

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/05

Morgan Three Wheeler Club Diamond Jubilee 23 - 26 September 2005 The Abbey Hotel - Malvern, England

Words simply fail to describe. Three Wheelers as far as the eye could see. All models - Sports, Super Sports, Aeros, Grand Prix's, F Supers, Family's - Two Speeders and Three. J.A.P, Anzani, Blackburne, Matchless and others, no two the same. Some ratty and some pristine, but all unique, each with a personality to match their owners. A mélange of color, the crackling, thumping sounds . . . and the smell of Castrol everywhere.

These are not show cars, they are driven and driven hard. They came from all over the UK and continental Europe. There were cars from Belgium, France, Spain, the Channel Islands, Scotland, and other locales, and many more enthusiasts were there without 'proper' 3 Wheeled Morgans. There was an especially strong US contingent with 24 of us in attendance. MogSouth was well represented with Ray Morgan, Andrea and I as well as Gene Spainhour and Pat Harris, from Hickory, NC. Other US clubs were there as well, including Kathy and George Tollworthy, Jim Taylor, Larry Ayers and Donna Dell'Ario of the Northern California club; Gerry and Barbara Willburn from Southern California; the Charlton's, Lee and Duncan from Austin, Texas; Brian and Randy Pollack from Seattle; Dale and Karen Barry and Marj and Bart, whose last name I have lost, also from California; Chris Towner from Cape Cod, and a number I unfortunately missed.



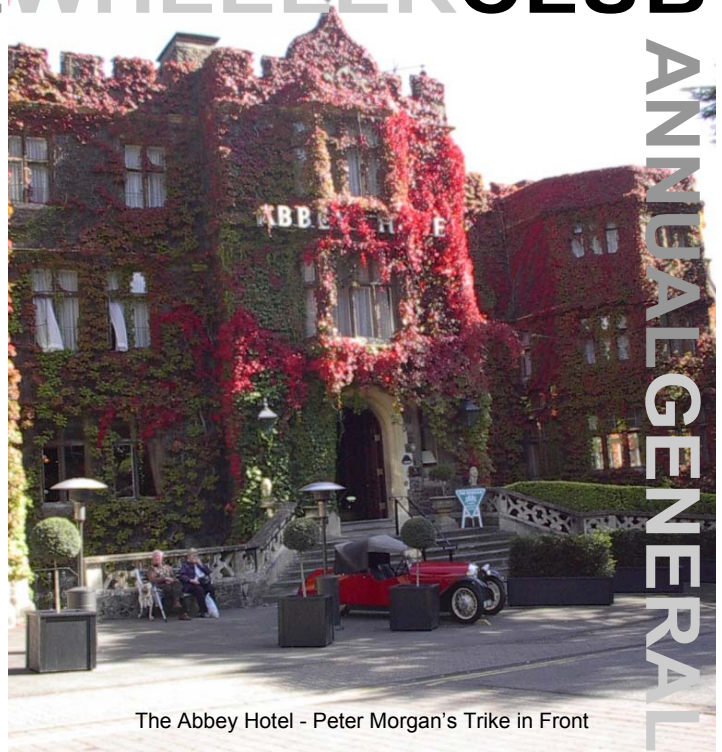
Colors Awash in The 'Car Park' Behind the Abbey Hotel

MORGAN THREE WHEELER CLUB

ANNUAL GENERAL MEETING

This was the Diamond Jubilee and Annual General Meeting (AGM) for the Morgan Three Wheeler Club, originally formed in 1945. As the Club is an actual 'business' the English statutes require an annual general meeting to work through business issues. Although I didn't participate as a voting member, Gene Spainhour and Ray Morgan did. I listened in and it was quite the formal proceeding with all the expected, motions and seconds, 'points of order', and formal votes.

The weekend was headquartered at the famous Abbey Hotel in Malvern, England. Chris Towner and Ray Morgan were able to start Peter Morgan's trike at the Factory and drive it up to the Abbey Hotel where it graced the front steps throughout the weekend. This F Super was originally Peter Morgan's Mother's car and it was said that it was in this car that he first learned to drive.



The Abbey Hotel - Peter Morgan's Trike in Front

In addition to the AGM, a Barn Dance with line dancing to an traditional English music (luckily I left my camera at home for that . . .), a formal Banquet, and 'spares fair' were included. Also a number of side trips to Stoke Lacey, Peter Morgan's Grave Site, the Wye Valley Brewery (Mighty Morgan Ale) and the Morgan Factory were all part of the festivities.

The Banquet on Saturday evening was quite an elegant affair with Heather Morgan, Peter's wife, as the Honored guest. There were toasts to the Queen, to the Morgan Motorcar and to the Ladies. The toast to the Ladies, it seems, is traditionally a monologue extolling the virtues of the Morgan lady, laced with a bit of humor (sometimes racy) and was bit tongue in cheek. Lee Charlton was selected to respond to the toast, and presented a true Texas reply, comparing the modern Morgan man to the classic Cowboys of old. She did a wonderful job and represented the US crowd quite well.



Lee Charlton - Response to the Toast to the Ladies



Chris Towner and Ray Morgan Discussing Morgan Adventures and the Value of Thrift Store Clothes (don't ask ...)



Pat Bastock and his Blackburn Engine - Photo Courtesy Jim Baker



Gene Spainhour and Pat Harris



Skinned Aero Body Being Hauled into the Abbey for the Spares Fair

The Spares Fair offered every conceivable 'bit' for the Three Wheeler, from complete wooden frames to skinned bodies. Even complete engines were available.



There were numerous reports of the number of cars present at the Hotel during various parts of the weekend, but Pat Harris counted some 92 cars on Saturday, at the height of the Spares Fair. No matter the exact count, I would think that this is a record number of Morgan Three Wheeled cars, at least in recent memory.

The AGM of the Morgan Three Wheeler Club is certainly an event that any Morgan enthusiast, three wheeler owner or not, should attend at least once. The Diamond Jubilee AGM was truly amazing and the Three Wheeler Club was a wonderful host for the many visitors from afar. We were all welcome even if they did look down their noses a bit when I did mention my Series 1s.



MORGAN MOTOR COMPANY

FACTORY TOUR 26 SEPTEMBER 2005



On Monday following the conclusion of the Three Wheeler Club AGM the Factory opened its doors for the attendees. As many of you have been to the factory I will only try to highlight some observations of new (or at least new to me)



activities or car nuances. My last visit to the Factory was in 1988. I had been told to expect lots of changes, but without robots or automated assembly lines, it all felt pretty familiar.



One thing I quickly noticed was a lot of cars without engines. And I didn't see too many engines awaiting

install. As the cars were fairly well along, we wondered in there was a supplier issue afoot.



The Aeromax was back in the Factory, with the clam shell rear glass windows cracked. It appeared to be a failure emanating from the hinge mountings.

It did appear that the US is still a major market for Morgan.

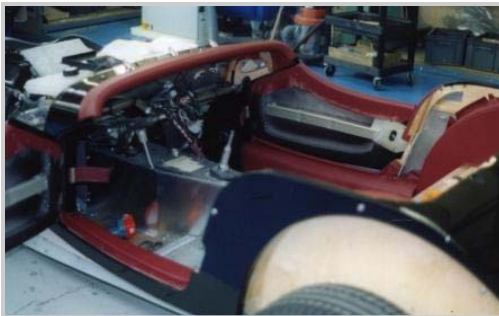


Many of the Aeros, as well as the Roadsters I saw in final assembly, appeared to be destined for US buyers. Several build tickets showed ISIS as the customer.



Morgan must realize this and the artifacts of the efforts and costs associated with ensuring that restrictive markets, such as the US, were still open to the marque, were obvious, although somewhat cloaked, behind the factory.





Anti Intrusion Bars in Doors

The traditional cars, the V6 Roadsters, (although the new Plus 4 has been announced, I am not sure I saw any.) had several interesting new features. The inertial reels for the seat belts are now tucked under the rear body panel, no longer on the top of the rear wheel arch. All the cars appeared to have the anti-intrusion bars in the doors, and most (although not all) had the new style tops with the easy (?) mounting configuration.

Although it would appear that the preponderance of the cars were the traditional style, there were a goodly number of Aero 8's being produced. One would have to believe that there is a market for these cars, even with the somewhat spotty press and the high price point. I do have to say that they are starting to grow on me but it will be some time before I am completely sold on the styling.



Under Body Seat Belt Inertial Reels

Another change I noticed was the workforce. There seems to be a lower number of folks working the cars than I remember. This could be due to reduced sales or a more efficient structure, or both. It did appear that the workforce was much younger and much more attentive to the job. When the 'Tea Bell' rang, there was no loitering or delays in getting back to work. Possibly the effect of more businesslike management.



I asked several folks about the morale of the workforce and was told that the older folks are less happy with the new management and all the changes. I was told they miss the less than rigid times of the old regime.

The new folks however are highly motivated and are very positive about the management and the products.

I suspect that HFS and Peter would be concerned at the changes but still comforted in all that remains the same. The dynamics of business change with time, and it appears new methods are in place, but the tradition of the product and the craftsmanship of the production is still very obvious at the factory and these will hopefully be guarded as the Crown Jewels of the Morgan Car. Given my recollection of my past visit in 1988 and my sense of this recent one, I have to be optimistic about the future.



MEADOW BROOK Concours d'Elegance

Morgans at Meadow Brook

Ray Morgan and his 1933 Super Sports

I know auto enthusiasts have the reputation of creating trailer queen restorations that never see road conditions and are seemingly over-done, pretty to look at, but never a night run or spirited outing. My trike, like most I know, has enjoyed the winter warmth of a heated garage and shed from the summer rain and, except for glorious, sunshiny days of spring and fall, it simply stays at home nicely tucked away. That has certainly been the case for the past sixty years where less than 300 miles has been logged on the clock.

In mid-June I received an invitation to exhibit my 1933 Morgan Super Sports at the 2005 Meadow Brook Concours d'Elegance held on the grounds of Meadow Brook Hall, the Detroit home of Matilda Dodge Wilson, heir of the Dodge Car Company fortune. (Meadow Brook is a world-class event regarded by most as second only to Pebble Beach.) This year marks the 27th gathering of great examples of motorcar history featuring brass era production. I was honored by the invitation and quickly accepted. All I would need to do was dust off my trike, check fuel and oil levels, and start her up just to make sure that I could drive her from the trailer to the show field.

A few weeks go by and I begin to get the normal mail from the organizers about what dinner to attend, attire – black tie and such, and the schedule of events. No big deal, I thought as I had been to Amelia Island a few years back and this can't be any different. I wrote the organizers to sign me up for all the events. Why not, I didn't want to miss out on anything, especially my first time at Meadow Brook. Another few weeks go by and I get a letter instructing me to arrive for advance registration by 9 AM on Thursday before the big show on Sunday. It seems that in my haste to accept, I had agreed to participate in what would be the 1st Annual Motoring Tour through the streets of a nearby village. My thoughts were that this would be a publicity stunt for the event with a simple parade through the middle of town. Okay, I have to tow 800 miles from Atlanta to Detroit and so what if I have to leave a day or so earlier. I said I would do it and so I will. It will be fun, right?

Thursday morning, August 4, 9AM... I unload my Morgan three wheeler amongst the likes of Delahaye's, Buick's, Ferraris, Packard's, Mercer's, Stutz, Rolls Royce, dual cowl Lincolns, Cords, Duesenberg's, Alvis, and even an MG PA parked in precise rows inside the paddock of Meadow Brook Hall. Instructions are given by the tour boss and, along with a motorcycle police escort, everyone is invited to start up and prepare to depart for the tour. It is humid and slightly overcast, not too hot and what seemed like a great day for a tour.

With great confidence I tickled the carb, set the retard, advanced the throttle and pulled the crank to start the trike. Nothing... so I pull again... nothing, again, nothing, again and again. Sweat is pouring down my face and she won't fire. Was the ignition on... yes... change the plugs,



Ray Morgan on the Meadow Brook Concours Field - August 7, 2005

Morgans at Meadow Brook ~Continued~

open the fuel reserve...nothing, again and again. By now the parade of sixty cars had left and I was all alone in the paddock. Distraught and frantic, what had happened, it ran fine in Atlanta. Then a very discrete on-looker suggested that he push it and maybe it would start. I said okay why not? I hopped in, checked all the start-up settings, gave the go sign and in less than 6 feet, dumped the clutch and she fired, no smoke, running perfectly. Now what, everyone else had left... classics from a by-gone time were on their way to TV and print stardom and I hadn't a clue where to go until the tour boss showed up and told me to follow him. I checked the clock at 12,474 miles showing since new, and knowing that the engine hadn't been tested for any duration in at least 60 years, I asked myself, what was I thinking?

Out of the paddock and onto Adams Road, to Stoney Creek, to Gunn Road, to Romeo Road, to Fisher Road, and suddenly, we are in the rain. Rain! I have never had the car in the rain, ever. Do I stop and hunt a garage at some stranger's house or do I press on. Surely the main street is just around the corner. But it seems very rural and the clock now reads 12,507 and it is raining. Yikes, I have driven 31 miles. She is running great and hasn't missed a single spark. I don't have a top or windscreen wiper so driving is becoming a bit of a challenge. Where are we going? Then ahead I read a sign...Ford Motor Company Proving Grounds. We enter the gate and pass through only to follow a security truck to a remote location where Ford had already welcomed the tour for lunch. Now it is really raining and the clock reads 12, 510. Finally, I see all the other cars and, like me, many are wet and getting wetter. I park and the Ford guys run over to cover the car with some fancy cover only to have the side pipes melt the material. Let her cool and then we can cover the engine.

I am now really stressed, the tour boss tells me to relax as I ask him how far it is back to town. He simply laughs and tells me not to worry, they have arranged for a pick-up vehicle if we break down. I look for a cold beer and settle for a Coke instead. Wow, I don't believe it, after all these years, the car is running great, maybe except for the stopping part after it started raining. I ate lunch and then it was announced that we were going to do laps on the 5 mile proving ground track. Laps, are you kidding me? But hey if a Mercer can do laps, so can the Morgans, the car and me. The track is banked and I can tell you that you better have some speed if you are to stay up. I can only imagine what the Brooklands might challenge. So, off we went and now my trike was doing something I never though possible, 45 mph wanting to go 50. But she never missed a beat and if the track had been a bit smoother I would have tried. It started raining again and I had no idea where we were or how far it was to the finish line.

Leaving Ford I was leading the pack, that's right, first in the queue home right behind the police escort. Last out, first back...12,515 miles now on the clock. More rain, cloudy conditions, lightening, thunder, Oh God, please wait until we get back to town. We ran a reverse route sort of with a loop through Main Street. Cheering crowds, flags waving, police blocking every intersection and the Morgan Super Sports is purring perfectly. We are making great time as we have been running at 40+ mph all the way. What seemed like an eternity going out was fun coming home. I was soaked, the car was filthy, and yet there was no puff of smoke or leaking torque tube. We rounded a corner and there it was...the finish line. I pulled to a stop and it was as if Moses' had parted the Red Sea for sunshine appeared and people from everywhere had come to see the spectacle. And that it was for the clock now read 12,547 miles, all since new. My trike had made it. After sixty years of being virtually dormant, it had run 73 miles in the rain, on a test track, and never, I mean never, missed a beat.

The rest of the weekend seemed relaxing. I spent the next day cleaning the undercarriage and wiping dirt from the fenders and it was as if the car was telling me to get in and go. It started every time on the first pull and showed beautifully on Sunday. I was probably the most proud of any owner there and certainly honored to represent the Morgan Marque.

Ray Morgan, 1933 Morgan Super Sports, D491



Roadster

CAPITOL MOTORS

“PART DEUX”, AUGUST 13, 2005

OPENHOUSE

Capitol Motorcars of Alpharetta again hosted an Open House, this time to showcase the new Roadster. This car maintains the classic Morgan tradition but with a 3.0 liter, 6 cylinder motor from Ford. Smooth power, great brakes and all of the excitement of the Plus 8, but perhaps with a little less low-end grunt. It had the folks there reaching for their check books and dreaming of creative financing. Locals in attendance included, Mark Braunstein in the beast, Eric and Ann Cummins in the lovely new Plus 8, Randy Johnson and his daughter Amy in Randy's Plus 4, Lance Lipscomb in his Plus 8, David Egan with the 4 Seater, and Dan Cohn. Alan Ventress (Mae Council's son) also joined us in Mae's original Plus 4. MOGSouth members from South Carolina were represented with Lee and Trisha Gaskins bringing their daughter Carolina, her Husband Ken and their two children, as well as John Tulebitz coming down from Greenville.



1963 Morgan Plus 4 Drop Head Coupe, Jervis and Diana Webb - Brutus Michigan

More Morgans at Meadow Brook





MOGSOUTH FALL MEET

AIKEN, SOUTH CAROLINA OCTOBER 28-29, 2005

The Fall Meet will be centered around the Town of Aiken South Carolina (Augusta, Georgia area) and will be hosted by Graeme, Jenny and Emma Addie. The rally accommodations have been arranged at the Carriage House Inn.

We have reserved 15 rooms for Friday, October 28, 2005 and Saturday, October 29, 2005. (If all rooms are not booked by September 28, 2005 they will be released.) They have various rooms guests may choose from when booking their room.

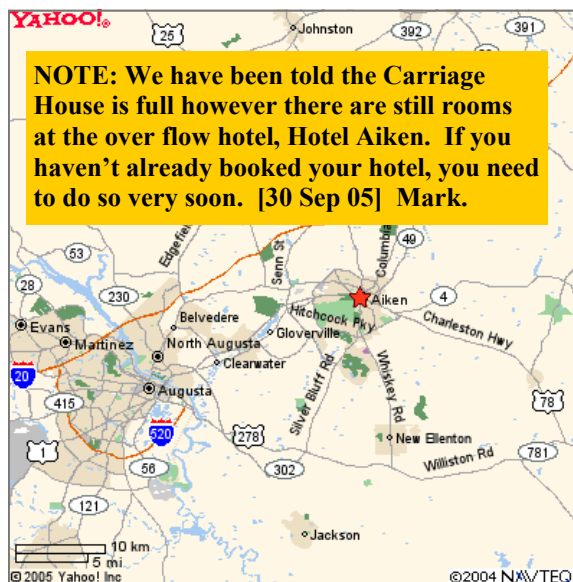
- **Carriage House Inn Standard Rooms** are queen guest rooms with other hotel amenities (rate \$95.00/night plus tax).
- **Carriage House Inn Deluxe Rooms** vary from king to queen guest rooms. Some have large whirlpool Jacuzzi tubs with a porch that overlooks our courtyard. Another has a private screen porch. (rate \$110.00/night plus tax)
- **Carriage House Inn Courtyard Suites** are located in our courtyard, each suite has a den, kitchen, bedroom, bathroom and, four out of the five have laundry areas (rate \$110/night plus tax).
- **Carriage House Inn Premium Suite** is a beautiful suite with a sitting area, balconies that overlook downtown Aiken and a Jacuzzi (rate \$125/night plus tax).

Each guest of the Carriage House Inn receives a complimentary breakfast which is served at 8:00 am. Also, all guests receive complimentary local phone calls and wireless internet access.

All guests are asked to reserve their room by phone at (803) 644-5888 or through their website at <http://www.aikencarriagehouse.com/>. Upon booking their room they will be asked the following information: dates of reservation, name of group, name, phone number, credit card number and estimated arrival time on arrival date. Tell them you are attending the Morgan Meet. As agreed upon, these rooms are being held until September 28, 2005.

The Carriage House Inn is located in historic, downtown Aiken, South Carolina at 139 Laurens St NW Aiken SC 29801. The Inn is located within walking distance to local stores and restaurants. There are approximately 10 local restaurants within walking distance from the Carriage House Inn. These restaurants range from Aiken Brewing Co. to Up Your Alley, all are wonderful restaurants with great food and nice atmosphere. Most local restaurants stop serving food at 10:00 pm on Friday and Saturday.

Backup accommodation is available at the Hotel Aiken 235 Richland Avenue West Aiken SC 29801 (803) 648-4265 or on the web at www.hotelaiken.com. The Hotel Aiken is dead downtown also and a two minute walk from the Carriage House Inn. Their room rates go from \$80 per night.



The format for the meet will follow the normal routine. A drive has been planned for Saturday morning finishing up at Graeme and Jenny's house for lunch. After lunch there will be a different drive back to Aiken going through Augusta. Back in Aiken a 90 minute Historical (by small bus) Tour of Aiken has been arranged that will be hosted by Judith D Burgess. A small charge will be asked for the Lunch and the Tour.

There will as usual be a hospitality suite set up at the Inn the Friday night from 5.00pm until 7.00pm that can serve as a gathering point before going out for Dinner on the Friday Night.





Upcoming Events

A

s autumn arrives and the heat subsides, perfect Morgan driving weather is again upon us. There are only a few MogSouth Club Events left and you will want to be sure to be part of the fun. Details of the Fall Meet in Aiken, SC are provided elsewhere in this issue. Also, make sure the MogSouth Christmas Party is on your calendar.

Key Planning Dates - 2005



28 - 30 October 2005 - **MOGSouth Fall Meet - Aiken**, South Carolina (Augusta, GA) (Hosted by Graeme, Emma and Jenny Addie)



3 December, 2005 - **MOGSouth Christmas Party** (Atlanta, GA) (Hosted by Morgan and Cassie Bondon)

SOUND BITES

Hemmings - Sports & Exotic Car - September 2005 (Premiere Issue)

2005 Morgan Aero 8 - Ye Olde Supercar by David LaChance

... "the grill was the familiar inverted U, but - those projecting, pontoon-like front fenders! That upturned tail! And those headlamps! Oh dear. British automotive writers snickered that the car looked as if it had been a) hit with a shovel, b) run into a telephone pole, or c) smacked into a tree - twice."

... "But that's not really the right equation for this car. The Aero 8 is a one-car parade, a rolling party that can put smiles on the faces of its occupants at rest, flat out, or anywhere in between."

Morgan Factory Work Pants, New, Size 36 - Dark Blue, with large side pocket and embroidered Morgan Script, call Ray Morgan at (404) 591-5770 or email raymorgan@mindspring.com



Morgans For Sale !!

1991 Plus 8 , Alloy body, Connaught green, Tan Interior, 3.9L fuel injected, 17,000 miles, \$55,000 or partial trade, Call SuperDave Bondon at (770) 330-6210, dbondon@bellsouth.net for pictures.



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

(Higher Resolution Photos Available from Mark Braunstein (770) 944-9787 or morgansp8@bellsouth.net



NEW 2005 +8 ROADSTER AMERICA Ferrari

Grigio Ingrid Metallic, Cognac Yarwood leather, Ostrich embossed, piped in Crème de Cocoa, Chocolate mohair weather equipment piped in Crème de Cocoa, Air Conditioning, Stainless Steel wire wheels, Morgan wings embroidered in headrests, stainless luggage rack, brown bonnet strap, elasticated door pockets, le mans shift alloy knob, mohair hood cover, badge bar.

NEW 2005 AERO 8 Ferrari Pozzi Blue (Navy Blue) with cognac Yarwood leather, piped in navy blue; dark blue carpets, blue mohair weather equipment, photo build album, additional armourfend protection.

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

'03 **+8** Jaguar Frost Silver/Jaguar Blue wings 35th Anniversary Edition 200 miles!! French Grey Yarwood leather piped in Blue, stainless wire wheels, bonnet strap, elasticated door pockets, blue weather equipment, stereo CD, stainless luggage rack, spare tire cover. Closest thing to a brand new 35th Anniv. Plus 8!

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

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

'89 **+8** Connaught Green/Tan leather interior, alloy bodied, Black top w/tan piping, fuel injected gasoline engine, EPA/Calif. legal, 29,076 miles, luggage rack, badge bar, fog lights, stereo, roll bar, all service records, beautiful original car.

'79 **4/4 ROADSTER** Tan/brown with Light brown leather interior, alloy body, chrome wire wheels, 26,000 orig. miles, wind wings, luggage rack, wood rimmed steering wheel, badge bar, getting freshly serviced! California car from new. No stories to tell.

'66 **+4** Putty Beige Tan w/ Black, One Calif. Owner since 1978, fresh restoration: new Paint, interior, top, side curtains, very low, approx. 3,000 or less, miles on Greg Solow built street/track engine with Weber carbs, new front end rebuilt-beautiful example!

'64 **+4** New Tundra Green Paint, new green interior, recent engine and trans. rebuild by Greg Solow's Engine Room, telescopic rear shocks, LeMans front and rear aprons/valences, burlid elm dash, alternator conversion, 5 new chrome 72 spoke wire wheels, Dunlops.

'64 **+4** Raspberry with Brown Leather, Karl Swanson owned and driven to SCCA E Production Championship in 1966; recent endless vintage race victories make this the best prepared, fastest Morgan +4 in North America All alloy low profile SS body, 167 dyno'd HP, Webers, alloy radiator, diaphragm clutch, alloy oil pan, Panard rod rear, fire system, ceramic coated headers, epax shocks.



'63 **+4 4 SEATER ROADSTER** Regency

Red/Black leather; complete restoration by Morgan authorized dealer approximately 1,000 miles ago. Best in Class at MogWest 2004, "the Bo Derek car".

'52 **+4 FLAT RAD ROADSTER** Ming Blue

exterior/Brown leather Restored to the very highest standards, body off the frame. Hot TR engine, full cream instrumentation inc. tach., LHD, Super Sport bucket seats black weather equipment. Stunning car for concours, track, Club!

OTHER MARQUES

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

'90 **HONDA, GB500 TOURIST TROPHY** Finest single ever built, absolutely brand new in every way, megaphone exhaust, bikini fairing (not yet fitted). This retro British single by Honda was quite rare when new and almost none were 1990 models. 100% original and perfect!

'87 **ASTON MARTIN VOLANTE**, 5-speed, convertible, deep wine paint, saddle tan interior with wine piping and 5 peice luggage. Less than 6k miles, never wrecked. Manuals /tools with original tires.

'67 **LOTUS, ELAN SE ROADSTER, DRASTIC PRICE REDUCTION** Divorce Forces Sale! Yellow/Black, twin cam, Webers, knock on wheels, race prep by Speedwell, fresh tune, new foam in fuel cell, rollbar, raced 3 times in VARA, logbook, incredible fun for the money! Voted Best Original British Car 2002!

'65 **AUSTIN HEALEY 3000, MK III**, Colorado Red/Black rexine interior, 72 spoke chrome wire wheels, 55k orig. miles; perfectly kept, show condition example of the most desirable of the Big Healeys, looks new, drives new.

'62 **MGA MK II ROADSTER** Old English White, Red leather, chrome wire wheels/black top; 2 owners from new, ground up restored with no accident history ever-zero bondo/filer, no rust ever; super dry Sacramento, California car, multiple concours winner, matching #'s; Michelin redline radial, 57k orig. miles.

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MORGAN

Aero 8



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You can now visit MOGSouth on the web at <http://www.mogsouth.com>. The site contains a lot of club information, photos and the recent newsletters.

We are using the Email contact list for communication and distribution of our news letter, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. To get the free Adobe Acrobat Reader, you can download it (Acrobat Reader, V6 or higher) from <http://www.adobe.com>. If you have problems reading the newsletter call Mark Braunstein at (770) 944-9787. If you need to update your email address, send it to mogsouth@yahoo.com.

Many thanks to Ray Morgan for his articles and photos and to Andrea Braunstein for her contributions to this issue. 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.

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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

