a good party. Open spaces, a beer fridge, sufficient seating for a crowd and even Morgans inside to poke at.

we have the *First and Last* of the Drop Head Coupes. He provided this picture of his car with Peter Morgan at the factory when it was first dispatched.

The car is currently a rolling chassis with the wings and other body parts leaning up against the wall. It was certainly complete but needs a bit of TLC. I prodded Neville a bit about getting the car back on the road, and like the rest of us, he said it's a matter of having the time. Given the provenance of this car however, I do hope Neville is able to find the time and put it back on the road very soon.

Neville had a few stories about a young Graeme and Jenny Addie. Most of which are best left alone. He did relate one to the crowd, about Graeme's desire to fit in as the 'up and coming' engineer for the local pump manufacturer in

Melbourne. Neville's story however told of an unexpected twist - something about several naked men delivering flowers to the ladies . . . not sure I can (or want to) fully visualize . . . we will just have to ask Graeme and Jenny to elaborate.

Many of the local Morgan community were there, and really it was just like our club gatherings. There were well over a dozen folks at Neville and Elwyn's studio . . . and on a Thursday night! Friends, Morgans and good times. And it was great to meet the people, share stories and talk about . . . auto parts. Great fun and certainly makes these business trips a bit more worthwhile.

On Friday, a morning meeting, but nothing scheduled in the afternoon. It was suggested that I visit the local Morgan dealership and since we have very few Morgan dealers, I jumped at the idea. [lots of pics]

Chris Van Wyk is the managing director at the local Morgan dealership. I walked down to Chris Van Wyk's shop from the hotel. About thirty or forty five minutes of walking the streets and looking at the shops. I was unannounced and the walk was good exercise and warm so I'm afraid I looked rather worse for wear. That didn't stop Chris from welcoming me in. The dealership sells new Morgans, as well as a collection of other cars we don't get into the US at the moment, Fiats, Alfa Romeos, etc. So there was a lot to peruse.

I looked at the new cars and a 1936 racing Series 1 he had for sale, and had a nice chat with Chris as well. The Series 1 had quite a history and Chris showed me the dispatch log of the car, number 079, indicting it as the second Morgan 4 Wheeler shipped to Melbourne Australia. It was shipped as an un-bodied chassis, and then was bodied in Australia. The car appears as a typical Morgan Series 1, except it has no front or rear wings. Chris showed me a good number of period racing photographs of the car. It is fully restored to this racing configuration. What a treasure!

Chris was actually quite busy so I really do appreciate the time he took. He gave me the run of the shop, the service bays and new car displays. I was able to get a few good photos of a number of new Morgan classic bodied cars (4/4, Plus 4 and Roadster) as well as several new Aero Super Sports roadsters. I haven't seen any new cars in the US lately and we have been told we will never again get the classics. It appears we have different challenges with the import of the new cars.

I was a bit surprised by the prices being asked and paid. The prices in the US are quite a bit lower, but Chris explained the taxes and duties as well as the shipping costs, so I understand. Definitely makes a difference in the demographics of the typical Morgan owner, however. The low end of Morgan ownership in Australia is more the like the high end in the US. I finished up my visit with a chat about the new Morgan industry and about the state of the Dealers in the US. I then left and walked back through the city to my hotel.

Saturday came early with a planned rendezvous with Malcolm and Popsy Colquhoun who we met at the Thursday VICMOG gathering. They had offered to take me along to see the greater Melbourne county-side and some of the more touristy sites. Malcolm is retired from GM Holden, the Australian car manufacturer, and had tremendous insight into the industry in Australia.

I saw so much more of the country than I ever would have on my own. We traveled along the bay, had a cup of coffee at a shop on the waterfront, and then visited some friends of Malcolm and Popsy's for lunch. We ate at a favorite British Tavern, the Pig and Whistle, situated on a ridge overlooking the Melbourne Bay. These friends had been Morgan owners, but now had a GT40 recreation to play with. We then headed out to lunch. A tradition Fish and Chips lunch, a pint of local beer and a view of the bay in the distance. It doesn't get too much better than that.

Just down from the Pig and Whistle was Charlie's Auto Museum in Arthur's Seat. We stopped in to see what was on display and we were presented with quite a eclectic collection of automobilia. Lots of very interesting things to see.



1936 racing Series 1, Chassis #79, Melbourne Victoria



2011 Aero Super Sports, at Chris Van Wyk's Shop

Photos this page Mark Braunstein

Then back to Melbourne proper and a dinner of salmon and oysters at an in-city Fish Market and Restaurant called Richmond Oysters and back to the hotel.

Then Sunday night Malcolm and Popsy called again and invited me out to dinner. I guess they took pity on the displaced American and envisioned a desolate hotel room and miserable pub dinner. I had a few meetings (yes, I did do work on this trip!) Monday but the dinner invitation was too good to pass up.

I enlisted my business associate David to travel with me to Malcolm and Popsy's home for dinner Monday evening. David had a rental car and I didn't want to force Malcolm to have to pick me up and get me back to the hotel. They live somewhat out in the country from Melbourne and we had David's GPS to find our way to their home. The house was set off the road up a gravel drive way. Malcolm had a few interesting older cars in the driveway – what appeared to be a 70's vintage rover sedan and something like an older Volvo. It was dark and we were a few minutes late, so I didn't dally.

Malcolm and Popsy had two small dogs running about, a furry thing that I can't really identify and a miniature dachshund. The rooms were decorated with antiques and adorned with their treasures.

I asked to see Malcolm's Morgan and we were led out to a single car garage, with the car under cover. Malcolm's latest Morgan is a 1975 4/4 Four Seater - a car we don't often see in the US.

As I understand it, the later-model Plus 4 and 4/4 4 Seaters didn't meet the US safety regulations so weren't imported. The issue was that the passengers in the back seat were a bit too high, in some cases over the top of the windshield, which was deemed unsafe. Malcolm doesn't have the car legally on the road at the moment. Nothing mechanical, but he hasn't paid the high registration fees for this year, over 500 Australian Dollars. He did say that he has had it out recently, without registration, for his daughter's wedding. We said we wouldn't tell (oops!). Malcolm had photos of his other past Morgans, a post war Series 1, a Plus 4 Roadster and a Plus 4 4 Seater. Even the wedding photos were in a Morgan. It was obvious that Morgan and their cars had played a big role in their past and present activities. [Pic of Ceramic Morgan]

The dinner was a traditional Australian roast of lamb with mint sauce and a lovely homemade dessert of meringue and berries. All very delicious.

After dinner, we rummaged through Malcolm's extensive automotive book collection - with a good number of Morgan books, some I don't even have - talking about cars of interest and other things, and enjoying our coffee. Then it was time for us to leave and head back to the hotel. A wonderful alternative to an boring evening at the hotel.

Tuesday was full of meetings and I flew home Wednesday the 20th. A full week away but again, I found Morgans. With all the fun I had while in Melbourne, I would be hard pressed to admit that this really was a business trip, and I did do quite a lot of work. It's a tough job . . . but someone's gotta' do it! My thanks to all in VICMOG and I sincerely hope that we can return their kindness and hospitality when they travel this way, on business or pleasure. Again, thanks to all, especially, Neville and Elwyn Crawford, Malcolm and Popsy Colquhoun, Lindsay and Carol Braybrook, Pete and Heather Ffrench, Phillip and Laurette MacWhirter, Chris Van Wyk, and Brian (for giving a ride to my engineer).



1965 Zeta Runabout, Australia's 'Not so Good' Idea



Malcolm's 1975 4/4 4 Seater, Rare in the US



Malcolm and Popsy's Morgan Ceramic

Photos this page Mark Braunstein

*Mark*



# The Morgans Came to Town (Photos by Pat Taylor) As of Monday, May 23, 2011 <http://www.thepilot.com/>



Visitors to Pinehurst may have gotten a pleasant surprise when the Morgan South sports car club motored into town for lunch at the Donald Ross Grill. The collection included 25 vintage and brand new Morgans, some dating to the 1930s to as recently as 2010. The collection delighted the curious passers-by, such as Laramie Taylor of Knoxville, TN and Liz Doss of Charlotte, who where also there for lunch.



Morgans are unusual in that the frames of the auto are made of wood, rather than steel. This makes the cars lighter, but also changes how they drive depending on weather conditions. There are about 500-600 made each year in England, according to Andy Leo of Holly Spring, NC, a member of the club. Each car is hand built by artisans. Leo said he started collecting Morgans in 1965

*[A bit of local press published in the Carolinas following the MOGSouth Spring Meet in the region. The Club obviously was a hit with the locals. Ed]*

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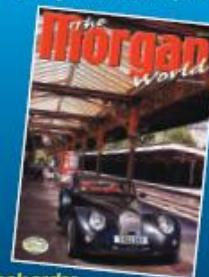
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## 9/8ths Whitworth

### Ongoing Restorations and Such

*[There aren't too many Propane Cars left in the Club, but there a few, and I have one of them. This conversion detail is timely, certainly for me, as I am having a terrible time finding fuel. Thanks Andy!]*

## Converting a 4/4 . . . Propane to Petrol

Bill Fink, owner of Isis Imports in California, has been perhaps the most influential person in the US with regard to Morgans. It was Bill who got Morgans "certified" for import by developing chassis improvements that allowed them to be imported during the 70s and 80s.

Another of the modifications he made was converting Plus 8s and 4/4s to propane in order to meet emission standards. I had driven a propane powered plus 8 while visiting Bill in California, but never had seen a 4/4 conversion.

A couple years ago I met a fellow in Durham, NC., who purchased one of Bill's propane converted 4/4s. While the car ran very well, finding propane for refills was not easy, especially when traveling. He asked me to undertake the conversion. The project appealed to me as it was a bit different from projects that I have done over the years. Since it has been some time since I did the work, some details are hazy, but it will be a fairly accurate description of the job.

After disconnecting the battery, I began work at the back of the car. A new rear wheel space cover that fits under the spare wheel replaced the original. This one was sturdier and extended farther left and right than the original. Also one that was removed, there was no wooded frame that supports the spare.

Lurking there was a nice sized propane tank with dual fillers. There was a shut-off valve fitted that cut the flow of propane into the line that led to the fuel distribution device. I must note here that all of the fitting of the propane system was designed to be reversible. Metal brackets that supported the propane tank were all bolted into the chassis and frame, making removal easy. Once the lines to the tank were disconnected and it was "free," the challenge was to extract it. I found that the best way was to jack up the car at the rear and remove it from the bottom.

I then made new wooden planks to support the new Morgan fuel tank. I then made a new ash frame to support the spare and was able to use the metal wheel space cover unaltered.. I kept the right side filler cap in place and fit the filler hose on the left side.



Moving to the engine compartment, I removed all the obvious propane fuel system pieces. There was the propane distribution device, a large air filter and another device, assorted hoses and brackets. The propane fuel lines were removed.

The Weber 32/36 DGV (with manual choke) fit the original inlet manifold which was used with the propane system. A K&N filter is fitted to the Weber and the throttle cable used with the propane setup is easily adapted to the Weber. I then ran a new fuel line from the tank to the carb, and a wire from the fuel tank sending unit up to the gauges. A standard fuel gauge was purchased-this required a voltage stabilizer- and replaced the propane gauge. The gauge and stabilizer were purchased from Nisonger in NY. The Weber was purchased from BAT in Fla....they had the best price at the time. The fuel tank came from Morgan Spares. By all means, make your own wood frame for under the spare.

The car fired right up and ran smoothly through the range. There is no need to experiment with different carb jets and no change is needed in engine timing. I recommend using the NGK BP7ES spark plug. The owner was extremely pleased with the result, and I had completed a very interesting project.

**Andy Leo**

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**Engine of Style** - As the Louvre shows Ralph Lauren's auto collection, Dan Neil finds out the design legend is also a real car guy - <http://online.wsj.com/>

"My philosophy of cars is that I love cars that are timeless," he says. "That when you drive them they don't feel old, as if they don't have an age."

And he goes on to share how he fell in love with many of the cars in his collection long before he had the means to buy them. The story is familiar: Mr. Lauren came from humble origins in the Bronx, and demonstrated a gift for clothing, design and business savvy early on. Like a lot of American boys in the '50s, he was obsessed with cars. Upon marrying Ricky in 1964 **he was obliged to sell his beloved Morgan sports car . . .**

And today, for all I don't know about Ralph Lauren—and that's just about everything—the one thing I'm utterly positive about is that he's a serious car guy. For one thing, he knows his car stuff: How many McLaren F1 LMs were built? Who's Woolf Barnato? How many alloy-bodied XKSSs did Jaguar build? For another thing, Mr. Lauren's collection includes some of the most vicious, ornery and demanding high-performance machines ever made. If Mr. Lauren has managed to drive his 4½-liter Bentley Blower at all—even if it's just around the block—it's a major feat of piloting.

Mr. Lauren's restoration expert, Paul Russell, said the night before: "Ralph is not an engineer, and sometimes it's hard to know what to do with the information he gives us: 'Something in the car is a little off song.' Well, what's that mean? But then we tear get into the car and find something not right, and I think, 'Damn it, he was right!'"

No, he's a car guy, all right. But he's also a guy with his name on the crockery, and I don't think Mr. Lauren does much that doesn't have an image component . . . "I think this exhibit is great for the car industry, and it's great for me," says Mr. Lauren. "And if people who don't know much about Ralph Lauren come to see the cars, they might say, 'The cars are great. Let's go look at his clothes.'"

SOUND BITES . . .

## Great Morgan Videos on the MOGSouth Web Page

All 'YouTube' videos are available. Here are a number of interest about our favorite marque. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> and put the following text strings (in red) into the Search Box .

**morgan\_small\_v2.m4v** (Clip taken at a seminar on photography done at the factory . . .some really good images)

**1955 Morgan +4 Vol I** (A drive in an early Plus 4 through some nice scenery)

**Morgan 3 Wheeler and the NVN** (Video of the Charles Morgan with the 3 Wheeler)



# MORGAN WANTS & SELLS



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

## A Great Morgan Plus 8 For Sale !!!

A garage space crisis is forcing me to sell an exceptional car.

1991 Plus 8. 3.9 liter, fuel injected. Westminster green with tan interior and weather equipment. Excellent condition. Annual service just done. All fluids replaced, new Magnecor wires, distributor cap and air filter. Ready to drive anywhere. \$49,500. John Tuleibitz, (864) 420-8388 [jatuleib@yahoo.com](mailto:jatuleib@yahoo.com)



John Tuleibitz's 1991 Plus 8

## Plus 8 Parts For Sale !!!

+8 radiator recently cleaned & tested \$200 including shipping. Original VDO gauges: oil pressure, water temp & voltmeter \$20 ea. Flat rad Morgan photo in ash frame 12" X 12" \$10 or free with radiator purchase. Gene McOmber, (864) 944-6037 [gbmcomber@bellsouth.net](mailto:gbmcomber@bellsouth.net)

Pair of early Plus 8 wheels \$750.00. Factory luggage rack \$150.00 (also fits Plus 4 series 4). Plus 8 bumper (fits front or rear). Pair side curtains \$75.00 and some misc parts. If you know of anyone who might be interested, I have two boxes of assorted car magazines dating back to the mid 1960s thru 1990. Car Car & Driver, Sports Car Graphic, Road & Track. Jerry Munn 904-387-0172

## Have a Need for Power ?

## Plus 8 Engine For Sale !!!

Buick / Rover 293 CID (CID x 16.39 = cc = 4.8 liter), Cross bolted block with top hat liners, professionally flowed / ported 300 Buick head, 300 crank, etc. Less than 400 miles. Complete from water pump to clutch. Start it, hear it run, and drive it! Make offer. Richard 703-536-6460 (Arlington VA)



*[ I have personally seen this motor in action at the MCCDC MOG events. It is lightening quick and beautifully built. And it fits! It could be yours. Call Richard Now. Ed.]*

## New Morgan 3 Wheeler Orders Top 500!!

[www.mogwire.com](http://www.mogwire.com) Malvern, April 28, 2011

The two 3Wheelers shown in March at the Geneva Auto show spend a week of April at the Milan Art Exhibit under the fine care of Luigi Borghi, the Italian Morgan Dealer. Meanwhile, back in Malvern the third MMC 3Wheeler was constructed and is now fitted with the 90 degree propshaft courtesy of famous Quaife Engineering expertise. This third example moves under its own power and road and safety testing has begun. It was shown at Prescott and reporters say it stole the show, even with a new Aero Super Sports alongside! The new three wheeler, designed from the ideas of a Seattle sidecar craftsman is blossomed into the first MMC Trike in almost 60 years and its biggest new model success since the Plus 8 in 1968. It is fitted with a S&S Wedge Twin Cam, rack & pinion steering, an all synchro 5 speed gearbox and much, much more.



# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

As to be expected, the Morgan news is still all about the three wheeler.

The dealers are all a buzz on timing and availability, and the press are touting a number of over 500 orders received by the MMC Factory.

I have spoken to a few in our midst and there are those that have a deposit down ...

Be sure to visit the Factories web site  
<http://www.morgan3wheeler.co.uk>

## Centre stage for the best of old and new cars

<http://www.worcesternews.co.uk>

12:30pm Monday 23rd May 2011

By Elizabeth Sweetman » @lizsweetmanWN #WENews

HUNDREDS of people took to the streets and flocked to the racecourse to see the best of old and new cars at this year's Worcester Motor Festival.

Worcester High Street was lined with vehicles on Saturday from some of the city's biggest car dealerships, including Westlands Toyota, Hylton Renault and Dad's Speed Shop, which specialises in the likes of Ferrari and Aston Martin.

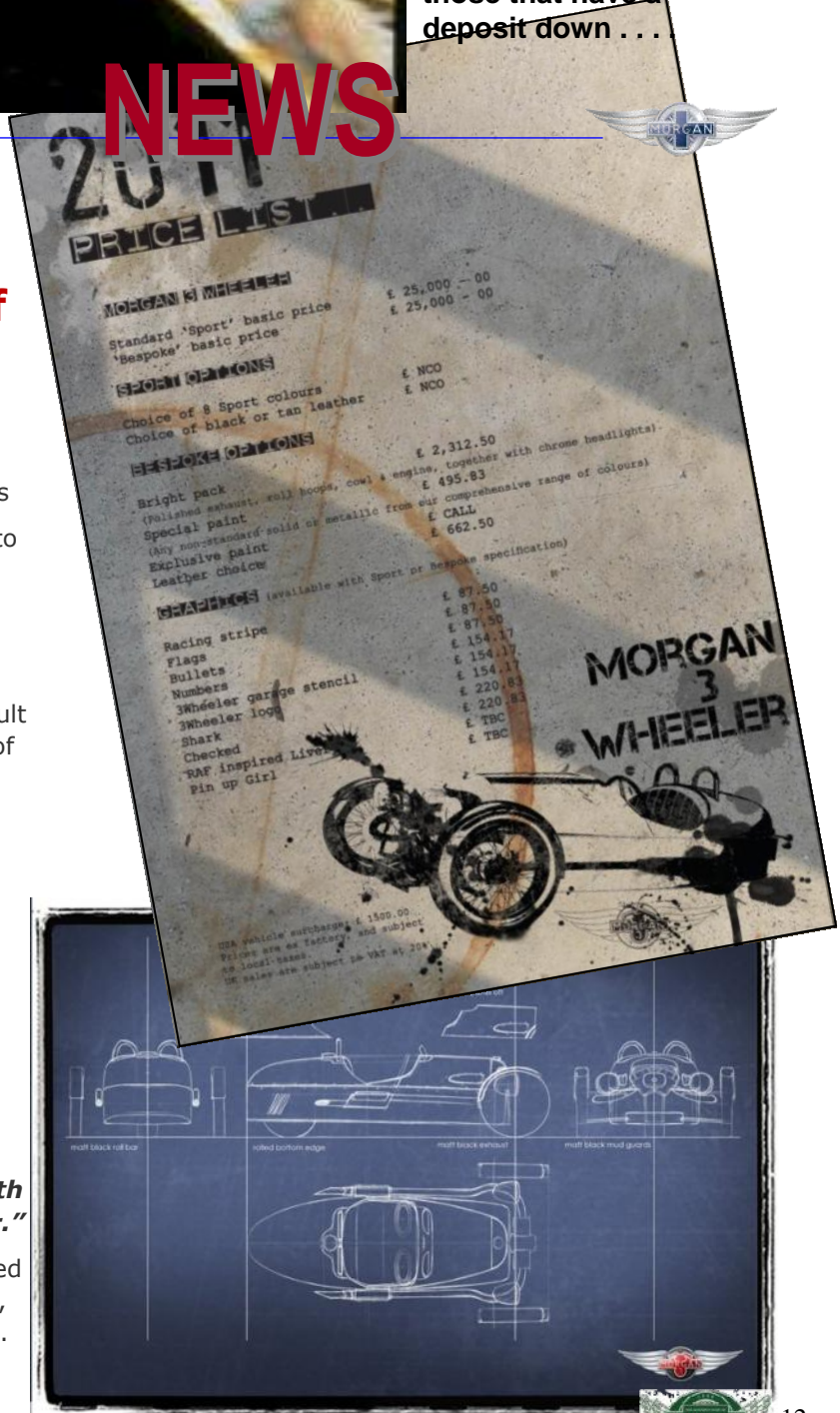
Staff members from each of the dealerships were on hand to offer advice and information on the range of cars on display.

**Also on display in High Street was the new Morgan three-wheeler, which attracted huge interest from the passing crowds.**

**Nick Baker, direct sales manager at the Morgan Motor Company in Malvern said: "We've had a fantastic response, it must be the most photographed car here."**

**"Everybody has welcomed the three-wheeler with open arms, it has been gratefully received so far."**

Georgia Smith, head of VisitWorcester, which organised the motor festival together with your Worcester News, said: "From the High Street point of view it's fantastic. People were out really early and there's been a great interest in the cars."



# The MOGSouth Fall Meet – Winter Park, Florida 4 – 6 November 2011

Followed by

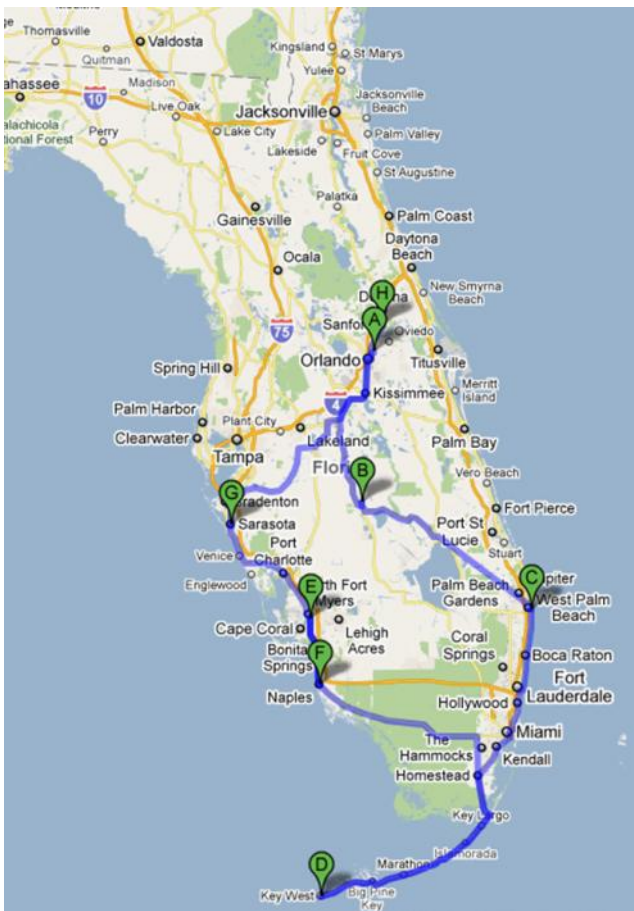
## Gator MOG's Morgans – South to the Keys 7 – 11 November 2011

Taking your Morgan to Florida to enjoy the warmth of the South in November – Participating in a high quality Concours d'Elegance on the downtown streets of Winter Park Florida – Having a Morgan adventure that is not your normal weekend drive – **This is why you have the Morgan.** There a number of things we'll need you to do in preparation, like booking your hotel rooms and registering for the Winter Park Concours, etc. We'll let you know all the details in the near future. What we need now, however, is to understand your level of interest so we can do a little planning. **Please let Rick or Mark know by 31 May if you think you will (no need to commit now) come to Orlando for the MOGSouth Fall Meet. Also, let us know if you are considering traveling south with us to the Florida Keys following the Meet. This information will help us negotiate favorable room rates and secure the best spots to eat.** Call or Email either Rick Frazee mog4@earthlink.net (407) 647-1188 / Mark Braunstein series1@bellsouth.net (407) 322-5060.

The trip to the Florida Keys is worthy of the 'bucket list', and we plan to do it right. We'll have a support vehicle with a few Parts, Gas, Oil, Tools, Water and a Tow Bar so you need not worry too much. We also have the lifts and expertise in Orlando to get your car ready for the drive. We can certainly check things with you before we leave, if you have specific concerns. There are a number of basic tenets that have driven the plans.

- **No Crack of Dawn Starts** – We're Allowing Time for Breakfast and to Get the Car Ready to Roll
- **No Late Night Arrivals** – We'll Arrive in Time to Get Refreshed Before the Evening Fun
- **No Break Neck Speeds** – Leisurely Drives On Back Roads – 4/4s and Plus 4 will be Fast Enough
- **No Flea Bag Motels** – Only Safe, Clean Facilities – Might Cost a Bit More but Well Worth It
- **No Marathon Drives** – We'll have Frequent Stops, time to Rest the Cars and enjoy the Scenic Views

Along the way we'll find entertainment, culture, nature, parties and just **lots of memorable Morgan fun.** We'll see some iconic Automotive treasures, touch the Southernmost spot in North America. See Mother Nature in all her Glory and Applaud the sun as it sets into the Gulf of Mexico. **Bottom line - This trip is not to be missed!!**



Routes are subject to minor changes. We go Rain or Shine but not to worry, South Florida is 80F in November.

## MOGSouth Fall Meet

### Friday 4 November

**A** Welcome Noggin & BBQ Party – Frazee's Host

### Saturday 5 November

Winter Park Concours Breakfast

Winter Park Concours Tour

MOGSouth Party - Braunstein's Host

### Sunday 6 November

Winter Park Concours – Special Morgan Class & Awards

Unofficial Noggin / Dinner – Fiddler's Green, Winter Park FL

### Monday 7 November

Travel Home or Join the Crowd Headed South

## Gator Mog Morgans - South to the Keys !

### Monday 7 November

**B** Travel to Sebring – Lunch / Track Visit (97 Miles)

**C** Travel to West Palm Beach (113 Miles)

Chariots of Palm Beach Morgan Dealer Party

### Tuesday 8 November

**D** Travel to Key West (225 Miles)

Gator Mog Pizza/Beer Party

### Wednesday 9 November

Tourist Day in Key West – Off Shore Power Boat Races

Dinner- On Your Own, Key West FL

### Thursday 10 November

**E** Travel Across Everglades National Park (274 Miles)

To Fort Myers FL, Air Boat Rides

Morgan Party – Joan Maupin Host

### Friday 11 November

**F** The Collier Automotive Museum in Naples, Fla (TBD) (35 Miles)

Travel to Sarasota (107 Miles)

**G** Morgan Club Dinner - Anna Maria Oyster Bar, Bradenton **Saturday 12 November**

Breakfast Hosted by the Olmer's, then Travel Home –

Easy Access to I-75, I-4 and only 160 Miles to Sanford for the Autotrains **H**

**The MOGSouth Fall Meet – Winter Park, Florida**  
**4 – 6 November 2011** Followed by  
**Morgans – South to the Keys 7 – 11 November 2011**  
Both Events Presented by Morgans of Florida - Gator MOG

**First Things First** - There are two events to plan for (1) the Fall Meet, and (2) Morgans South to the Keys. The Hotels for these two events are shown below. You have to make your own reservations for either or both events.

Then you also have to register for either or both events. These forms are included on the following pages. One for the Fall Meet (Winter Park Concours Form) and one for the trip to the Keys.

Send Completed Forms to MOGSouth c/o Rick Frazee at 1921 Englewood Road, Winter Park, Florida 32789 or email to Rick at [MOG4@earthlink.net](mailto:MOG4@earthlink.net).

Questions call Rick at 407-620-0507, or contact Mark Braunstein at [series1@bellsouth.net](mailto:series1@bellsouth.net) or call 407-322-5060.

Taking your Morgan to Florida to enjoy the warmth of the South in November – Participating in a high quality Concours d’Elegance on the downtown streets of Winter Park Florida – Having a Morgan adventure that is not your normal weekend drive – *This is why you have the Morgan.* There a number of things we’ll need you to do in preparation, like booking your hotel rooms NOW, and registering later for the Winter Park Concours, etc.

**Here’s the Hotel list! Do it Now as Rooms are Limited!**

**MOGSouth Fall Meet**

- Best Western Mt. Vernon Inn, 110 S Orlando Ave. Winter Park, FL 32789 Call for Reservations 800-992-3379 (POC Penny Leffel) 3 Nights (Friday - 4 Nov, Saturday - 5 Nov, and Sunday - 6 Nov) Rooms are \$89.00. Room block is under **MogSouth Car Club**
- Winter Park Concours d’Elegance 4 - 6 November. **Registration Form is Separate.** Note there is a fee for Registering, which includes Participation in the Tour D’Elegance Automobile (Saturday, 5 Nov), Tour Breakfast and Gourmet Luncheon, Registration for the Winter Park Concours d’Elegance Car Show (Sunday, 6 Nov) Participations Gift Bag, Commemorative Poster, Gifts and Mementos

**Morgans – South to the Keys**

- Hampton Inn West Palm Beach, 1601 Worthington Rd. West Palm Bch, FL 33409 Call for Reservations 561-472-7333 (POC Debbie Allen) 1 Night (Monday – 7 November) Rooms are \$89.00, Room Block is under **MogSouth Car Club**
- Best Western, Key Ambassador 3755 S Roosevelt Blvd. Key West, FL 33040 Call 800-432-4315 / 305-296-3500 (POC Donna Loveless) 2 Nights (Tuesday/Wednesday – 8/9 Nov) Rooms are \$139.00, Room block is under **MogSouth Car Club**
- Hampton Inn Bonita Springs, 27900 Crown Lake Blvd., Bonita Springs, FL 34135 Call for Reservations 239-947-9393 (POC Ruth Oberboltzen) 1 Night (Thurs – 10 Nov) Rooms are \$99.00, Room Block under **MogSouth Car Club**
- Hilton Garden Inn Airport, 8270 N. Tamiami Tr., Sarasota, FL 34243 Call for Reservations 941-552-1100 (POC David Alexander) 1 Night (Fri – 11 Nov) Rooms are \$89.00, Room Block under **MogSouth Car Club**

Call or Email either Rick Frazee [mog4@earthlink.net](mailto:mog4@earthlink.net) (407) 620-0507 / Mark Braunstein [series1@bellsouth.net](mailto:series1@bellsouth.net) (407) 322-5060 with questions.

# Winter Park Concours Registration Form

You must complete this form to be included in the Concours

Please make checks payable to: **Winter Park Concours** but Send Completed Forms and Checks to **MOGSouth** c/o Rick Frazee at 1921 Englewood Road, Winter Park, Florida 32789 or email to Rick at [MOG4@earthlink.net](mailto:MOG4@earthlink.net). Questions call Rick at (407) 647-1188 or Mark at (407) 322-5060



## 2011 MOGSouth Fall Meet Registration Form

All Winter Park Concours events are by pre-registration. Space is limited so register early. MOGSouth will collect all registration forms and work directly with the Winter Park Concours to facilitate MOGSouth Participation. Form must be mailed with complete payment. No refunds after Oct.1.

A **non-returnable photo** of the registered automobile entry **MUST** be included  
ALL ENTRIES DUE TO **RICK FRAZEE** BEFORE SEPTEMBER 1, 2011

Winter Park Concours D'Elegance.....Sunday, November 6, 2011 – 10:00am – 4:00pm

\_\_\_\_\_ **Concours Participation Package, Nov. 6, 2011**  
**Special Pricing for Morgan Owners!** \$ 100  
*Includes: Participation of one (1) Tour D'Elegance Automobile – Saturday, Nov.5, 2011  
Tour Breakfast and Gourmet Luncheon for two (2) – Saturday, Nov.5, 2011  
Registration for one (1) automobile in Sunday's Winter Park Concours d'Elegance Car Show  
Participations Gift Bag, Commemorative Poster, Gifts and Mementos*

\_\_\_\_\_ **Saturday**  
**Tour d'Elegance Guest Meals (Breakfast and Lunch for 2 People), Nov.5, 2011**  
**Special Pricing for Morgan Owners!** \$ INCLUDED

## 2011 Morgan Car Application

Make: MORGAN Model: \_\_\_\_\_ Year: \_\_\_\_\_  
Body Style: \_\_\_\_\_ Chassis No: \_\_\_\_\_ Color: \_\_\_\_\_

1.)  Original OR  Restored  
2.)  Judged (Cars 2003 & Earlier) OR  Display  
3.) Do you want this car considered for the Preservation Award?  Yes OR  No  
*(If yes, the Preservation Award Form must be submitted with this application. Download it from [www.winterparkconcours.com](http://www.winterparkconcours.com))*

### Car's Significant History:

RELEASE: The undersigned, on behalf of himself and all those participants and guests, does hereby release The Winter Park Concours d'Elegance committee, staff and sponsors, Tim Webber – The Coordinator Inc., The City of Winter Park, and any and all facilities used by the Winter Park Committee, their owners, employees and representatives from any and all liability arising from the entire event, and does warrant that everyone will abide by the rules and regulations governing the entire event.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ St. \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_  
Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please make checks payable to: *Winter Park Concours* but  
**Send Completed Form and Check to Rick Frazee at 1921 Englewood Road, Winter Park, FL 32789**  
If there questions email or call Rick at [mog4@earthlink.net](mailto:mog4@earthlink.net) (407) 620-0507  
The Winter Park Concours d'Elegance proceeds rain or shine. No refunds after October 1, 2011

# Morgans – South to the Keys, 7 – 11 November 2011

Send Completed Form to MOGSouth c/o Rick Frazee at 1921 Englewood Road, Winter Park, Florida 32789 or email to Rick at [MOG4@earthlink.net](mailto:MOG4@earthlink.net). Questions call Rick at 407-620-0507. Or contact Mark Braunstein at [series1@bellsouth.net](mailto:series1@bellsouth.net) or call 407-322-5060.

Just so we are sure we know you are coming and have good contact information, please provide the following;

Participants (Driver and Navigator)

Names: \_\_\_\_\_

Addresses: \_\_\_\_\_

City: \_\_\_\_\_ St. \_\_\_\_\_ Zip: \_\_\_\_\_

Home / Office Phone Numbers: \_\_\_\_\_ Cell Phones: \_\_\_\_\_

Email Addresses: \_\_\_\_\_

Make: MORGAN Model: \_\_\_\_\_ Year: \_\_\_\_\_

Body Style: \_\_\_\_\_ Chassis No: \_\_\_\_\_ Color: \_\_\_\_\_

Please Let Us Know Your Interest, So We Can Plan Headcounts

## Num of People

_____ Monday, 7 November	Morgans of Palm Beach Dealer Party
_____ Tuesday, 8 November	Key West Pizza Party
_____ Thursday, 10 November	Everglades Air Boat Ride (there will be a small fee, ~\$15 per person)
_____ Friday, 11 November	Collier Museum (there will be a small fee, ~\$15 per person)
_____ Friday, 11 November	Morgans – South to the Keys Culmination Dinner



## HSR - Classic Motorsports Mitty Sunday Notes And Quotes



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

**Classic Motorsports Mitty Draws Record Entry List . . .** This year's Mitty attracted its largest entry list in 10 years with 302 entries, plus 32 vintage motorcyclists.

**Pertie Collects Historic Indy Car Victory . . .** Pertie cruised to a 6-sec. win in Historic Indy Car feature . . .

**Robinson Wins Again!** George Robinson again powered his Lola B07 to a dominating, two-lap victory . . .

**Walzer Collects Fourth Podium in Louis Chevrolet Enduro . . .**

**Women Rule** *Stacey Schepens became the first female driver of the weekend to earn a podium finish with a third place finish in the Group 2 race. "This is my first podium. I'm so happy!" She was one of four women drivers in the Mitty, along with Brenda Johnson, Debbie Cloud and Debra Graves.*

**Vintage Motorcycles Rumble at Road Atlanta . . .** In addition to more than 300 historic cars, there were 32 vintage motorcycle competitors at the Mitty.

*[For those of you that didn't get there . . . . A Big congrats to Stacey !!! One of the few MOGSouth racers left running . . . . Ed.]*





2011 Morgan ThreeWheeler



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2010 Aero



2012 MORGAN EVA GT // Order yours now!

2010 MORGAN AERO SUPERSPORTS Kilimanjaro Sand Metallic, Vesuvius Red Metallic

2007 MORGAN AERO 8 Bentley Silver Lake Metallic Pearl

2007-8 MORGAN AERO 8 (Series III) Indium Gray Metallic

2005 MORGAN ROADSTER Pollen Yellow exterior

2005 MORGAN ROADSTER Connaught Green 1,500 miles Tobacco leather

2005 MORGAN ROADSTER British Racing Green, 7k miles

2003 MORGAN PLUS 8 35th Anniv. Edn. BRG Metallic/ two tone 2.4k miles

2003 MORGAN PLUS 8 35th Anniv. Edn. Merlot metallic 8.8k miles

2003 MORGAN PLUS 8 35th Anniv. Edn. Rosso Corsa, 6.6k miles

1991 MORGAN PLUS 8 Green

1989 MORGAN PLUS 8 British Racing Green

1968 MORGAN PLUS 4 Four Seater BRG/Black

1967 MORGAN PLUS 4 Four Seater 21k miles BRG/tan leather

1965 MORGAN PLUS 4 Four seater, Silver/Medium Blue

1964 MORGAN PLUS 4+ 2009 Pebble Beach Concours d'Elegance. SS spec

1963 MORGAN PLUS 4 SuperSport #5352 Rare SS. Motor is fresh. Huge Price Cut

1955 MORGAN PLUS 4 Roadster Twin Spare an#3390

1952 MORGAN PLUS 4 LAB 274 'The Dellow Morgan'

1948 MORGAN 4/4 Series One Roadster

1947 MORGAN F SUPER THREE WHEELER Fly Yellow/Green

other marques

2011 ZOLFE GTC/4

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BAAM May 23 2011



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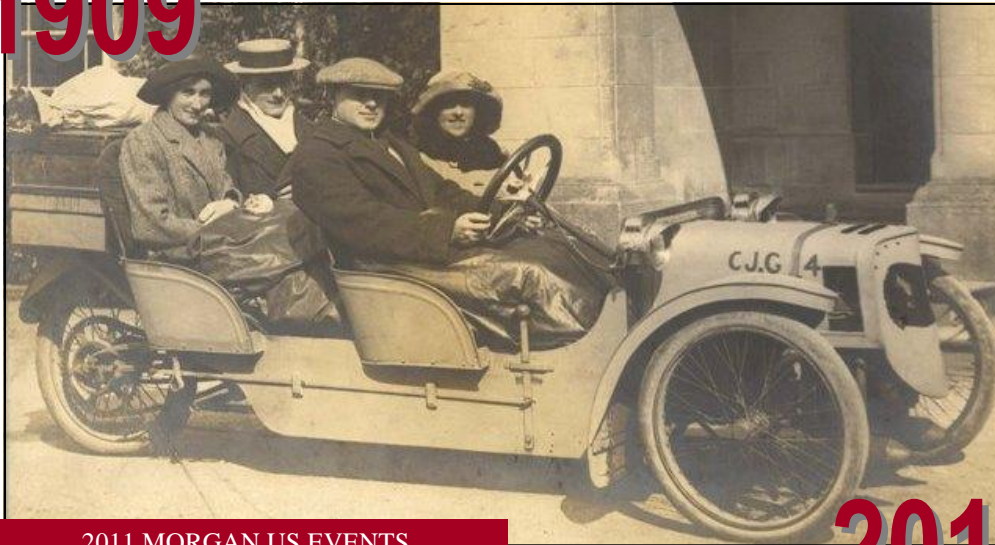
## Morgan for Sale !

### 1959 Plus Four

Very original well conserved car. Updates include Koni shocks front and back, oil cooler/ oil filter conversion, alternator, geared starter, electronic ignition. Very strong motor rebuild, I am sure it has a D cam, now, Transmission and drive train excellent. Front bushings excellent. Fairly new factory muffler and exhaust - stainless. Drum brakes - all new including drums, rubber lines and axle seals. Excellent tires and 72 spoke wires. Won an autocross and several show trophies with it last year. Would not hesitate to take a long trip in it. Original white face gauges - good shape, speedo needs calibration and temp needs newer sending unit. I use a higher quality temp gauge on tunnel so not an issue for me. Steering box would benefit from a .003 shim, again not a bother for me. Interior is great. Actually has it's original leather and mats in very good shape, original pine and ply floorboards in excellent shape. Same for top. New side curtains. Wood is solid. Good lacquer paint job, but has small blemish near gas cap from Texaco Techtron gas! This car must have lived indoors! I love Malcolm, but I got to move to an apartment. \$32,000.00. One hour from Asheville. call 803 - 493- 8734 or home 704-313-3205 or email: [kingstoncembalo@carolina.rr.com](mailto:kingstoncembalo@carolina.rr.com)



# 1909



2011 MORGAN US EVENTS

# 2011

**2011** is here! The MOGSouth Calendar is full of great stuff to plan for. There are Morgan events galore!!

Then there are the other things. The ones you don't anticipate. It's time to get your MOG out of the garage! Drive it work, out the movies, go on a fancy date! What're you waiting for? Good weather?

Life's too short --  
enjoy it now!



- **Greenwich Concours d'Elegance**, Jun 4 – 5, Greenwich CT
- **SVRA Historic Enduro**, Jun 9 – 12, Watkins Glen Int'l, Watkins Glen, NY
- **Sunday, Ault Park Concours d'Elegance**, Jun 12, Cincinnati, Ohio
- **SVRA Mid Ohio Vintage Grand Prix**, Jun 23 – 26, Mid Ohio Sports car Course, Lexington, OH
- **MCCDC MOG 40\***, Jul 1 – 3, Staunton VA
- **SVRA Kohler Int'l Challenge**, July 14 – 17, Road America, Elkhart Lake, WI
- **Keeneland Concours d'Elegance**, July 16, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix \***, Jul 23 – 24, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 31, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 21, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, September 8 – 11, Watkins Glen Int'l, Watkins Glen, NY
- **Atlanta British Car Fayre \***, Sep 10, Norcross GA
- **Britz Blitz Car & Motorcycle Show**, Oct 8, Canton, GA
- **EURO Auto Festival \***, Oct 14 - 15, BMW Plant in Greer, SC
- **SVRA Gold Cup-Season Finale**, Nov 3 – 6, Virginia Int'l Raceway, Alton, VA
- **Hilton Head Island Concours d'Elegance \***, Nov 6, Hilton Head, SC
- **MOGSouth Fall Meet**, Nov 4 – 6, Orlando FL
- **Winter Park Concours d'Elegance \***, Nov 6, Winter Park FL
- **Morgans – 'South to the Keys' \***, Nov 7 – 12, Orlando to Key West, FL
- **MOGSouth Christmas Party**, Dec 3, **Location TBD**
- **VDCA Roebling Road**, Dec 9 – 11, Roebling Road Raceway, Bloomingdale, GA

Events shown in **Red Text** are MOGSouth sanctioned events, and those shown with an \* will have MOGSouth participation.



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And As Always-The Best Prices!



**MOGSOUTH REGALIA** - MOGSouth has regalia items for sale. ~ **CAPS** ~ The 'Club Logo' style baseball cap (tan or black) with the MOGSouth 4-color logo on the front - MOGSOUTH on the back. The 'Club Logo' cap sells for \$25 plus S&H, plus 'Profile' caps with logo design based upon our name tags (tan or black) and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ 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. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941. If you would like any of these other regalia items, please contact Randy Johnson by email at [randy@therandalgroup.com](mailto:randy@therandalgroup.com) or by phone at (770) 729-8786.

## The Spring Meet was Great!!! Hope to See Y'all at the Fall Meet in Orlando!!!

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

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

### SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/11  
 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**

