

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/07

Sometimes, You Just Have to Make Lemonade . . .

It was pretty much a busted weekend. I slept late and did a few chores on Saturday but on Sunday I had to pack. I was off to Norfolk for business meetings. The weatherman warned of freezing temperatures and sleet. I packed my gloves. This new job I have requires a bit of travel and not that I mind being away from home a day or two, but I wasn't too thrilled about heading north in the middle of winter. I kind of like this Florida warmth. Anyway, with the trip on the calendar and with no obvious out, I started to think of ways to make it a bit more interesting. Now, who do I know in Norfolk?

Well, Suffolk is right there across the bay from Norfolk. And John H. Sheally II lives in Suffolk.

Well, John and I have known each other for some 20 years. I spent eight years in northern Virginia and was pretty active in MCCDC for a while. Even after I left, I came back to the annual MOG events and ran into John. The meets were typically quite busy for both of us. John would always be involved in the Autocross, setting up the course, orienting the drivers on the layout, instructing the novices in the preferred routes, and as always, lapping the course with the fastest time of the day. Then he'd be judging in the Concours or making speeches at the Banquet. He is very much in demand at these meets. We've bumped into each other during the events, but for the most part John and I never had any lengthy discussions nor talked



Photos and Article - Mark Braunstein

about anything of real substance. This business trip might be a great opportunity to rectify this, to see his recently finished Plus 8 racer, and to see his garage. So I called John and set it up.

The plane arrived a bit late, as the airport was challenged by the weather. It was cold, raining and gray. I got my rental car, a Saturn Ion. Not much to recommend it, and set the GPS for John's place. Well, the damn car's power outlet and the power connector of my GPS were immediate adversaries. Like oil and water. No sooner would I get it set and headed down the designated route, the power connection would fail, the screen would go blank and the female voice (affectionately called the 'bitch') would be silent. I guess I've come to rely on the silly thing a bit too much but I really hate it when I have to resort to the old methods of navigating with a map. Also, I find it somewhat unsafe to read a map while driving down unfamiliar roads.



Well, after much finagling I found a way to the keep the GPS connected and was well on my way to John's house, when I encountered a detour for a bridge that was out. At this point the GPS was useless and once the detour signs disappeared, I was lost. I was getting quite frustrated. And it was raining and it was getting dark. Out in the country, on the back roads of Virginia, in the rain and cold, at night. Great.



Then the cell phone rang and it was John. I was saved! He remembered the detour and figured that I would get caught up in the mess. He was right. A few minutes later, after a bit of backtracking at John's direction, I was there.

John met me in the driveway. I parked the car, got out into the rain and immediately went into the garage.

It is a big garage, but you'd be hard pressed to tell, as it is a crowded garage. I could hardly move without bumping into something. It was amazing . . . a shrine to all things automotive and many things Morgan. Immediately inside the door was the new Plus 8 racer, sitting on the trailer and hitched to John's perennial tow vehicle, the 1939 ton and a half Chevrolet tow truck. Next to it, in the middle of the garage, was the famous "Across the USA in That?" Aero trike, and next to the trike was a classic 1939 dirt track race car. John's other Plus 8, the all black, early 80s car, was behind the dirt track racer. All space that wasn't allotted to a car was filled with regalia, trophies, auto parts, and . . . memories.



After a bit of discussion about this and that, we headed across the soggy lawn, in the dark, to the house. It was warm and inviting and the coffee John offered was quite welcome.

We sat and talked for an hour or so. We talked a bit about cars and Morgans, but more about racing.

We talked of racing in the 70's with the power of the McLarens and Porsches of the Canadian American (CanAm) sports car series, and the greats of the day, Denny Hulme, Mark Donohue, and George Folmer. We talked about today's Formula 1 and Michael Schumacher's era. We talked about the Canadian Grand Prix circuit and the best vantage spot for taking photographs or catching the action. It turns out that the Canadian Grand Prix is one of John's favorites and the only Formula 1 race I've been to (yet). In one of those 'it's a small world' moments, while at the Montreal Grand Prix, Andrea and I met Tim Hund, John's good friend, on a train going to the race. Many of you will remember, Tim was John's copilot in the cross country Aero adventure in 1980. The conversation turned to the sound and high revving of the F1 engines and then John was off reminiscing about his friends in power boat racing with WWII surplus Merlin aircraft engines. John talked of NASCAR and his love of the sport as it was earlier, with Richard Petty and Dale Earnhardt, Sr., and his dissatisfaction with it, as it is today.

And we talked about other things as well; the current state of the working world; corporate loyalty and retirement; classic Leica and Nikon film cameras and the technological firsts of the new Canon digital cameras; we talked of Propane as fuel (John has run propane in a Morgan longer than I have, and I've run it for 25 years) and any number of other odds and ends.

Then, all too soon, I had to leave. We had talked about a great many things, in a relatively short period of time, and I enjoyed it immensely. Hopefully, we will be able to find time again to chat, and this time I hope it doesn't take us another 20 years.

I thanked John for his hospitality and the warm coffee, and trudged back across his soggy lawn, to the car. John gave me simple directions to my hotel, so I abandoned the GPS and drove off into the dark rain with the wipers rhythmically scraping.

It was a wonderful way to end a weekend and quite a pleasant way to start a rather unremarkable business trip. If this job is going to take me away from home and my Morgans, I'm going to somehow take advantage of this travel and seek out a few old friends or meet a few new ones. I'll let you know how it goes.

Now just who do I know in Bangalore, India??

Mark . . . 24 January 2007





9/8ths Whitworth

Ongoing Restorations and Such

[If anyone can offer Dave assistance in the final phases of his restoration, please send him an email. For those that haven't met Dave, he flies for Delta and lives just south of Atlanta. Based on Dave's progress, we should be seeing them and the newly restored Plus 4, very soon. Ed.]

An update from Dave Moffet's Ongoing Restoration

Hi Mark,

Stu Mosbey called and told me you wanted some pictures of the project. I've attached a few showing what little progress has been made. There have been way too many distractions lately.

The front-end has been removed for clean-up and painting only. This part of the car was almost new and showed no wear other than some rust and flaking paint. The previous owner had the kingpin bushings honed to fit, so they should be good for a very long time. One picture shows a home-made spring compression tool. It has to compress the large (upper) spring since the front end is laying on the bench and not using the car's weight for compression. This is one dangerous procedure. I first tried 1/4" threaded rod installed where the shock goes, but when that stripped under load I decided 5/16" rod would be better... but it still makes me nervous. The upper frame alignment hole for the shock absorber mount is 5/16" anyway. The lower shock mounts are being replaced since the mounting stud on one side is stripped. (This is the most common mistake made by even experienced mechanics---- the nut was over-torqued to the point of failure. There is a correct torque value for every threaded fastener, and that value is usually much lower than intuition would have one believe.)

I've started welding in sheet metal patches where rust has taken its toll (in the usual places). There are a few spots that were heavily leaded sometime long ago, and those will be replaced as well. I sure wish I'd learned TIG welding. MIG is very touchy on thin sheet metal and I've already burned a few holes even using low amperage and thin wire. The trick is to weld in very short stitch-type patterns and allow the metal to cool, then go back and fill in. At least that has worked for me...so far.

The old car had 48-spoke wire wheels which are being replaced by 60-spoke wires with heavy-duty spokes (shown). This was on the recommendation of Lorne Goldman at eMog. I was in a quandary about strength vs. period-correctness. I didn't know they made such a thing. That guy has forgotten more about Morgans than I'll ever know. In fact, if it weren't for the great advice offered by several very knowledgeable Morganeers, I'd be much balder right now. These wheels should be plenty strong and good-looking, too.

Speaking of good advice: I was worried about having all the metal panels fit after building a whole new wood frame. Don Simpkins told me to just make new side panels when the frame was finished, since they are basically flat, easy to make, and the only panels that must fit perfectly on all sides. He was right. The hard part was cutting the steel panels from a large (4X8) sheet. Now it's just a matter of



Dave Moffet's Restoration Update - Continued

hammering the flanges down around the wood. The pictures look awful, with the surface rust standing out, but it's not that bad. Sand blasting and wash primer will take care of that until they're ready for painting.

I cut the door frame pieces from 8/4 ash some time ago, but haven't started building the doors yet. I'm putting it off in hopes that the door fairies will come some night and do it for me. Next comes the engine. It's a TR-4A. Anyone know a good overhauler who will work for airplane rides?

Hope this is what you were looking for. If the pictures won't fit in one email, I'll send several. Thanks for the interest. Come see us sometime.

Dave

Another update- Jan 9, 2007

The spring compressors that I spoke of before made me so nervous that I made some more out of 3/8" rod and welded some small pieces of angle together that lock into the spring itself. This arrangement only scared me a little, so it worked out fine. The entire front end has been disassembled, cleaned and is awaiting powder coating. I had some larger lower plates made to de-camber the front end, and from all accounts, it's a worthwhile mod.

The engine is now in pieces and will be farmed out for all the tough "over-my-head" jobs like new valve guides and seats, crankshaft grinding, case boiling, etc. The carbs were done by Joe Curto in NYC. He is located just across Flushing bay from LaGuardia Airport. (I've flown over his shop a hundred times and didn't know it.)

I discovered that one piston was different from the others. This should have resulted in a pretty good shake, but the previous owner (who didn't drive it much) allowed as how it didn't. I'm amazed. It's going to have new pistons and sleeves anyhow, so as long as the case isn't cracked, I don't care about its previous life. The engine is not really a TR4A but a TR4. As far as I can tell from all the books, the only difference is a dual exhaust on the 4A vs. single for the 4. Any experts out there know anything else? I'd love to hear from you. (N224DM@bellsouth.net)



Series 1 MORGAN Still For Sale !!

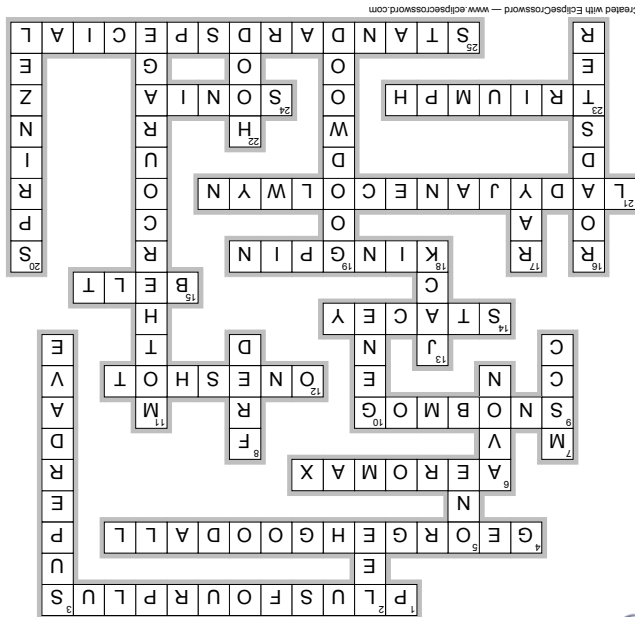


1939 4-4 Series 1 #820 vic Atlanta

Need the space and budget to get on with the restoration of the 1938 DHC. The car is still located in Atlanta at Ray Morgan's Vintage Motorcar Restorations. It will be moved to Orlando shortly unless someone is interested in the car. The price listed is negotiable, however, I will only sell the car to an appropriate buyer. The car will not be sold to a speculator or go on ebay.

Contact **Mark Braunstein** at morgansp8@bellsouth.net or mark.braunstein@lmco.com or by phone (407) 306-2965 (W), (407) 462-6561 (C).

See details and photos on the internet at
http://www.mogsouth.com/1939_For_Sale.htm



Speed Racer Crossword Puzzle





Title Photo Courtesy Jim Baker



FACTORY NEWS

The Project Develops

The latest phase of the AeroMax development sees the commissioning of the tooling for the Superform aluminium panels. The programme is running on plan, and production is on target to start at the beginning of 2008.

Just 100 AeroMax will be built, using the fabulous Aero 8 as a basis, clothed in this new aluminium skin. The traditional ash frame sitting on top of the high tech aluminium bonded chassis is retained, as is the laminated wood "backbone" first shown in Geneva.

To become one of the exclusive AeroMax owners, please email beverley.moore@morgan-motor.co.uk



The Morgan LifeCar

The Morgan LifeCar is a concept car due to be launched at the Geneva Show in March 2008.

The LifeCar's purpose is to demonstrate that a zero emission vehicle can also be fun to drive.

The combination of performance, range and fuel economy will allow a sporting driver of the future to demonstrate a concern for the environment.

Going far beyond the incremental adaptation of traditional car designs as seen in current hybrid vehicles, it will demonstrate that a new step in vehicle architecture is enabled by the use of a fuel cell hybrid power train.

The approach is one of whole system design in which the architecture is generated from the characteristics of the fuel cell, in a light-weight vehicle coupled with a high hybridization level.

This combination will minimise the fuel cell cost and provide the fuel economy for a 200 mile range. An objective of the project is to lower the entry barriers for a vehicle powered by a hydrogen fuel cell.

Core to the success of the project will be collaboration between partners to achieve system-level innovation in the design. The collaborators are Oscar Automotive, Cranfield University, QinetiQ, Oxford University, Linde AG and Morgan Motor Company.

<http://www.morgan-motor.co.uk>



more



FACTORY NEWS

[This letter is reprinted from EMOG for those of you that do not participate in the internet based EMOG discussion group. This letter is from Matthew Parkin, Morgan Motor Company, to Lorne Goldman, EMOG Moderator, in response to an EMOG discussion questioning the logic of a Morgan Motor Company decision to abandon a project centered around a traditional Morgan with a GM V-8 power plant. Ed.]

Dear Lorne,

There have been some wide ranging and inaccurate comments made on emog over the last few weeks and we felt we should clear up some of the issues which seem to be exercising the members so much.

The posts about our (unanimous) decision to halt the GM project seem to assume that this is all we currently had in our sights. This of course is not the case. The idea was set running in late 2005, and finally dropped late last year.

The initial concept was sparked as a cost effective alternative to the BMW power plant, at a time when we were at a cross roads, and had to make choices about whether or not to commit to the next generation of BMW engine. The reality was that the total acquisition cost of the GM project was potentially more than continuing to use BMW, and left a number of questions unanswered regarding ongoing support. Our agreement with BMW runs deep, and the information and test facilities that we have access to is second to none.

The way everyone builds cars these days, including ourselves, means that integrating things like ABS, Electronic brake distribution, Airbag triggers etc. via the engine ECU makes life a lot more complex than shoehorning an engine into a chassis, carrying over a few test results and hey presto. If only!!

Other issues that need to be resolved over the next few years, just for the American market include.

- Bumpers - 2.5 mph for the more tactile parkers!
- 50 mph offset rear impact - yes 50 mph
- Mandatory ABS
- Smart airbags that take note of the size and weight of the occupants
- Interlock, key retention on autos when not in Park
- New side impact regulations
- Mandatory stability control
- Radical reductions in both CO2 and Nox.

Couple these with the physical issues surrounding the installation, which whilst not insurmountable, drove the unanimous decision of the Board and Shareholders to continue with BMW. The sales success of AeroMax, currently the principal focus of the development team, has also supported this decision, allowing us to engineer a number of solutions for the above requirements already as well as the option of a 6 speed Automatic which will enlarge our market. The AeroMax's superplastically formed aluminium bodywork proves we can still coachbuild whatever body we choose on that wonderful chassis.

America and Canada may well be some way behind Europe's turn against the large engine for Co2 emission reasons, but we saw no reason to go down the route of developing 2 x 4.5 - 6.0 litre V8s doing basically the same job. Our research also shows BMW are some way ahead of GM on environmental issues.

The future strategy of the company has been developed by the working Directors, and has been wholeheartedly supported by the Shareholders.

All of the Directors are aware of the contents of this letter, and have agreed that it could be published on emog if you felt it appropriate. Hopefully it shows that we are positively working for the future of the company, examining all of the opportunities available to us, and making our decisions based on the long term just as Peter did, and HFS before him.

Incidentally Peter did drive an Aero on many occasions, was generally enthusiastic about the project and saw the need for Morgan to move with the times. Also the Aero 8 is Morgan's most profitable model whichever way you look at it - and - oh yes, it is already as fast as a Ferrari!

Regards

Matthew





Across the Pond and Then Some . . .

**Excerpts From Eleanor Nabney's
Travelogue - November 2006**

Number of miles flown 7331; Countries visited : Italy, England, USA, Curacao



Me and my baby

November seems to be USA month since I have had a few visitors from the US, and then flew via the US as well. The first weekend a co-worker of mine was over visiting for work and we got together on Saturday – he is thinking about moving here for a 3-year contract and wanted some advice from me, as I was part way through my time here. He is also somebody I quite like so it wasn't a problem taking him out and showing him some of the sights (mostly the views from some of my favourites places like Birkenkopf and the Teehaus (and then going into town and having a fantastic Italian meal before leaving him to get back to Ludwigsburg.

The second weekend in November I flew out to Rome to meet my yoga instructor and his partner for the weekend, they were in Paris and Rome, but I opted for the latter for a visit. Due to the new regulations I had to put my toiletries into small plastic containers for security (hand-baggage only for a weekend) which was fine at Stuttgart, but when I changed planes at Zurich they told me that my plastic bag was 2 cm too big and I had to use another one.

The following morning we eventually met and went for a swift breakfast and then went to the Bath's, well we would have done so if they had been open, but they were closed for cleaning, so we set off for the Golden House which was supposed to have some interesting wall paintings and dates back to the time of Nero, well we would have gone there but . . . it was closed too. We did have a bit of a win, in an odd sort of a way, the church with the crypt under it which was filled with monk bones was open. These were not simply piles of bones, but they had made the bones into decorations and ornaments like lampshades and a bunch of other things that you would never imagine making bones into, kind of morbid, but also a little giggle-making too.

Few words with the "jobsworth" on the front desk (as in "it is more than my job is worth") and we were able to go out and catch the sunset on the top of the Angelo Tower which is directly opposite St. Marks. We tried to, but it took ages to find the entrance as the steps were hidden in the corner of a small room which we passed 3 times before realising it was the right place to go. As the sun was setting we sat on the terrace and watched the gorgeous sky change while supping a glass of red wine, not bad really. After this we staggered to dinner in a tiny "local" restaurant, sitting out on the pavement watching the world go by, very civilised.

The following weekend was a catch-up weekend for me, mostly chores. You know, I never actually talk about things like ironing, food shopping, dusting cleaning the flat etc. I would like to think that these things magically get done . . .

I did however get out with Joe . . . It was a gorgeous day so I decided to take the Mog. Just as well really since as I took the cover off I found that somebody had hit the car . . oh yes, hit it and not left a note. Sods ! So although my ride was fun, I was also devastated to find out that my baby was damaged.

I would like to say that my final weekend in November was spent on a sun-kissed island diving, lying in the sand and drinking beer and cocktails, but in order to get to said sun-kissed island I flew from Stuttgart to London, then to Miami and finally Curacao. 26 hours in transit on the way out.

The next couple of days however were completely sun-kissed relaxing and chill-time. Diving in the mornings, bibbling on gorgeous white sand beaches and then diving again in the afternoon. Bliss. First night was spent at my favourite Wilemsted restaurant – De Gouvenor, overlooking the inlet, cruise oil ships taller than the Statue of Liberty sailing past. Pretty amazing sight, and great cocktails. *[return flights to Miami, London and Stuttgart . . .]* I do not want to jinx myself at this point but I actually didn't miss a flight, nor did the airlines lose my bags..... almost a first for me. Quite quiet for me really . . .





Across the Pond and Then Some . . .

**Excerpts From Eleanor Nabney's
Travelogue - December 2006**



Number of miles flown 2606; Countries visited : Italy, England, USA, Curacao
Number of glasses of Glühwein drunk : 9, Number of taxis taken 10 (total number all year, 11)
Lowest Temperature - 1° C (Syria) , Number of Lifetime Goals Achieved : 1

The first part of December was mostly taken up with the Weihnachtsmarkt here in Stuttgart and a variety of visitor ... wandering around the market, checking out all the stalls and drinking Glühwein, which is something that I should hate because it can be quite sweet, but somehow I managed to acquire a taste for it by the end of my 5th visit to the markets.

The following weekend my cousin Nancy and her husband came over - they had been in London and Munich and took the train to Stuttgart for the weekend. I managed to meet them at the train station and get us all back up to my little flat in one piece, bags and all. We went out to my local Tapas place for dinner. Saturday we did a little shopping, Fred needed shoes and we managed a little Christmas marketing. Thankfully the market is pretty big so I wasn't yet bored of it. An evening of traditional Schwabian food (amazingly good considering I am not a huge fan of Schwabian food normally) and Sunday morning we made our way out to Rothenberg ob der Taube a Medieval town that I had actually never heard of. *[even I have heard of Rottenberg? Been there, too. It's a typical tourist attraction. Eleanor must lead a very sheltered life . . . Ed]*

Thursday my parents arrived and we had a very relaxed weekend meandering about, and of course a couple of visits to the Weihnachtsmarkt were in our plans. Saturday morning I wanted to take them to Lichtenstein castle (the really cute one that is perched on a rock just off a cliff and several hundred feet up from the valley), but it was closed from October . . .

Wednesday I flew back to the UK, I was very lucky, it was madly foggy and all internal flights had been cancelled and Heathrow and Gatwick had been virtually closed down. Mine was to Stansted and was still on. I met Richard and Mac at the airport and we had a quiet drink before getting on our flights, very last-minute, but very civilized. Overnight and next morning back on the train out to Heathrow to meet Rachel and catch my flight to Beirut . . . There was almost a party atmosphere going on there and although we were being careful it didn't seem like a dangerous place to be. The only slightly disturbing thing was the vast amounts of razor wire that was around, oh yes, that and the enormous Army presence.

[Visits to Baalbeck and Bettidine] Lovely town, gorgeous bay, and another pile of rubble. This time there was actually a mostly-standing castle there and I managed to wend my way up to the top if it despite my fear of heights. Lovely view. Back along the coast as the sun was setting, blissful, well it would have been if the bus had gone back to the bus station, but it didn't so I then had to do some quick map reading and eventually shouted out words to the effect of "help, open the doors we need to get off before we end up on the Israeli border".

Side Note 2: I have achieved one of my few ambitions in life - I have not only been to the three Axes of Evil (Iran, North Korea and now Syria) but they obligingly put their visas on consecutive pages of my passport. How cool is that? I might just be the most interesting person that I know. That or the stupidest, I won't be taking a poll on it.

Our second day there we went out to Bosra, which is very close to the Jordanian border, there is a whole lot more rubble there and an amazing Roman theatre, the largest one I have seen in ages and it has been extremely well restored.

. . . our New Year's Eve dinner was Lebanese food in a locals café, and very good it was too. Up the steps and home for around 10.30. Our roommates were eating at home and were still hanging around at 11.30. I believe that they must have celebrated New Year's Eve in the taxi on the way to the clubbing they were doing. We were more civilised and stood on the balcony drinking cheap fizz and watching the fireworks. Still found the bangers going off a little surreal, it was scary at first as we weren't sure if it was gunfire, but it seemed harmless. **Another Year gone.**



Our view over Beirut New Year's Eve

[Eleanor, thanks for letting us share your wondrous adventures in 2006. More to come in 2007, we hope! Ed.]





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

Key Planning Dates

Dates for the 2007 Spring Meet and Fall Meet have been set. Update your calendars and make your hotel reservations now! There are lots of great events and Morgan related things to do this year, so get your pencils sharpened and your calendars out, it's time to make some plans. . .



Vintage Drivers Club of America, 24 - 25 Feb 2007, Carolina Motorsports Park, Kershaw, SC



Amelia Island Concours d'Elegance, 9 - 11 Mar 2007, The Ritz-Carlton, Amelia Island, FL



Savannah Historic Races, 30 Mar - 2 Apr 2007 (Tentative), Roebling Road Raceway, Savannah, GA



All British Car & Motorcycle Show, 31 Mar 2007, Winter Park, FL



MOGSouth Spring Meet, 4-6 May, Spartanburg, SC, Hosts - Gaskins, McOmbers and the Tuleibitz'



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



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, Roebling 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

The Club will most likely make an appearance at the HHI Concours



Hilton Head Island Concours d'Elegance, 1 - 4 Nov 2007, Hilton Head Island, SC



MOGSouth Christmas Party, 1 December 2007, Hosts - TBD

MOG SOUTH EVENTS
2007



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And As Always-The Best Prices!



CAPITOL MOTORS, www.mogwire.com, January 2007. Atlanta, USA

"Capitol Motors has canceled plans to open a Texas facility. As well, the original Purcellville, Virginia branch will be sold to an enthusiast and continue as a parts and service operation for British sports cars. A request for a Morgan Agency for Purcellville has been requested. The remaining Capitol Motors office in Atlanta, GA shall remain open with a smaller staff."

The Trip of A Lifetime - Classic Motorsports - Issue #125, March 2007. Touring Europe by Classic Car, Tim & Marjorie Suddard.
The 2006 Classic Motorsports tour visits the Morgan Factory.

"The Morgan factory in Malvern Link was every bit as nostalgically picturesque as the English countryside, but in a different way. From the artisans hand-beating the metal panels onto the (naturally) handmade wooden frames to the casual appearance of Charles Morgan himself to greet our tour group and talk shop, this "factory" felt like something between a throwback to the last century and a large, well-run shop manned by enthusiasts. You don't have to be a Morgan enthusiast to enjoy this trip - though if you're not, you will be by the time you leave."

"Anyone who has ever restored a car or visited a modern manufacturing plant will be awestruck by the way Morgans are still made."

morgan factory

The Morgan factory in Malvern Link was every bit as nostalgically picturesque as the English countryside, but in a different way. From the artisans hand-beating the metal panels onto the (naturally) handmade wooden frames to the casual appearance of Charles Morgan himself to greet our tour group and talk shop, this "factory" felt like something between a throwback to the last century and a large, well-run shop manned by enthusiasts. You don't have to be a Morgan enthusiast to enjoy this trip—though if you're not, you will be by the time you leave.

The facility is actually a series of garages lining a sloping driveway off a side street in town. Most things are done here as they've always been—although in a revolutionary change to the process, several years ago they started building the rolling chassis in the lowermost garage and then pushing the works-in-process uphill, instead of the other way around as they had been doing for decades.

Many of the craftsmen who build these cars have been with the company for decades, as well. Anyone who has ever restored a car or visited a modern manufacturing plant will be awestruck by the way Morgans are still made.



more SOUND BITES . . .

The Road & Track 50, A collection of recommendations, things an enthusiast must do . . . , Road & Track, January 2007.



Number 18, Remember a love child of the wild and crazy '60s. "Peter Morgan, son of founder H.F.S. and late proprietor of this ultra-traditional English sports-car company, stunned the world in 1963 with the Morgan Plus Four Plus. Though a standard Morgan lurked beneath, it had "a weather protected body with wind-down side windows and a heater fitted as standard equipment." What, no side curtains? Only 26 Plus Four Plus coupes were ever produced. A bit of family trivia: Peter's daughter Lady Jane Colwyn posed with the prototype in all its ads."

SPRING MEET UPDATE

MOG South's Spring, 2007 Meet will be held the weekend of May 4 - 6 in Spartanburg, South Carolina. The meet will be headquartered at the Residence Inn, Spartanburg, which is conveniently located adjacent to the intersection of Business Route 85 and Interstate 26. The hotel, which is in the final days of an extensive renovation, has reserved a block of 20 rooms for the weekend. These rooms will be held until two weeks prior to the event. Additional rooms can be booked at the club's rate based on availability, so early booking is strongly recommended. The rooms will be priced at \$89 for a standard 1-bedroom suite and \$109 for a 2-bedroom penthouse. The penthouse is ideal for a family group, or a pair of couples, with two private bedrooms and two full baths. Both types of room also feature a sleeper couch. A breakfast buffet is included in the rates. To reserve a room, call 864-576-3333 or 800-331-3131 and let the agent know that you will be with the Morgan car club.

We are planning a wide variety of activities for the incurably car-mad and those who are not so totally afflicted. The hotel has provided space for a hospitality room, and a private room has been reserved at a nearby restaurant for Saturday evening. The restaurant features excellent food and reasonable prices, and we will be able to choose from a menu offering six entrees.

Early May is a beautiful time in Upstate South Carolina, and we look forward to seeing you there. For more information, please contact Lee or Trisha Gaskins at trishaandlee@bellsouth.net or at 864-582-2461.

Directions to the Residence Inn: From the North via Interstate 85. Follow 85 South onto Business 85 South. Take Exit 2C. Turn left over the Bridge. The hotel is on the right, just past the traffic light. From the South via Interstate 85. Follow 85 North onto Business 85 North. Take Exit 2C. Turn right at the light and right again into the hotel. From either direction on Interstate 26. Take the exit onto Business 85 North and stay right onto Exit 2C. Turn right at the light and right into the hotel.

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



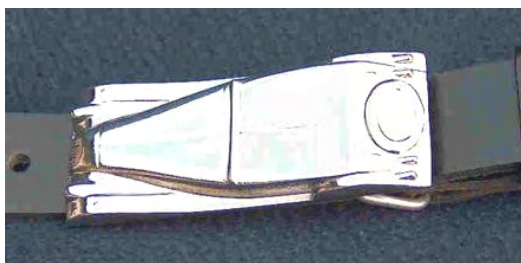
Reg No. WP 7490 in BRG and Nickel Plate.
Size - 1 5/16" @ £4.12
plus post & packing.

**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



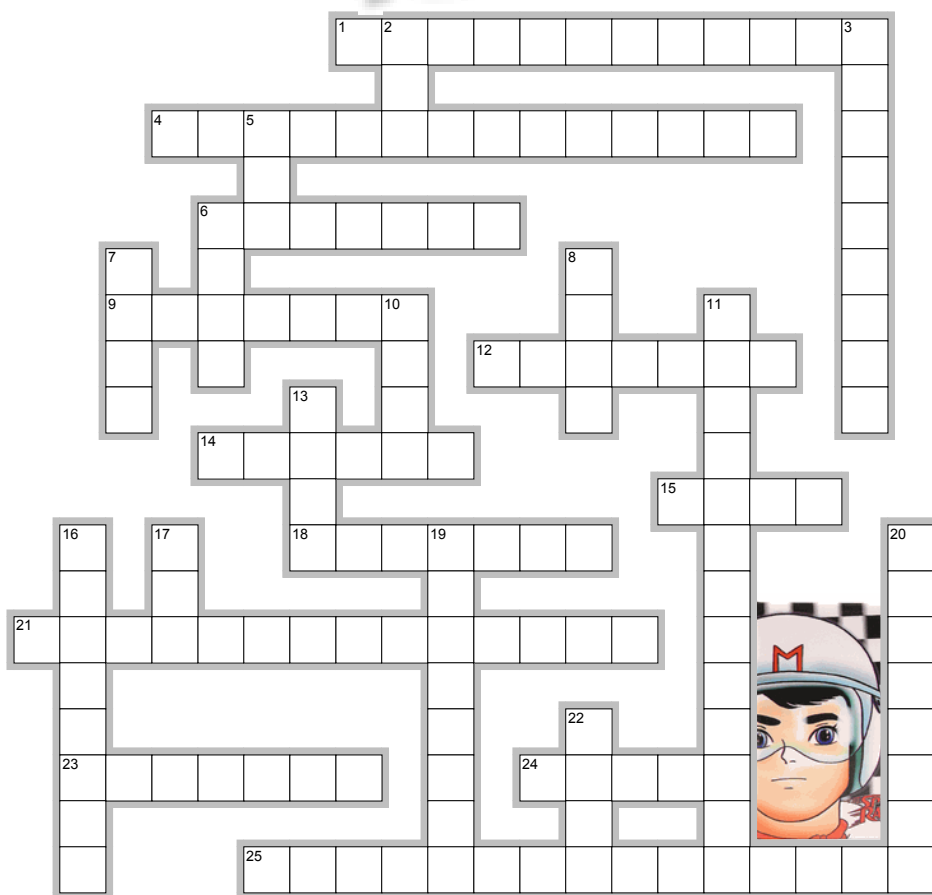
Gilt or Nickel Plated Cast Buckle - £25.00



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



MOGSOUTH CROSSWORD



ACROSS

1. First Limited Edition (?) Hardtop
4. Works Manager After HFS (needs a middle initial)
6. Second Limited Edition Hardtop
9. Nickname of the 4 Seat DHC
12. Just a dab will do it
14. One of the MOGSouth Racers
15. Used to hold their pants up
18. Chrome Hardened or the 'Boss'
21. Peter's Daughter's Married Name
23. Chassis for the Non Morgan SLR
24. Peter's Daughter's Name
25. Only Labeled Valve Cover

DOWN

2. One of the MOGSouth Racers
3. One of the MOGSouth Racers
5. Number of Plus 8 DHCs
6. Coach Builder for Uncle George's Winter Carriage
7. 'Factory' Club
8. One of the MOGSouth Racers
10. One of the MOGSouth Racers
11. Only MOGSouth Award
13. One of the MOGSouth Racers
16. Replaced the Plus 8
17. One of the MOGSouth Racers
19. Site of 'Revival'
20. The 'S' in SLR

and more **SOUND BITES . . .**

Old Ragtops and the Urn, Steve Thompson, Autoweek, Jan 2, 2007, www.autoweek.com

The gent sat down next to me, smiled and asked, "So how did you know Gordon?" I told him about how we'd met and the column I'd done because of my respect for Gordon's work as president and chief instructor of Drivetrain USA. As I finished, we both glanced at the urn standing in the center of the table in the parish hall of St. Francis Episcopal Church, in which the ashes of Gordon's earthly remains rested. Gordon Booth died at 61 of lung cancer on Nov. 25, 2006, and as friends of his, both the gent next to me and I knew that he would have relished the fellow's next question.

"Maybe," the man said, "you can help me. My last British car was an Austin-Healey 3000 that I sold a long time ago, and now I want a '60s British car to have as much fun in as I did with my TR3A and my Healey. Got any suggestions?"

There followed the inevitable car-guy bench-racing session, in which he learned about me and I learned that what he was really after was a ragtop that wasn't so much fast every day as motor-around fun on Sunday, with a "wave factor." It's defined as a car that people would enjoy seeing so much, they'd smile and wave. He owned a daily-driven Porsche 911 SC, and despite the excellence of the car, he missed the grins that his old Triumph and Healey triggered for him as well as for other people. I thought about his goals as the table talk quite properly centered on celebrating Gordon's life.

When it seemed appropriate, I caught his eye. "A Morgan," I said. "You need a Morgan." He grinned, and we began discussing Morgans in the modern world. By the time I had to leave, I could see he was seriously considering the idea. I looked again at the urn that could no more contain the personality and achievements of Gordon Booth than words could summarize why the Morgan is a perfect antidote to modern vehicles packed with everything but the essence of what attracted so many of us all to sports cars in the first place, back when Commander Booth, Royal Navy, was flying fighters for Her Majesty. An Englishman by birth and American by choice, Gordon understood perfectly. And somewhere, I thought as I left, he was smiling.



Morgan
WEST
Authorized Morgan Motor Car Dealer

'07 AERO 8 Series III, Bentley Continental Blue Metallic with Biscuit leather, dark blue mohair top, side exhaust, door map pockets, oddments tray on center console, Schedoni fitted luggage, additional Armourfend Protection, Brown Velvet Ash dash and door cappings

'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 pleated 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 Shelland 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 "Aorio 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

'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.

Thank You From Glenn & Dorothy Moore



Randy and Dave,

This note is a bit late, as I was hoping Glenn would write our thank you before the Christmas season was past.

We were thrilled, touched and even a little embarrassed that you chose us for your Mother Courage Award this year. Glenn and I were both teary-eyed, as just being embraced by the wonderful people in MOGSouth has been more than enough pleasure for us. Your kind words were very generous and we will never forget what you both had to say.

This year has just flown by with all the Morgan activities and our learning everything we could about taking care of our Morgan. We look forward to the future and hope we will be up to contributing with our time and efforts to keep this great group going for years to come.

Please let the MOGSouth members you see know how honored we are to be part of your group and how humbled we were to be chosen this year for your award.

Thanks again for a 2006 of adventure, may 2007 be as much fun for all of us!

Dorothy and Glenn Moore

PS: From Glenn: as Randy has said often, "it is the people that keep MOGSouth together & make this experience so enjoyable." A neighbor asked why I have the Morgan & two other cars since I do not drive.. I had previously told him that the ride in the Morgan was hot in summer, cold in winter, wet when it rains and difficult to enter and exit..but it was fulfilling a dream. Now my answer would be, it has become all the people I am fortunate to meet & have met that are associated with Morgans. I did not expect this, but it has become the larger reason that this year has been so full of adventure and learning from "SuperDave" and many others. This is a "happy" car and a happy adventure we have chosen for ourselves.

MOGSouth's Southern Fours and Eights Goes Really South !!

Sue Chatfield's husband, Peter, is enjoying the MOGSouth newsletter in Sydney, Australia. Sue is the Editor the Morgan Owners Club Australia's newsletter, The Morgan Ear. The photo with the newsletter is at Blue's Point and the other, with the Sydney Opera House in the background is Peter driving around Kirribilli. The car is Sue's lovely 2002 4/4.



[. . . and I bet you thought nobody read this thing. Ed.]



*Hey! Them's Not
Gators . . .
They're Morgans !!*

There really are Morgans in Florida, and quite a few. The GatorMOG club is currently in flux with Perry Nuhn moving north to the Carolinas, but that doesn't dampen the enthusiasm of the Florida Morgan owners. The winter in Florida is a wonderful time for Morgan outings. At the recent Orlando All British Car Club Breakfast, we had four Morgans amongst some 20 other British cars. Even though the weather was a bit overcast, Rick Frazee brought out his Matchless barrel back to join Peter Betterman (Red +8), Bud and Ann Dickson (BRG +8) and Andrea and I (4/4) for this photo op. If the weather had been a bit better, we'd have seen 2-3 more. Plan on seeing more of the Florida Morgan doings in the newsletter and at the MOGSouth meets.





SPECIFIC PROBLEMS OR STALLED PROJECT?

Let SuperDave help you get that Morgan moving again!



The Beautiful "Bustle Back" Plus 4 is done!

Less than 20,000 miles on older 1982 restoration. New frame and cross frame. New hoses, fuel lines, brake cylinders, carpets. Top, tonneau, half tonneau, and side curtains all redone in blue leather and vinyl. New carpets. New Blumells repro steering wheel. Engine compartment fully detailed. Ready to go and . . . better yet,

it's available! \$29,000 OBO



Offers & questions - 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 at 770 729-8786 or randy@therandalgroup.com.

ANOTHER SUBTLE REMINDER !! IF YOU HAVEN'T PAID YOUR 2007 DUES, YOU PROBABLY DID NOT GET THIS NEWSLETTER IN THE MAIL. PLEASE PAY YOUR CALENDAR YEAR 2007 CLUB DUES - SEE CONTACT INFORMATION BELOW

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. 1/07
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

