



SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 3/15

Amelia Island Cars and Coffee March 13 - 14, 2015



CARS and ~~COFFEE~~ at AMELIA ISLAND



Just so you know, the photo on the cover of this issue of the newsletter has nothing to do with the Amelia Island Concours d'Elegance Cars and Coffee event. (I suspect you probably figured that out on your own!) The cover photo is however a wonderful photo of a Morgan - doing what I like to see Morgans doing. Motoring down pretty back roads in the country. I am a sucker for a good photo, so I just had to share.

So, Ok, back to the Amelia Island Concours d'Elegance. It really is a remarkable event, worthy of all it's praise, but this year I won't be going. The Concours d'Elegance itself is on Sunday, and I have conflicts. That, and I have been to the Amelia Island Concours d'Elegance before, several times. To go to the formal Concours d'Elegance itself, I find that I want to take in all the other events that occur throughout the weekend - the parties, the auctions, the automotive art display, etc.- for me, they are all part of the total experience. I suppose I could just go see the magnificent cars on display, but somehow this just doesn't do it for me. If I go, I want to do it all.

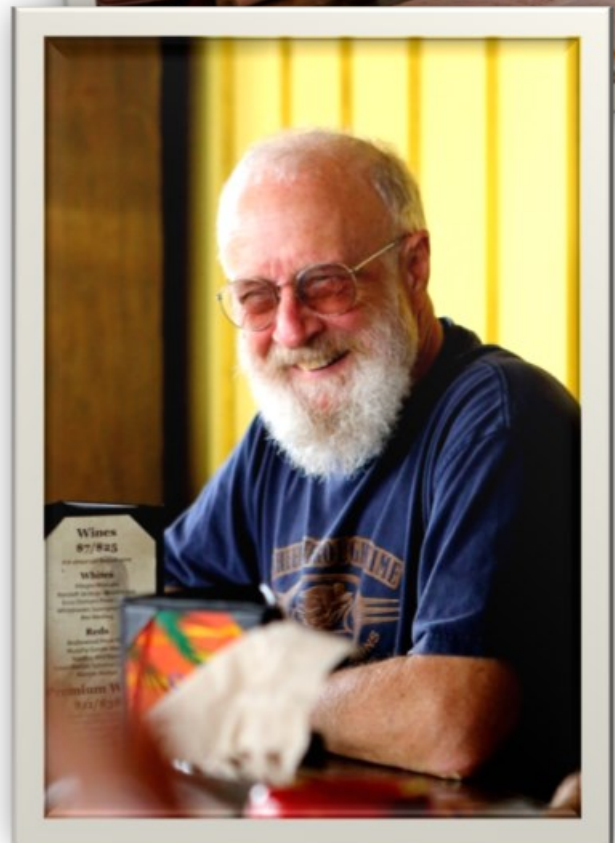
Now, if you haven't been to this Concours d'Elegance before, you need to put it on the list. You know what list! This is the most spectacular Concours d'Elegance on the East Coast and I believe second only, in terms of prestige and quality of cars displayed, to California's famed Pebble Beach Concours d'Elegance.

But . . . I can't go this year. Lots of things going on right now. As it stands, I felt lucky enough to get Andrea out to the Friday evening beer call. She has been singularly focused on finishing her tasks at work, as she is retiring 1 April. *April Fools Day . . . how appropriate!* Also, she caught some sort of affliction on her recent business trip to Texas. But, she rallied and pushed through.

Again, this year Andrea and I took the opportunity of the Amelia Island Cars and Coffee event to visit with Chuck and Karen Bernath, who live just south of Amelia Island, in Jacksonville, FL. We headed up to Jacksonville, Friday afternoon, all of a 2 hour run in the Plus 8. We got there in plenty of time, chatted, told stories, and then jumped into the two Morgans. We followed Chuck and Karen in their 1963 Plus 4 Four Place, on the back roads to Amelia Island and the designated Fernandina Beach



↑
Chuck Bernath



↑
Bob White

watering hole, the 'Salty Pelican.'

Joe Topinka planned a MOGSouth gathering at one of the popular watering holes in Fernandina Beach Friday evening before the Concours d'Elegance. This year Joe picked the 'Salty Pelican.' A good spot, except the parking turned out to be a challenge. There was a parking lot along side the bar, in some sort of fenced in area. We couldn't get there although we tried, driving around the block several times, and parked the Morgans in two street side spots a block away.

As we walked up, the MOGSouth gathering started at the door. The MOGSouth crowd was waiting as the Salty Pelican staff configured a few tables for us. For us the excitement started to build as when we recognized our MOGSouth friends. Dave Chiles was there, with Ellis King, Norris Haynes and Gene Spainhour. They had ridden down from North Carolina together, sort of 'boys night out' road trip. Bob White, from Boone, NC, was also there. And, I specially wanted to chat with Bob as it's been some time since we were together. And of course Charlie and Beth Miller, and Joe and Sharon Topinka. This was going to be good! And, it was. We all ate and drank and flew the MOGSouth flag proudly. Bruce and Delores Reynolds came in a little later on and quickly fell into step with the rest of the crowd. Old friends, questionable tales, and new puppy pictures on the iPhone. Then it was time to say our good byes and head out.

Well, our ineptitude at finding our way into the fenced parking lot paid off because as left to find the cars, we walked through the fenced-in parking lot and found that the remaining cars had no way out. All the gates were closed and locked. I haven't a clue how the folks, whose cars were now captured, were going to get home? Alas, we were fine, parked along the street, and after warming up the beasts, we motored our way across Amelia Island, around the many 'round abouts,' down the water ways and over the bridges, back to Chuck and Karen's Jacksonville home.

The Cars and Coffee event starts early at Amelia Island. The use of the same golf course holes for the Saturday Cars and Coffee and the Sunday Concours d'Elegance necessitates the Cars and Coffee cars get in location by 8:45 AM and leave quickly around 1:00 PM. So we had an early start from Jacksonville.

The drive up to Amelia was great. Cool and crisp with a hint of fog and early morning mist. The route along the water with the tree branches heavily laden with their Spanish Moss ornaments framed the roads. Great drive and great views. We soon found the Cars and Coffee entrance to the field and tried to figure out how to link up with the other Morgans, but we failed miserably. The told us to park as we entered, without regard for commonality of cars. Well, once on the field, the volunteer car marshals, having parked a few Morgans already, routed us around other cars and positioned us with the other Morgans. That was great!

Last year there were only three Morgans on the field. This year we had 6 Morgans. Three Plus 8s and 3 Plus 4s. We got parked, cleaned off the bugs and wiped down the car. Now for



Morgans on the Field - 2015 Amelia Island Cars and Coffee



Bruce and Delores Reynolds Plus 8 - Superb!

coffee. Well, we found the coffee stand, and they were packing up. WHAT? NO COFFEE! Wait, how can they advertise this thing as 'Cars and Coffee,' and have no coffee?? Next year we'll have a better plan!

We had a few new cars attend. And both Blue cars?? Hum . . . Coincidence or other nefarious doings?? Ken and Pat Kreuzer were there, having just relocated down from New England to the Charleston, SC area, with their super 1967 4 Place Plus 4. Peter and Gina Starr also attended with their gorgeous 2002 Plus 8. The Plus 4s of Chuck and Karen Bernath and Joe Topinka rounded out the Plus 4s. Joe's is a potent beast with the super sports bucket seats, roll bar, twin webbers and Lawrencetune valve cover.

Bruce & Delores Reynolds had their exquisite Plus 8 there. Bruce has spent time making this car a real standout. I was almost ashamed of Ugly Betty, but Andrea's cleaning made a big difference. We had a number of friends stop in. Tony McLaughlin from Mobile, AL came by, Gordon King (brought his Porsche to Amelia?), and Bates McLain all the way down from Virginia. Not to forget all the folks from Friday evening's Noggin came by as well.

For those of you that don't know, Bob White is a docent at the famed 'Wheels Through Time' transportation museum in Maggie Valley, NC. He and the museum Dale Walksler were there on the field to start a 1937 Crocker motorcycle (I overheard Dale say it is Crocker #8 of only 71 V-Twins). The Crocker has a 'hemi' combustion chamber design and out powered both the Harley Davidson and Indian offerings of the day.

I believe that this demonstration was part of a plan to raise money for the museum foundation. Regardless of reason, I for one, just love it when old things run. Sort of like my pre-war Morgan. A certain thrill comes over you when you realize that the darn thing is still alive after all this time.

Interestingly enough, I had just talked with Dale Walksler about opening the 'Wheels Through Time' museum for MOGSouth in conjunction with our Christmas Party in December. They are normally closed in December which we found out when a large group of us tried to visit this past year. The museum, and Dale, have become

somewhat famous now with the advent of the cable TV show 'What's in the Barn?' on Velocity Channel. Luckily, Dale has agreed to a 'special' opening only for MOGSouth, this coming December 5, 2015, the day of the MOGSouth Christmas Party. I'm sure Bob White has something to do with Dale's appreciation of MOGSouth. Thanks, Bob!

Maggie Valley, NC, where the museum is located, is only 10 minutes down the road from the Waynesville Inn. If you haven't been to the 'Wheels Through Time,' museum, it is truly amazing to see the artistry of the vignettes and the sheer volume of the displays, and if you have been there before, undoubtedly you know you want to go again.

So, with the Crocker and the other 'Cars and Coffee' doings, (except the lack of coffee!) it was another great Morgan event. Having twice the number of Morgan cars on the field this year, and located all together, was really tremendous. Hopefully next year we will be able to attract even more Morgans. The Friday evening Noggin adds to the experience. A worthwhile event, and a good time to get everyone together. I expect we'll see you there next year!

Mark

Dale Walksler and Bob White



Dale Walksler starting the vintage Crocker Motorcycle



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Ok

so with all hype about the new Morgan Aero 8 I didn't want you to lose sight of the tradition and history of these Morgan cars we treasure. That's why I put the lovely picture of an MX4 Super Sport of the cover of this month's newsletter. That, and the fact that this new Aero 8 isn't coming to America any time soon. Not necessarily something we like . . . but it is the current state of affairs.

This brings up a good question. *Why do we even care about the new Morgan Motor Company cars?* We can't get them here in the US, so what does it really matter what they're doing over in Malvern. New technologies, processes and all that shiny stuff is nice, but so what . . .

Well, I for one, think it really does matter what's happening at the Morgan Motor Company. Tradition and history are one of the fundamental things that draw us to these cars. Also, the fact that this car company is still making cars, still in business, some 105 years on, is something we readily boast about when questioned. So the past, and how it's evolved to the present, and certainly where our specific cars touch that continuum, are important things to us. We can point left to those earlier and right to those newer. And, of course, we embrace the whole lot. And, most certainly, things will eventually change. (I really do hope so!)

One of these days, when our politicians wake up, or when these new cars are old, we will get our hands on today's product of the MMC. The technologies, processes and attitudes being developed today will find their way into cars we will eventually get in the US, and we will have a need to know about such things. Wishful thinking perhaps, but we just have to stay positive or we'll soon find something akin to a 2CV in the garage.

So, I include the latest development factory news and snippets from the press about the current MMC offerings and activities, just so you'll be in the know. And, the big news these days is the 'new' Aero 8 announced at Geneva.

Typically the Morgan Motor Company uses the Geneva Motor Show to unveil the latest doings from the Factory. This year was similar to others, with the unveiling of a new model - the new Aero 8. It's hard to believe, but the first Aero 8 was originally announced 15 years ago, to mostly positive press (*"change is good"*), albeit 'tempered,' with a lot of outright criticism (*"the darn thing's cross eyed!"*) and chicken little's utter disbelief (*"it'll be the death knell of the MMC . . ."*)

The Aero 8 variants survived and proliferated but somewhere around 2010, with the completion of the limited edition Aeromax, the original Aero 8 drop-top variant disappeared, giving way to the Aero Super Sports (targa-like top) and the Aero 8 Coupe. Now, this newly announced Aero 8 brings back that proper removable soft top British roadster. (An optional hardtop is available.) And, as this new model enters, the Aero Super Sports and Aero Coupe exit. Too many concurrent models makes it hard for the MMC. This Aero 8 brings with it lots of changes, some targeted at addressing known issues, and others clearly positioning the car for the future. And, this time, the press is universally supportive.



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2015 MORGAN AERO 8 SHOWS A HOST OF UPGRADES TO THE SWISS CROWDS www.autoblog.com/

With over 1,250 units made, the Morgan Aero model line has been in production for 15 years – just a blink of an eye for the Morgan Motor Company. The automaker has been in business for over a century and has had a tendency to keep its vehicles in production for decades with frequent upgrades keeping them modern. At the Geneva Motor Show, the company is shaking up the range with a thorough revision for the 2015 Aero 8.

Hidden beneath the vintage styling is an improved aluminum chassis with better torsional rigidity and an improved suspension setup. Power comes exclusively from a 4.8-liter V8 from BMW making 367 horsepower, and the Bavarian brand also supplies a new limited-slip differential to get power down at the rear. Buyers can choose between a six-speed manual and a six-speed automatic gearbox.

At first glance, the latest Aero 8 bares all the hallmarks of Morgan's classic style with a long hood, prominent shoulders and short rear. The new version is exclusively available as a convertible, although, as these photos show, an optional hardtop is available. The aluminum body is also slightly altered with better aerodynamics up front, and the most obvious change comes at the rear where there's now a clamshell design.

The interior also received a new, though still retro-looking dashboard design, and Morgan is touting its improved air conditioning system that reportedly works better in hot weather. Buyers [can opt for a set of carbon seats, as well].

With the introduction of the latest Aero 8, Morgan is ending production of both the Aero SuperSports and Coupé in April. Production of the new model then commences in the fourth quarter. Check it out on the Swiss show floor in the gallery above, and see the convertible in motion on some snowy British roads below.

Introducing the new Morgan Aero 8

Over 1250 Aero platform cars delivered since 1st generation launch in 2000. New Aero 8 signifies return to soft top motoring within the current Aero range. Significant changes to the aluminium chassis, suspension and vehicle aerodynamics. Powered by a 4.8 litre V8 BMW engine producing 367bhp. Available with 6 speed manual or automatic transmission (with paddle shift). New Hand sculpted aluminum body and revised interior styling. [...]

The Aero SuperSports and Coupé cease production in April 2015. Production begins during quarter 4 of this year. The 2015 Morgan Aero 8 makes its global debut [...] 15 years since the launch of the original Aero Eight. Significant visual and mechanical changes make the 5th generation of this iconic model the most refined Morgan Aero product to date.

Exterior - Styling of the new Aero 8 was influenced by classic open cars from the 1960s, reflecting a trend of long, fast and low shoulder lines and cabin focused body work. From above, the view echoes that of a boat deck, enhancing the sense of adventure and escapism. A dramatic rear opening clam shell boot is used to both tension and hide the new double-lined mohair hood. Occupants are seated low in the vehicle, which in turn enables a sleek roof line and balanced vehicle proportions. The Aero 8 is available with an optional hardtop that transforms the car into a coupé with ease.

Interior - Passenger experience has been at the forefront of the design process. New dashboard arrangements, real wood surrounds, textured box-woven carpets and fine leather trim enhance the new interior. The introduction of a new air conditioning system ensures that the car is more usable in warmer climates [...] Optional touch screen media systems, low slung carbon seats and bespoke detailing packs add to Morgan's already extensive options list.

Dynamics - The aluminium chassis benefits from improved torsional stiffness, a revised front end, all new suspension, anti-roll bars and a new BMW limited slip differential. The driver benefits from a more responsive and better handling sports car. ABS (with EBD), power steering, cruise control and airbags add further passenger convenience and safety.

Summary - This, the most refined Aero product to date, is a fitting evolution of Morgan's most technologically advanced range of vehicles. The Aero 8 will enter production in Q4 2015 with limited production numbers available. Morgan tailors every car to align with the customer's personal vision. With infinite combinations of paint, leather and a vast array of detail choices, every Aero built will be a one-off.

"Morgan cars are synonymous with open top motoring. We produce 2-seater sports cars that are lightweight and exhilarating to drive. The new Aero 8 signifies a return to this formula within our flagship range of vehicles. The Aero 8 offers the perfect marriage of fine craftsmanship and performance technology, one that we believe is so important in today's increasingly autonomous world." - Morgan Managing Director, Steve Morris.

"This project presented us with an opportunity to evaluate and capture exactly what defines Morgan as a class leader in hand-making luxury British sports cars. Over the last 15 years the Aero Platform has successfully evolved both

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TALLY HO! MORGAN'S 367BHP AERO 8 IS HERE www.topgear.com/

Retro sports car maker enters 21st century with V8-engined slice of Britannia. Paging Mr Hammond

The Geneva motor show isn't short of sports cars this year, but here's one from much closer to home.

The new Morgan Aero 8 is the fifth generation of the Malvern firm's 'Aero' sports cars, and will replace both the Aero SuperSports and Aero Coupe when production starts later in 2015. And the old AeroMax was a car that telly's Richard Hammond bought with his own cash, don't forget.

While the Aero 8 looks broadly similar to the cars it succeeds, Morgan is claiming a host of updates below the surface. This is one of its aluminium rather than wood-based cars, and the alloy chassis boasts improved torsional stiffness over its predecessors.

The suspension has been overhauled too, with a revised front set-up (though exact details are scant) and a BMW-sourced limited-slip differential operating on the rear axle. Welcome, given what's sending power there.

Much as you'll find in Morgan's current aluminium cars, a 4.8-litre V8 engine - also arriving in a crate from BMW - produces 367bhp. That may not sound sensational when Ford's new Focus RS isn't far behind, but this Morgan could well weigh less, while there's no gamut of electronic driver aids to help stop you from smearing all those horses over the road.

Gearbox choices are a manual and automatic, both possessing six speeds, the latter with paddleshifters. But you'll want the manual.

The interior has had a refresh, too, with a new layout and an improved air con system to help widen Morgan's appeal into the expanding Far Eastern markets. The options list includes carbon seats and - believe it or not - a touchscreen media system.

Yep, Morgan is embracing modern technology. But not completely, according to MD Steve Morris. "The Aero 8 offers the perfect marriage of fine craftsmanship and performance technology, one that we believe is so important in today's increasingly autonomous world," he says.

And while the hand-built exterior has evolved notably since the original, somewhat cross-eyed Aero 8 of 15 years ago, it's fair to say the styling remains very *Morgan*.

That means an abundance of quirkiness. The clamshell boot hinges at the rear, for example, allowing it to hide the mohair convertible roof when it's stowed away. A coupe-like detachable hard top lies on the options list.

Limited production starts at the end of the year, and we'd reckon on saving at least £100,000 in the meantime if you want one. Do you?

NEW MORGAN AERO 8 TAKES A BOW IN GENEVA www.autoexpress.co.uk

Morgan brings back Aero 8 name for fifth-generation model, with a new chassis, modernised interior and soft-top option

It's a special event when British sports car maker Morgan reveals a new model, and with its debut here at the 2015 Geneva Motor Show the fifth-generation Aero 8 has made a big splash, delighting fans of big, brawny two-seaters.

At first glance the new car looks extremely close to the old Aero 8, with a muscular, low-slung profile that deliberately harks back to the thirties. The retro styling cues continue at the front, with a similar design to before, but the shape of the rear has been tweaked slightly with new tail-light lenses.

Morgan is quick to point out that this isn't just a facelift, though, making special mention of the all-new, hand-crafted, bonded and riveted aluminium body, as well as the distinctive rear-hinged clamshell bootlid that hides the new mohair hood. The Aero 8 is also available with a removable hard-top, and Morgan claims reduced wind noise and more relaxed high-speed cruising than before for both options.

Inside, the traditional real wood and leather trim remains, giving the hand-built feel and character that many Morgan enthusiasts crave. But the British firm claims the trim and upholstery has taken a step up in quality, helped by modern

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tech like cruise control and a new touchscreen media system. Buyers will also be able to add a racier feel to the quaint Morgan's cabin, with low-slung carbon fibre seats and bespoke detailing packs.

Behind the retro facade lurks plenty of new tech, including a revised air-conditioning system that means the new Aero 8 should be more usable all year round, especially in warmer areas of the globe where Morgan is now selling a significant number of cars.

Power, as before, comes from a 4.8-litre BMW-sourced V8, producing 367bhp and 490Nm of torque, linked to a six-speed manual or auto box. Thanks to its lightweight aluminium body, the 2015 Aero 8 should deliver rapid acceleration – weighing just 1,175kg dry, Morgan's latest sports car can sprint from 0-62mph in 4.5 seconds and on to a top speed of 170mph, or 155mph for the automatic version.

The self-shifting option now comes with paddleshifters for the first time, giving more control to the driver. The V8 now complies with Euro 6 emissions regulations, too, although CO2 outputs are still fairly high, at 282g/km for the manual and 256g/km for the automatic. Fuel economy is quoted at 23mpg and 26mpg respectively.

On top of its performance streak, the new aluminium chassis is said to feature improved torsional stiffness, with new suspension all-round, anti-roll bars and a BMW-sourced limited-slip differential that helps to improve both grip and refinement.

Morgan's managing director Steve Morris said: "Morgan cars are synonymous with open-top motoring. We produce two-seater sports cars that are lightweight and exhilarating to drive. The new Aero 8 signifies a return to this formula within our flagship range of vehicles.

"The Aero 8 offers a marriage of expert craftsmanship and performance technology." Priced from just under £80,000, the Aero 8 range will be sold in limited numbers towards the end of 2015.

MORGAN REVEALS HEAVILY UPDATED AERO 8 IN GENEVA

www.carscoops.com/

While the Morgan Aero 8 you see before you in these photos may look strikingly similar to what you already know, it actually isn't and it comes with plenty of changes and improvements over its predecessor. It promises better comfort, handling, practicality, technology and luxury than ever before.

The car was just revealed at the Geneva motor show with a whole host of changes over its predecessor. Yes, the front fascia, bonnet and wings are pretty much identical from what we can tell, but from the doors back, it's actually completely new.

Also all-new is the suspension system. It used to be of the inboard variety but for the latest Aero 8 it has been swapped out for a more conventional double wishbone independent setup on all four corners. This is said to have a number of advantages for comfort (particularly at low speeds), road holding and handling.

The engine is the same 4.8-litre BMW-sourced V8, a unit that will be kept mechanically the same but with updated software to extract a few extra ponies and torques.

The new Aero 8 comes with a folding soft top that (for the first time in a Morgan) stows away behind the seats, as well as a detachable hardtop that looks really sexy and curvy – it's what all detachable hardtops should look like, although this one may just fit this very curvy, retro car and not anything more modern-looking.

Morgan also says this latest Aero will also be better built than any Morgan before it, it will offer improved refinement and it's also lighter than before, tipping the scale at just over a ton.

The expected production run won't go beyond the 300-ish mark, and they plan to sell the model for around two years; it commences in October.

MORGAN REVEALS NEW VERSION OF AERO 8 AT GENEVA MOTOR SHOW

www.motorauthority.com/

If you're a fan of new cars built and styled just like the classics, then there's a company that may just be right for you. It's called the "Morgan Motor Company", and at the Geneva Motor Show this week the British outfit rolled out a new version of its Aero 8 sports car. The Aero 8 is Morgan's most modern design, though you'd hardly guess it by simply looking at it.

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The Aero 8 was introduced in 2001 and over the years it has been continuously updated. *Morgan also tells us that it's managed to build just over 1,250 examples of the car since then.* The new vehicle, technically the fifth generation of the Aero 8, is said to benefit from some significant technical and visual updates.

The car is a convertible in its basic form, though Morgan offers a hard-top roof for those that prefer coupes, and it features a new rear section that comprises a clamshell trunk lid. Occupants are seated low in the vehicle, which in turn enables a sleek roof line and balanced vehicle proportions. [. . .]

Inside, there's a new dashboard layout, real wood accents, textured box-woven carpets and fine leather trim. The introduction of a new air conditioning system ensures that the car is more usable in warmer climates, a reflection of Morgan's expansion into new markets across the globe. Morgan has also added a number of new options, some of which include a touchscreen infotainment system, carbon fiber seats, and a bespoke detailing package.

With the arrival of the new Aero 8, Morgan is ending production of its current Aero SuperSports and Aero Coupe next month. Production of the new Aero 8 is slated to commence in the fourth quarter of the year.

IS THAT A UNICORN? NO, IT'S SOMETHING MUCH RARER: A NEW MORGAN AERO 8 www.digitaltrends.com/

It's a rare day: Morgan Motors, Britain's ye olde'st automaker, is releasing a new car the fifth generation 2015 Morgan Aero 8. Well, it's mostly new ... The big change is that the Aero 8 is going from hardtop to roadster. Underneath, though, it's appropriately a mix of old and new.

Held over from the previous generation of car is the BMW-sourced running gear, a 4.8-liter 367 stalwart Shetland pony-power V8, mated to either a six-speed manual or automatic. *Though, let's face it; the only people who are buying a Morgan with an automatic are fun-hating communists.* This combination is good for a brisk — but not alarmingly fast — 4.5 second sprint to 60 mph.

Despite being able to power the Aero 8 past the odd Porsche Boxster, the engine isn't really what the Morgan is about. Instead, it's more about supplying a pleasant baritone howl to accompany vigorous cornering. To that end, the new Aero 8 keeps Morgan's nod to modernity with an all aluminum construction, not to mention a revised chassis, all-new suspension, and key for tail out fun: a BMW-sourced limited-slip differential.

If you want a fun-to-drive sports car, there are lots available like that Boxster I mentioned or, in fact, the BMW's from which Morgan has gotten most of its complicated bits. *The Aero 8 is something more; it is a time paradox.*

Old school coach-building and styling that Cary Grant and Errol Flynn would feel at home with is blended seamlessly with modern touches like LED lighting and the gorgeous clamshell boot (Brit-speak for 'trunk'). *The driver Morgan choose for its video is a great metaphor for this combination; he is dressed like it's 1938, but you just know he has an iPhone in his pocket.*

The result of all of this is that the Aero 8 is not a car for everyone. *In fact, Americans will be hard pressed to lay their hands on one ... period.* For those who are looking to experience the elegance and joy of an earlier age without the hassles like cholera or being impaled on a finely crafted steering column, Morgan is there ... and thank god and her royal highness for that.

OLD-SCHOOL AUTOMAKER MORGAN IS BACK WITH ANOTHER BEAUTY <http://www.wired.com/>

Morgan says it drew inspiration from the long, low shoulder lines of the cars of the 60s, an era that gave us landmark sports cars like the Ferraro 250 GTO, Aston Martin DB5 and, of course, the Jaguar E-Type.

Morgan's latest car, the Aero 8, is another retro classic.

It's got a 4.8-liter V8 engine under the hood, good for 367 horsepower if you rev it to 6,300 RPM, and of course you should because it undoubtedly sounds glorious. The beauty of the lines and stylish clamshell trunk make the bulbous front end easier to forgive. Morgan says the Aero 8 is designed to resemble a boat deck when seen from above, "enhancing the sense of adventure and escapism," great for being seen from your helicopter.

Morgan offers the Aero 8 with three pedals and six-speed manual, which alone makes it worthy of high praise. Or you

could wimp out and get the automatic. It also comes with airbags and air conditioning, two features we rarely see touted in 21st century releases.

LEATHER-GLOVED HANDS DOWN, Morgan Motor Co. is our favorite retro-modern car maker. We live in a world where automobiles are learning to drive themselves, manual transmissions are an endangered species, and the question of whether dashboards support Apple or Google is a major consideration, and that's mostly OK. But it's comforting to have Morgan, which still talks about 1960s styling and hand-builds cars to order using ashwood frames.

Morgan Motor Company was founded in 1909 by Henry Frederick Stanley Morgan, and sometimes it seems little has changed since then. Although the cars are thoroughly modern under the hood—the company favors BMW drivetrains—the exterior styling stopped evolving around the time of the Blitz. Morgan was retro before retro was a thing, and even futuristic concepts like the hydrogen fuel cell LifeCar looks like they came straight out of the 1930s.

The Aero 8 is designed to resemble a boat deck when seen from above, “enhancing the sense of adventure and escapism,” which sounds great for when you see the car from your helicopter.

Morgan sings a similar tune with the Aero 8, which made its debut this week at the Geneva Motor Show. It's the latest in a line Morgan launched in 2000 and thoroughly modern, in the sense that it's being built in 2015, it's got a 4.8-liter V8 engine under the hood, and the requisite sports car hardware like limited slip, ABS, and such. The engine's good for 367 horsepower if you rev it to 6,300 RPM, and of course you should because it undoubtedly sounds glorious.

In another nod to the past, Morgan offers the Aero 8 with three pedals and six-speed manual, which alone makes it worthy of high praise. Or you could wimp out and get the automatic. The manual tops out at 170 mph, walloping the slushbox by 15 mph. Either way, you'll hit 62 mph in 4.5 seconds.

Oh, it also comes with airbags and air conditioning, two features we rarely see touted in 21st century press releases. The A/C, Morgan says, will be nice to have in warmer climates, “a reflection of Morgan's expansion into new markets across the globe.” Which means places beyond England, we guess.

The drivetrain is, in some ways, almost irrelevant because the styling is what sets the Aero 8 - or any Morgan, for that matter - apart. Morgan says it drew inspiration from the long, low shoulder lines of the cars of the 60s, an era that gave us landmark sports cars like the Ferraro 250 GTO, Aston Martin DB5 and, of course, the Jaguar E-Type. Those long, sweeping lines of the front fenders are enough to make you swoon, and the proportions—long hood, short rear, muscular haunches—are spot-on. The clamshell trunk opens with a flair rarely seen in modern cars, which makes us more forgiving of the bulbous front end and grille that looks a bit too narrow. *Morgan says the Aero 8 is designed to resemble a boat deck when seen from above, “enhancing the sense of adventure and escapism,” which sounds great for when you see the car from your helicopter (and notice you forgot to tuck your driving cap in the glove box).*

Pricing starts around \$121,000, according to Top Gear, and production starts in late 2015.

NEW MORGAN AERO 8 REVEALED AT GENEVA www.autocar.com

The two-seater Aero 8 is set to replace the Aero Coupe and Aero Supersport and will be offered on sale alongside the Plus 8. The company has said that it has changed everything it could with the new Aero 8.

The new chassis is stiffer and is fitted with a completely new suspension. *The old inboard suspensions system has been ditched in favour of an outboard double-wishbone set-up at each corner and anti-roll bars. Much more predictable and engaging handling is promised as a result,* along with improved body control, low-speed ride and flatter cornering.

Although the front-end design of the Aero 8 is similar, the look from the doors backwards is completely new. The most significant part of design chief John Wells' work on the Aero 8 is the way *the fabric roof folds completely out of sight behind the two seats, a Morgan first.*

Morgan has also offered a removable hard-top variant of the Aero 8, with the carmaker having worked to integrate the roof into the design from the outset. The interior now features a revised dashboard with toggle switches along with an *optional infotainment system with satellite navigation and rear-view camera display.* There's also a new steering wheel and instrument binnacle along with more storage space. [. . .]

The company claims that the new Aero 8 offers improved passenger comfort, a more slippery aerodynamic profile, greater refinement, reduced wind noise and improved protection from water leaks thanks to new doors and seals. It's also lighter than the other Aero models and is expected to weigh in at just over 1000kg.



Synopsis of New Aero 8 Features (by Braunstein) *[The Cliff's Notes Version for those of you challenged for time . . . And, I have noted certain features that can be seen in the accompanying photos. Ed.]*

Production

- The new 'Aero' car will replace both the Aero SuperSports and Aero Coupe when production starts in 4Q15
- Aero SuperSports and Aero Coupe production is scheduled to end in April 2015

Exterior Styling

- 'Proper' convertible top, with a hard top option [\(picture provided\)](#)
- New convertible top folds completely out of sight behind the seats
- Front wing vents (forward part of wing) akin to those on the Aeromax [\(picture provided\)](#)
- Rear opening boot cover, which covers the fuel inlet cap, and tensions the soft top (Supposedly the boot will be deeper than shown in the pics. The Geneva car had temporary boot lid hinges reducing boot space.)

Interior Styling

- A newly designed interior layout with less (not more) leather adding classic box weave carpet [\(picture provided\)](#)
- A new dashboard layout with toggle switches or optionally a touchscreen media system [\(picture provided\)](#)
- An improved air conditioning system for warmer climes [\(picture provided\)](#)
- Morgan standard seats or carbon fiber race inspired seats
- Morgan claims reduced wind noise and more relaxed high-speed cruising

Power Train and Oily Bits

- New aluminum chassis boasts improved torsional stiffness
- A revised front suspension (though exact details are not revealed)
- Moved cantilever suspension which was inboard to the outside to combat body roll
- A new BMW - sourced limited-slip differential
- Both manual and automatic six speed transmissions - the autobox with paddleshift [\(picture provided\)](#)
- Side or rear exhaust [\(picture provided\)](#)
- New Torsion Bars
- Power still provided by 4.8 Liter BMW normally aspirated motor

[The next few pages feature pictures of the new Aero 8 so that you can judge for yourself. Some of these are standard press photos provided by the MMC, others have been extracted from press pieces that were taken at the Morgan Car stand in Geneva, and still others that came from TalkMorgan blog. I have attributed the source where possible. Ed.]



Photo Courtesy of the MMC



Photo Courtesy of Digital Trends

The Hard Top is an option, but the soft top has yet to be seen??

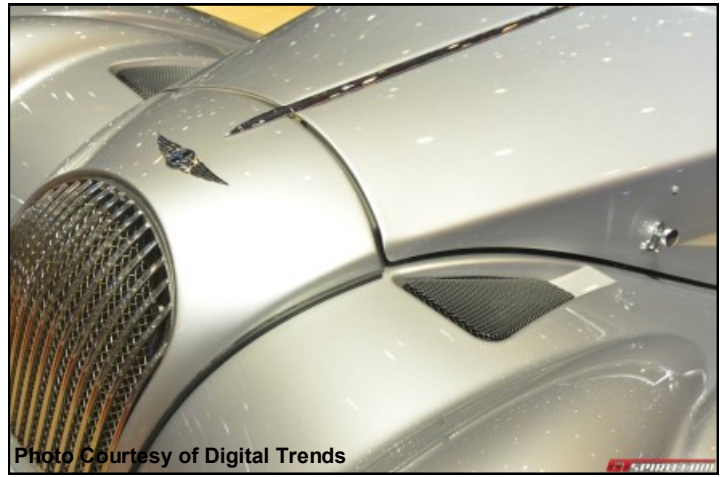


Photo Courtesy of Digital Trends

Front wing vents are evident on the car. Akin to the Aeromax.



Toggle Switch Panel in the Blue LHD. Note Paddle shifter.



LCD Panel visible in the Silver RHD Car at Geneva.



Photo Courtesy of Motor Authority

This shows the leather replaced by carpet and the new air con vents.



Update Dash.



Photos Courtesy of MMC



Continued Next Page



Photo Courtesy of Motor Authority

The rear of the car is probably the biggest change.



Photo Courtesy of MMC

The boot opens to the rear and compresses the top's tonneau.



Photo Courtesy of MMC

Morgan leather seats are standard. Carbon Fiber Seats are optional.



Photo Courtesy Oakmere Morgan

The boot lid hinges are supposedly being revised to increase space.



Photo Courtesy of MMC





MOGSOUTH MESSAGES AND STUFF

UPDATES

MONTHLY CLUB GATHERINGS !!

ORLANDO FL GATORMOG / MOGSouth BREAKFAST!

1st Sunday of each month, as part of the greater Orlando British Car Club. Tire kicking at 0800 with Breakfast at 0830 (All British Car Owners or Fans Welcome) - **897 West Town Parkway, Altamonte Springs, FL 32714**

Other ANNOUNCEMENTS Of Interest !!

MOGSouth MEMBERSHIP ROSTER UPDATES

We are still trying to finalize the next version of the MOGSouth Membership Roster. This means that we need to have everyone pay their 2015 dues and update their contact information. The MOGSouth Membership Roster was last updated in 2013 so it's time.

We use an **Email contact list for communication**, so in order to receive communications from MOGSouth about upcoming events, newsletter availability, etc., you must provide us with your email address. I use the roster constantly and I suspect that many of you do as well. If there is information on the membership roster that you would prefer not be published, just let us know. We hope to have a new roster to distribute at the MOGSouth 40th Anniversary Meet in Aiken, May 1 - 3, 2015.

MOGSOUTH AND MORGAN REGALIA

COMMEMORATIVE ITEMS FOR SALE AT THE MOGSOUTH 40TH ANNIVERSARY MEET

MOGSouth isn't a club with lots of discretionary funds so there aren't usually a lot of Regalia items in inventory. We do have **MOGSouth Car Badges** on hand and they will be available at the MOGSouth 40th Anniversary Meet, should you need one, or need another? There will also be **GatorMOG Car Badges** available as the meet. And rumor has it that there will be a number of other MOGSouth items as well.

If you have registered for the 40th Anniversary Meet you know we have T Shirts planned and have asked for sizes, quantities, etc., in the registration process. (If you haven't registered as yet, please do so very soon. See the next page of this newsletter for details and instructions on how to register and reserve your hotel room.)

Commemorative T-Shirts will not be the only thing available at the 40th Anniversary Meet, but we want folks to be surprised, so we aren't going to 'spill the beans' just yet. Rest assured we believe these items will go very quickly so you will want to be sure to get yours before we run out. **But, be sure to bring your check book!** MOGSouth is purely a cash and carry sort of outfit as we have no ability to take credit cards.

AND OTHER THINGS YOU SHOULD KNOW !!



MOGSOUTH 40TH ANNIVERSARY (SPRING 2015) MEET UPDATES!

As of **March 2015**. Well, a second trip to Aiken was accomplished earlier this month. Meeting were had with all the important folks and things are looking very good indeed. Registration for the meet (go to the MOGSouth web site) is working quite well and you'd be surprised at some of the folks coming to the meet. The hotel however has run through its block of MOGSouth rooms and informs me that only suites are now available, at a slightly increased price. There are still rooms available across the street at the Hampton Inn.

Just as a reminder, the meet will be held the first weekend in May (1st - 3rd) 2015 in Aiken, South Carolina.

You don't have to be a MOGSouth member to attend. All members of the Morgan community are welcome, regardless of club affiliation or car ownership. Even if your car doesn't run, come anyway. We actually want to see you more than your car. As is the norm for all our meets, there will be a complementary hospitality suite, provided by the MOGSouth treasury, open each evening, for Morgan 'Noggin and Natter.'

ACTION REQUIRED (TWO STEPS)

- **HOST HOTEL - You must reserve a hotel Room** - You can still get a room at the [Hilton Garden Inn](#) Aiken South Carolina, albeit only the pricier suites are still available. **Our block of rooms is now gone.** There are standard, less expensive, rooms across the street at the Hampton Inn, which was the planned overflow hotel, as the two hotels are related. Don't forget, be sure to ask for **MOGSouth** to get a beneficial rate. Breakfast and other amenities are included in the rate. If necessary contact Dorothy Holiday (Dorothy.Holladay@Hilton.com) at the Hilton Garden Inn, and she will help.
- **REGISTRATION - You must also register for the Meet.** There are far more folks reserving hotel rooms than registered for the meet. Not sure what that means. Go to the MOGSouth Website home page or this link (www.mogsouth.com/40thAnniversaryMeet.htm) to download the Registration form.

HONORED GUEST We have just found out that **Steve Morris, the Factory MD, our planned Honored Guest, has significant family issues that will preclude his attendance at the MOGSouth 40th Anniversary Meet. This was totally unforeseen and he is deeply sorry.**

TENTATIVE SCHEDULE OF EVENTS (We believe this to be accurate but if things change we will let you know.)

- **Friday 1 May** - The **Gymkhana** will be held from 1400 - 1530 in the vicinity of the hotel. It will involve driving tests, bean bag tosses and auto parts identification. The Hospitality Suite will open around 1530, as the Gymkhana ends. The Hilton's 'Thoroughbred' room is the spot for the Hospitality Suite. Late registration and regalia sales will be available in the Hospitality Suite. Dinner is 'On Your Own' and a list of restaurants will be provided.
- **Saturday 2 May** - The **Morgan Rally / Drive** to the [Augusta Sailing Club](#) on Strom Thurmond Lake will start from the hotel. The convoy of cars will depart at 0900 and the route includes a 30 minute stop in Edgefield, GA. The Rally will include a **Scavenger Hunt** (basically questions that need to be answered) along the route. A **Catered Lunch** will be provided at the Sailing Club.
- The Morgans will depart from the Sailing Club at 1300 and arrive at the downtown Aiken Newberry Street Festival Center for a **'Public' Car Show** at 1400. The City of Aiken has reserved the 'Festival Center' on Newberry Street for our show. We'll let the Aiken public select a 'Peoples Choice' Morgan. Be advised our event is co-sponsored by Aiken County Historical Museum. They will have a small Morgan exhibition available on Saturday until 5 PM. Dinner is 'On Your Own', and again we will provide downtown recommendations.
- **Sunday 3 May** - Mid morning formal **Judged Concours** with accompanying **Brunch** at [Rose Hill Estates and Stables Restaurant](#) in downtown Aiken. The Morgans will depart the Hotel at 0845, and arrive at Rose Hill at 0900. You will have about an hour position your car and get it ready for the judges. The Brunch will be served at 1000. After the Concours, folks are free to explore Aiken or rest up for the **MOGSouth 40th Anniversary Banquet** at the [Woodside Plantation Country Club](#) on Sunday evening. There will be a cash bar at the Banquet. We should be all be headed back to the hotel at around 2030, and again the MOGSouth Hospitality Suite will be open.

Be sure to put the dates on your calendar and make sure you register quickly. **Watch this space and the web site. But, if you have questions, please feel free to call or leave us an email at mogsouth@yahoo.com.**





MORGAN MOTOR COMPANY NEWS

MORGAN CARS' HEAD DESIGNER TELLS BREAKFAST AUDIENCE HOW FIRM MAINTAINS TRADITION WHILE PROGRESSING www.gloucestershireecho.co.uk/

The head of design at a distinguished car-making company told a breakfast audience how the firm was maintaining tradition while moving forward with modern technology.

Business people attending the first Three Counties Big Breakfast of this year, sponsored by Gloucester property consultancy Bruton Knowles, in association with law firm Harrison Clark Rickerbys and Three Counties, heard from Jonathan Wells, head of design activity at Malvern-based Morgan.

Introducing Mr Wells at the networking event Robert Capper, partner at Harrison Clark Rickerbys, which has a Cheltenham office, said: *"Morgan was the only car manufacturer, right the way through the recession, to have a full order book. Year on year they have increased orders right the way through the recession."*

Mr Wells explained: "We hand make British sports cars using some traditional manufacturing machinery," adding the company *had to fuse some of its traditional methods with modern design processes to stay competitive.*

Mr Wells, who has been with Morgan for eight years, said: "Over the last ten years Morgan has seen a great advance in its technical ability and its design."

The century-old firm's Morgan 4/4 is the longest running vehicle in production and its more contemporary Aero8 model was recently re-launched at the Geneva Motor Show.

"Each car is completely bespoke to the customer," said Mr Wells. *"They will visit the car throughout its build and this adds a great deal of emotional attachment to the car."*

About 180 people are employed in Malvern and the company exports around 70 per cent of its products, largely to



Jonathan Wells, head of design at Morgan cars

Europe. *Annual turnover is about £30 million. [About \$45M (USD) annual sales. Ed]*

"We like to think we're a good example of a company making prestige products," Mr Wells explained, adding: *"In order to compete and be noticed we have to innovate."*

The firm uses 3D technology in design, making savings against potentially costly reworks in physical prototypes.

"Looking forward, we're going to continue to build British sports cars in the UK, entirely by hand," said Mr Wells, adding: "It's about not forgetting our past."

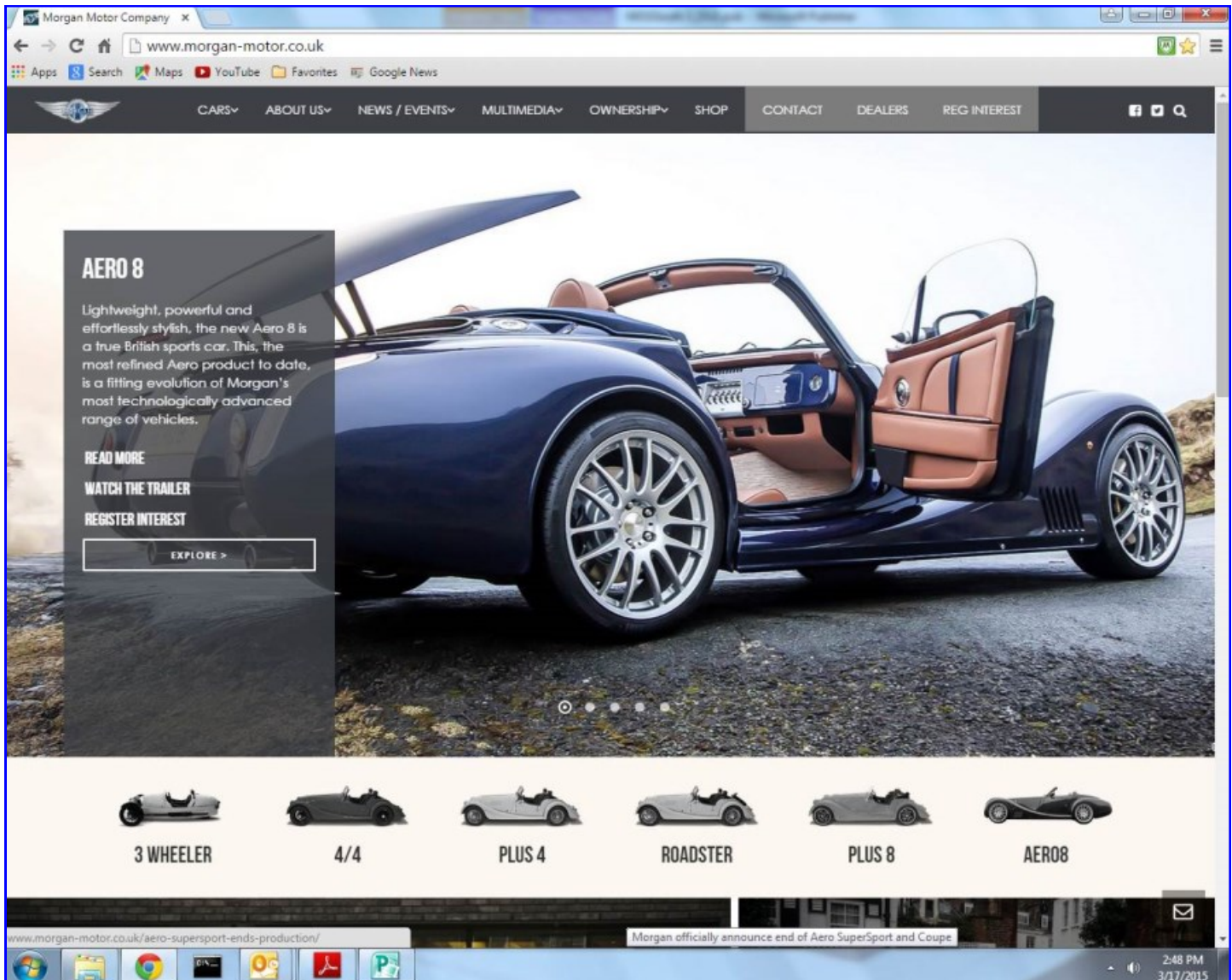
He added: "Every car is individual - no two Morgans are the same."

NEW MORGAN MOTOR COMPANY WEB SITE www.morgan-motor.co.uk

For those of you that surf the internet or car about the MMC's online presence, you'll find that the MMC has launched a revamped web site. Still at the old address, www.morgan-motor.co.uk, but it has a new look.

I haven't found a lot of new content although it appears that the marketing literature has been updated. Also, perhaps in an attempt to improve the users' ability to find things, there are some new menu options and some of what was there previously, has been moved around.

And, of course there are pictures of the new Aero 8 included. Go for it, give it a whirl!!



Continued Next Page

JUST IN TIME FOR ST. PAT'S, MORGAN BUILDS CUSTOM ROADSTER WITH DISTILLER BALVENIE <http://www.autoblog.com/>

It doesn't automatically follow, but chances are good, at least, that *if you're talking about something "they don't make like they used to," it's probably being made in Great Britain – a place where handcrafted quality still thrives.* That is, after all, where Morgan and The Balvenie are from. And now the two have come together.

Now if you're an avid reader of these pages, you'll probably be familiar with the Morgan Motor Company, an automaker based in Malvern, England, that makes every vehicle by hand, and still builds many of them on a wooden frame. But if you're not acquainted with The Balvenie, that's because it's not a car company at all. *It's a whisky distillery in the Speyside region of Scotland*, and founded as it was back in 1892, it's even older than Morgan, which just celebrated its centenary five years ago. *So what do Morgan and Balvenie have in common, you ask?* Well aside from the UK they both still call home, and the turn of the 20th century around which they were both founded, they both have a deep-rooted appreciation for hand craftsmanship.

Fortunately that doesn't mean driving around tanked on whisky – or even worse, filling up the car's tank with single malt – but Morgan put together one of its six-cylinder classic Roadsters specifically for the Balvenie. tour. It's based on the 3.7-liter V6 four-seat convertible model, done up in cream with a light brown leather interior, custom stitching and other unique details.

Of course, as every Morgan is hand-built to order, each one is inherently custom. And there are even said to be a few of these driving around in the US to promote the whisky. The shame of not having seen any on the roads here, though, is nothing compared to the missed opportunity of not having seen the distillery's ambassador James Buntin pouring shots of the good stuff at Morgan's stand at the Geneva Motor Show this year. [\[Check out the great videos \(2 of them\) in the video listing in this issue. Ed.\]](#)



RACING A MORGAN 3 WHEELER AGAINST A PORSCHE 918 SPYDER

Which do you think wins? <http://www.evo.co.uk/>

VMax events are all about seeing just how fast a supercar will go in a straight line. With the usual turnout consisting of the likes of Koenigsegg and McLaren, we thought it only fair to turn up in something that would represent a challenge: a Morgan 3 Wheeler. Admittedly, it might not manage some of the 200mph+ top speeds we witnessed, but there aren't many things more frightening than topping 110mph in a three wheeled car.

Before we took on the 918 Spyder (more on that later), we needed to do a few test runs to get a feel for how the Morgan would behave when topped out. If you've ever been lucky enough to drive one, you'll know that a combination of unusual weight distribution and a grunty V-Twin motor make the 3 Wheeler a burnout machine. That means plenty of wheelspin all the way up into third gear, which is then combined nicely with rather unnerving understeer on turn in thanks to skinny front tyres. A perfect recipe for attempting a 100mph+ run in the wet on a bumpy runway.

To say we were cautious on our first run would be an understatement. Rolling gradually through the gears, the Morgan actually proved fairly composed at very high speeds, had we attempted any sort of cornering however this would've likely been a different matter altogether. As such, our second crack saw us pushing the Morgan all the way up to its rev limiter in fifth gear way before we reached the end of the runway. *A 110mph top speed was reached comfortably before lifting off and slowing the car down safely.* What was most impressive with the Morgan was that it got up to that 110mph so quickly, leaving us with an interesting idea for a drag race. The result was a rather predictable win for the Porsche, but only just. A 200mph+ flyby while sat half a meter from the ground in a 3 Wheeler was an incredible thing to witness and one of just a few moments that made for a thoroughly enjoyable day. [\[Again, check out the supporting video, listed in this issue. Ed.\]](#)



FIRST DRIVE: MORGAN PLUS 8 SPEEDSTER <http://www.topgear.com/>

Morgan's latest Plus 8 prioritizes noise and histrionics above luxury and comfort. Good !!

WAIT: THAT'S A NEW MORGAN?

We'll grant you this appears to be a Morgan from the Malvern company's old school. And next to the fancy new Aero 8, it perhaps looks a generation or two older. But the beauty is in the detail.

See, those archaically styled panels sit atop similar underpinnings to that new car. Morgan's more sophisticated aluminum chassis eschews the need for tree-felling, while a BMW-sourced 4.8-litre V8 engine provides more than ample power to the rear wheels.

How much, exactly? 367bhp. Which in light of the new Audi RS3 and Ford Focus RS, probably doesn't sound a vast amount for a sports car asking of £69,995 before some irresistible bespoke optioning.

But then look closely and assess what you *can't* see; a windscreen and roof are conspicuous by their absence, as is much beyond heated leather seats in the way of creature comforts. *This Plus 8 Speedster is Morgan going all GT3 RS on us, and as a result, this is a V8-powered sports car weighing around 1100kg. That's near Cayman GT4 power in something the weight of a Fiesta.*



And try 0-62mph in 4.2 seconds without a windscreen and you'll deem it fast enough. Especially with not a single bit of electric jiggery pokery between its 367 horses and the rear tyres, which on our test car, were some very track-biased Yokohamas. It's the kind of recipe we've not really seen since the heyday of TVR.

Weren't TVRs a bit, er, animalistic to drive? They certainly were. And unsurprisingly, this Speedster will indulge informed bravery or punish clumsy stupidity in a similarly stark manner.

But there's a far friendlier edge to it. Start getting too greedy with the throttle pedal - and in the light wintry conditions we were 'blessed' with, that could include fourth-gear half-throttle in a straight line - and you'll receive progressive warning signs from the rear axle. With über-crisp throttle response and feelsome steering, accurate reactions to this are easy.

And with nothing between your ears and the car's key sounds but air, your awareness of its behavior changes are heightened. You'll also revel in rifling up and down its six gears, the engine's cacophony of pops and crackles supremely addictive and the manual shift (ignore the optional auto, we implore you) providing genuine pleasure to your lower arm.

Wow. Yep. The satisfaction lies in the mechanicals. Based on Morgan's newer chassis, this is a good thing to drive, even if the wheels are somewhat short of travel over bumpy roads. It can't trickle down a challenging road with the ease of an Elise, but then an Elise doesn't have a drivetrain as supreme as this. Pick any gear at just about any speed and this V8 just oozes torque, happy to rev to its limits or easy as pie to stroke effortlessly along. Spec the £1400 side-exit exhausts (you must) and it's one of the finest exemplars of eight-cylinder soundtracks on sale.

There's a cruise control system fitted, and while it may appear completely superfluous in a luxury-stripped Morgan, it becomes rather handy for keeping things sane on the motorway.

The motorway? Surely this is just a B-road and trackday sort of car? It is, but it's a perfectly comfortable way to travel between those places. So long as you prepare. We survived sub-zero commuting in it, but it required clever use of layers and studious use of a helmet. Suitably wrapped and snuggled in, though, it's a genuinely cozy place to be. And you'll bring ceaseless amusement to those in the cars around you.

£70,000 is a lot. It certainly is. It's a Cayman GT4 with a few tasty options. Or a used Lamborghini Gallardo. But then neither of those will be anywhere near as beguiling as the Speedster. And neither will win you as many admiring glances or off-the-cuff petrol forecourt conversations.

There are few cars as raucous and anti-socially vocal that we've attracted not a single negative reaction in. And it provides as much, if not more joy for those sat inside. *It may be Morgan's silliest car, but it's arguably its best.*



A DAY THE RACES !!



One of the great things about living in northern Florida is access to one of the most famous race tracks in the US, Sebring International Raceway. Now I don't race or have a race car, but I do like the track. And, lucky for me, I have several good Morgan friends who race. Some are even quite trusting, allowing me to be part of the crew. (Might be going a bit too far . . . ?) Anyway, one of the big endurance races of the spring is the 12 Hours of Sebring and all the big boys have their cars out, testing and fettling and do stuff to make them go fast and last the distance. This race is on the weekend, and I have other family commitments I have to honor so I can't attend. I can however support Rick Frazee, a few days before the weekend who is there to race his 1960 Bug Eyed Sprite in the Historic Sports Racers (HSR) Vintage races that are part of the support races for the big weekend event.

Rick had the Bug Eye in fine shape when I arrived. The vintage cars had just returned from a trip around downtown Sebring, parading for the crowds and the town folk. Their spot was a good one, just outside of Turn 1, with plenty of space for the Motor Home and Car Trailer. The Motor Home awning covered a space adjacent to the Motor Home that was just right for the race car, providing good shade from the Florida sun. Rick's race was a late one, not until 5:20pm so there was time, to investigate the newly acquired Motor Home and Trailer. Or, so I thought.



Sam was there with the two Giant Schnauzers although they were incognito as the track didn't allow dogs this race. Hard to hide a Giant Schnauzers but Sam was doing a good job of keeping them quiet and unobtrusive. She did this mostly by leaving the dogs inside the Motor Home, with cool tile floors and the air conditioning.

Then, soon after I arrived, the sky fell. The Motor Home's electrical system was acting up and the dogs were feeling the brunt of the problem. Primarily, because the air

Rick's Race Ready Spite

conditioners had failed. It turns out the problem was a faulty surge protection circuit. Ok, electrical gremlins once again. I think they're following me!

And, without air conditioning there was no chance of racing the Bug Eye. The dogs just couldn't take the heat. The only real option was to pack up and head for home. We started to put stuff up, and pack things away. However, after several phone calls and a few suggestions from other folks there



The False Grid. Somewhat of an odd sequence . . .

Continued Next Page

in the paddock, Rick identified an option. Rick was able to use the wire from an unnecessary receptacle and that extra wire allowed him to bypass the surge protection circuit. A bit of wire and a few wire nuts later we were in business.

This was only a temporary fix, but it enabled the air conditioners to work again, and that was a big relief for the dogs. The Bug Eye would race today! And, to be honest, it was also a big relief for me. I was only able to get down to Sebring for the day, and really wanted to see Rick and the Bug Eye run.

When the appointed time arrived, Rick, still sweating from the Motor Home electrical fault, donned his racing garb, and I know he was hot. All but the HANS device and the Helmet. The Bug Eye started right up and sounded great. Rick motored off for the false grid and Sam and I followed in the golf cart. The false grid was just off the track, a bit south of the hair pin and Chateau Elan. The cars lined up, supposedly, according to qualification times, but there was a MG Midget, TR3 and MG A, between a GT40 and a Corvette. Something just didn't seem right with this . . .

[OK here's the Morgan content . . . well, really not much. Ed.]

Sam shaded Rick as he sat in the car waiting for the signal. And, of course, she used a **Morgan** umbrella. There's the signal . . . time to go. and Rick and the Bug Eye pulled out onto the track adding to the engine roar. Good stuff! Sam and I jumped into the golf cart to find a better view. It was only a 5 lap race but was great to watch, and the variety of cars made it quite interesting. I'm sure Rick had to watch his mirrors as the closing speed of some of the bigger cars on the track was significant and I'm sure a bit scary if you're driving a Bug Eye.

When the race ended, we all found our way back to the Motor Home. The day was done and time for beer and wine.

A good race, nothing broke, no one got hurt and fun was had by all. Even the dogs enjoyed their nap . . . in the cool, air conditioned, Motor Home.

What does that bumper sticker say?? ***A day at the races beats a day at the office every time . . .***



It was all good!!





I have to say that I too have dismissed the fancy chrome Door Checks as something I really don't need. But, after reading Andy's article, I made a point of watching how Andrea and I get into and out of our Morgans.

I won't elaborate as it isn't all that pretty, specially with the Series 1, but the hand on the door or the bump with the knee to re-open the swinging door while trying to exit (gracefully?) is definitely there.

Although this is not too difficult to accomplish it requires just enough 'tech' to provide satisfaction, and not only that, you can tell your better half that is was just for them!

Stainless Steel Door Checks

- *definitely worth your consideration* *Andy Leo*

Those who know me and my Morgans (or have read articles I have written) are well aware that I am really into performance and safety modifications. If there is a way to make the Morgan more reliable, quicker or safer without affecting the character of the car, I do it. While on the Pub Crawl last fall, Gary Kneisley showed Pat and Judy Buckley the stainless steel door checks on his Roadster. They were very impressed and when we arrived at Morgan Spares at the end of the Pub Crawl they ordered a set.

Over the years I have made many modifications to their Roadster, including pedal extensions, seat height and angle adjustments, center storage bin, rear storage barrier, bumper height and light placement, and a lockable hidden storage area. Of course I said I would install the door checks although I could not muster much enthusiasm for this particular modification. After all, the nice leather checks had been working on all the Morgans I have owned since 1965 and this just seemed a bit "over the top."

The checks eventually arrived and Pat and Judy brought the Roadster over. After a dinner out and a nice visit, they left the Roadster in its familiar spot in my shop.

The installation proved quite simple: remove the leather strap from its mounting points on the door and chassis and install both pieces of the check on door and chassis. In the roadster, the chassis mounting point is the "scuttle roll bar" that crosses the front of the cockpit. There are two threaded holes that retain the chassis piece and two screws that attach the other piece to the door. The fasteners are stainless and the entire kit is nicely done. Now came the surprise! I sat in the passenger seat, opened the door, and at a 90 degree angle, the door check smoothly engaged. Exit from the car was quite easy, no applying the knee or hand to keep the door open.



I had my wife come out and try out the new application and she was impressed. Morgans are not the easiest car to get in and out of, and sometimes, as one gets older and perhaps less supple, the degree of difficulty gets higher (I really wrestled with how to say this nicely and not offend anyone).

After I installed both stops and did some other maintenance on the Morgan, Judy and Pat came over to pick up the Roadster. I can best describe their reaction to the door stops as ecstatic...they loved them!

Since my wife Anne also thought it was a terrific modification, I checked with Morgan Spares and found that the door checks were available for earlier Morgans not having the scuttle roll bar. The checks for the earlier Morgans is more expensive than for later cars....there is more metal to the bracket that fits the chassis. I ordered set, figuring that I would fit a check to just the passenger side of both of my 4/4s (a 1964 and 1965). Since the checks are not "handed" this is possible.

Installation is more involved, as the piece that fits to the chassis must be bent in two places to fit. A right angle is already there, and that attaches to the hinge post wood using the same holes for the leather strap. Two smooth bends then have to be made (easily done using a vice with rubber or wood inserts) to allow the piece to fit over the front side rail and then extend along the inside of the fire wall. A fastener goes thru a predrilled hole in the bracket and through a hole you drill to match. This hole comes out just ahead of the firewall flange. This bracket goes on top of the rubber or carpet covering the firewall interior. The piece that attaches to the door uses the same holes used to secure the leather strap.

The door checks make getting into and out of your Morgan much easier and even more dignified....no more kneeling or pushing the door with your hand. Even if the Morgan is parked uphill on a grade, the door check holds. With the door closed, the stop is hardly noticeable; with the door open, one sees a nicely polished and well finished piece. I feel they are worth the price and,

in a few years I may even put them on the driver side of my 4/4s!

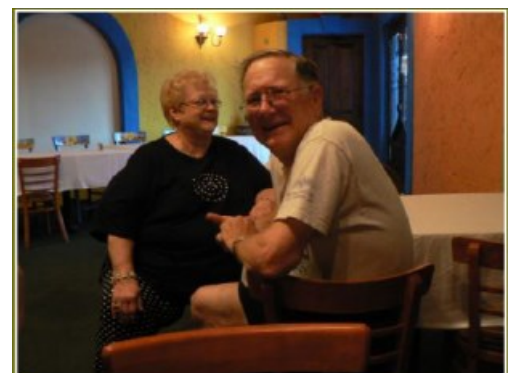


Jacqueline Kinzer, Beloved Wife of Dwight Kinzer and friend to MOGSouth Died March 24, 2015

[Jacquie and Dwight have simply been fixtures in MOGSouth for many, many years. The Kinzers have attended and hosted numerous Club meetings and events in the past, and always welcomed club participants during the Berry College period of the Atlanta British Car Days. It was just last year that the Kinzers were recognized with MOGSouth's coveted Mother Courage Award for their unabashed enthusiasm for all things Morgan and MOGSouth. And, it was just recently Jacquie was contributing her knowledge and expertise about the local environs around Rome to our plan for the 2015 Fall Meet. Although Jacquie had been ill, it's very difficult to accept her passing, but I know her infectious spirit will always be with us and MOGSouth. Mark]

Jacqueline Kinzer moved south to Macon, GA with her family in 1946 and then to Talladega, AL in 1949. Jackie graduated from Sacred Heart Academy and earned a BA degree from Huntingdon College, and pursued further studies at the University of Alabama, Emory and Samford Universities. Jackie was the consummate librarian and worked in various libraries from the age of 14 until retirement from the Reference Department at Sara Hightower Regional Library in 2004. She then went on to manage the Rome-Floyd Welcome Center until 2011.

Jacquie married Dwight Kinzer in 1969 and is survived by her husband, her daughter, Pamela Kinzer Rogers (Bob), a granddaughter, Kinzer Trettel; and her brother, A.T. Desaulniers and her cousins.



Jacquie and Dwight at a earlier MOGSouth Meet.



THE 2015 FIRESTONE GRAND PRIX OF ST. PETERSBURG FLORIDA

[Open wheel racing is my passion but having grown up in Europe I am fan of Formula 1. IndyCar, and what was CART, really didn't interest me. This was 'spec' racing and not all that exciting in my mind. It was Formula 1 or nothing. My first Formula 1 race was the Grand Prix of Canada as there wasn't any races in the US on the F1 schedule. Well, now we've got the track in Austin, the Circuit of the Americas (COTA), and it's a tremendous track. Andrea and I attended the inaugural year and had a great time. Austin is pretty special town and the entire town really got behind the event. Parties everywhere. Oh yeah, there were certainly some logistics problems, but by now I suspect they have all been worked out. Go to COTA if you haven't been there yet. Ed.]

My very first IndyCar race and it was a great one! I was curious about this IndyCar race as it was close, just over on the left coast of Florida, in St Petersburg, but mainly because long time MOGSouth member Gene McOmber kept telling me how good a race it was. Gene goes each year with one or more of his sons now he lives nearby in Sarasota.

Well, Andrea and I really enjoy our times with Gene and Betsy and the offer of a visit to their home in Sarasota, coupled with a trip to the seethe IndyCar races, is just something we couldn't resist. So earlier this year, we put our plans in motion and tickets were purchased. Having been to this race before, Gene knew all the tricks. Just where to park, how to navigate the shuttle buses, all the appropriate track side viewing spots, and most importantly, the best grand stand seats to watch from - right next to the hairpin at turn 1, down from the start finish, and high up enough on the bleachers to see (and photograph) over the safety fences. Amazing location!! It really does help to have someone that knows the ropes!

In addition to the IndyCar races, there were very exciting support races. Qualifying, practice and actual races, both Saturday and Sunday. The Mazda 2000 spec races (a smaller open wheeled series) and the Mazda powered Indy Lights. The Indy Lights are obvious the feeder series for the larger IndyCars. Max Chilton, one the Formula 1 drivers who lost his ride when the Marussia F1 Team folded last year, has turned up racing Indy Lights. His experience at the rolling starts was lacking (he lost a few places at the start . . .) but his racing ability was evident. I suspect he will move up to the IndyCar series in the next year or so. To augment the support races, they even had a 'Off Road' modified truck race, not off road, but on the pavement. They had several ramps placed along the track and the trucks went airborne over the ramps, to the delight of the crowds. One truck even got it's front tire into the bed of other truck (not sure how that happened??) and the two trucks travelled a hundred feet or so conjoined prior to coming apart. Another truck, driven by prior NASCAR and IndyCar Robbie Gordon, traveled down the track on two wheels. At the end, smoking donuts and squealing tires. Ok, not my thing but this is the 'south' you know.

Our trip over to Sarasota was wet, very wet and no, we opted not to take the Morgan. It was pouring rain Friday morning and there was nothing on the weather radar other than rain. But, this was for Friday only. The weather for the weekend, Saturday and Sunday was picture perfect. Low 70s and no chance of rain. Perfect for the races. The tin top with the effective wipers was the chosen sled for the Friday trip to Sarasota. It shouldn't have taken us as long as it did, but I guess the rain slowed most folks down, good thing, as it was torrential. Florida is like this, huge rain, quickly, then clear skies. Much better than the continual rain, for days and days. (I did that in the Northwest, and it was debilitating over time. Beautiful country but . . .)



Gene and Betsy's home is wonderful. Spacious and very much a Florida home with screen enclosed pools and lush landscaping. The interior is spacious and wonderfully decorated. Gene's only lament with the move from South Carolina is the lack of shop and garage space in this new house. The Morgan, however, did have a place and there was some very creative use of space for the requisite shop. Speaking of Gene's Morgan, the Plus 8 sported a new interior and it looks superb. New leather and carpet in tan that really complements the BRG. Also,

Continued Next Page

he has uniquely powder coated the bumpers in soft silver instead of the usual chrome. Something I wouldn't have had the creativity to consider but it really works nicely. Beautiful car. (Oh, and the from my short drive to and from the gas station, the throttle response and handling were wonderful . . . I had fun!)

Oh, and I can't forget to mention that Gene and Betsy's latest grand daughter, born on Gene's Birthday, is turning one soon, so a joint birthday party is in the plans soon. The McOmbers will be headed west to Utah soon.

Gene suggested we bring a cushion to sit on as the bleacher seats were hard. Hard, doesn't sufficiently describe the situation. These things, albeit the typical metal bleacher, were atrocious. Maybe my butt is just not used to them, but even with the cushion I was never all that comfortable. Perhaps a 'thicker' cushion next time . . .

The main race was obviously the Grand Prix of St. Petersburg IndyCar race and it was a very exciting show. Again, our grand stand seats were superb. Will Power started on the pole leading the others in the Chevy powered Penske team. Simon Pagenoud, Helio Castroneves and Juan Pablo Montoya. Montoya soon got on Will Power's tail and pushed him quite a few laps. The course is pretty tight without a lot of passing opportunities.

Then the pit window opened. Montoya went in a lap earlier than Power and had a fast stop. Power then entered the pits needing to exit in front of Montoya. Montoya knowing this was his best chance to get by Power put in a blistering lap and was able to come out just barely in front when Will Power emerged from pit lane. Will Power was just



a car length behind Montoya however he was unable to regain the lead before the checkered flag. The crowd was behind Montoya with lots of hooting and hollering after the pass, but even so it was a great fight for the win. My hat's off to Montoya. Lot's of other good action as well, and Simona de Silvestro, the only woman in the field, was very impressive. She had a late battle with Scott Dixon and held her own. Well done.

I hope to be able to do this again. St Petersburg is really quite close and they do a wonderful job of hosting the race. I think this was the first IndyCar race of season and was a great way to kick off the year. The cars were fast, the competition exciting and the management of the track (other than a few too many caution periods) was quite well done. Ok, so I guess I am now officially an IndyCar fan, at least for the road courses, that is. I'm still not too sure about the never ending 'roundabouts'.

It's never to soon to start penciling in next year's dance card . . . *Mark* [More pics on www.mogsouth.com Ed.]

GREAT MORGAN VIDEOS ACCESSIBLE VIA THE MOGSOUTH WEB PAGE

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> (or you can go to www.YouTube.com directly) and click on the YouTube Logo, then put the following text strings (*the words in red*) into the YouTube Search Box. Be advised. Videos on YouTube may or may not be retained, so videos listed in old issues of this newsletter may have been removed for some reason and might not be available for viewing. Same thing might occur for videos on other internet servers. So best to watch them now !!

New Morgan Aero 8 Official Trailer 2015 [HD] (The MMC's official Trailer)

2016 Morgan Aero 8: Exclusive first look – XCAR (John Wells and the reasoning behind the Aero 8.)

<http://www.theglobeandmail.com/globe-drive/drive-video/video-inside-the-morgan-factory-where-they-still-make-cars-by-hand/article23183822/#video0id23183822> (This is a short video that features Mark Ledington, head of MMC Marketing. Not a YouTube video but if you click the link it should work.)

Cairn O'Mount Morgan M3W Three Wheeler Cacophony (A new M3W jaunt through some great roads.)

The Balvenie Morgan - Full Film (Whiskey? Well that's something. The Balvenie commissioned a Morgan 4-Seat Roadster to be built. A bit more factory build video, but in my mind a better collaboration than a watch!)

The Balvenie Morgan Trailer - Invictus (*Morgans and culture? . . . Bloody but unbowed . . .*)

Morgan 3 Wheeler VS Porsche 918 Spyder (Short but the Porsche 'flies' by at about the 50 second point.)



HIRE A **MORGAN** IN SOUTH WEST FRANCE

If you have ever considered driving your own Morgan in France, then most likely you soon realised that the costs and logistics make it far too expensive.

CCSC can offer the perfect solution, with weekend or weekly hire and can also help with Hotel, Château and Gîte bookings, organising bespoke tours and providing airport pick-ups if required, to help take the hassle out of planning your dream classic car holiday in France.



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MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details. You can reach us at mogsouth@yahoo.com

'Fergus' Number Plaques Available !!!

The cost per plaque is **USD \$60**, plus **USD \$3** postage, world wide. PayPal is **USD \$2** extra. Contact fergushistory@hotmail.com (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email jclax5817@aol.com

Wanted English Ford 100E Engines

I'll consider most any condition. Contact Rick Frazee 407-620-0507 or mog4@earthlink.net. Anglia, Prefect, Escort, and Squire English Ford Products built from about 1953 to 1961.



Morgan Books for Sale

Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". Contact David Crandall at mogdriver@gmail.com.

Morgan Car Badge Collectors

Hermen Pol's website www.morganhistoryinfoshop.com has added a number of web pages for car Badge collectors. Also other types of Morgan regalia are offered. Want something special? Send Hermen an email at plus4plus@live.nl

Morgan Car Parts for Sale!!

48 spoke, splined hub, 15 inch wire rim fits early British cars. Clean and primed.

TR-4A engine. Includes empty block (no sleeves or pistons), complete head and rocker assembly, crank shaft, 4 connecting rods, cam shaft, flywheel, distributor, timing chain and cover, oil filter assembly, intake manifold, fuel pump, valve cover, oil pan, and more. All parts are cleaned and oiled. \$125.00

2 each reflector lamps and bulbs for flat rad Morgan head lights. Best offer.

Contact Chuck Bernath at 904-210-5438 or chuckbernath@gmail.com



LATE MODEL MORGAN PLUS 4 FOR SALE !!

1994 Plus 4, 2 seat, petrol Rover T16 engine w/5 speed, Connaught green, aluminium body with steel wings, silver/gray steel wire wheels, tan Connolly leather, 32K miles. \$45K. Located north of Baltimore, MD, 20 minutes from I-95.

Pictures and complete details on request. **Bill McCarthy**, mopsclub@hotmail.com

30 YEAR GARAGE CLEAN-OUT - MORGAN PARTS FOR SALE

Plus 8 Parts - 5 each 1977 14" factory wheels - good condition, Offenhauser Valve covers for Rover V8 - excellent condition, assorted bumper irons and fender braces - some new, some used, 2 sets braided front brake hoses - new, 2 rear lever shocks w/mounts - 20K easy miles, Painted factory luggage rack - good condition

Plus 4 and 4/4 Parts - Transmission cover, fiberglass for +4 - new, Aluminum drive shaft cover for +4;4/4;+8 - new, L/R rear fenders - no rust, a few dents for +4 or 4/4-good condition, Front cross frame for +4 or 4/4 - good condition, assorted bumper irons and fender braces - some new, some used, 1 set chrome door hinges - like new, 1 set brass door hinges - new, 2 sets brass door hinges - used, Lucas voltage regulator cover - new in box, Starter Switch - new in box, 2 sets bumper guards - need rechroming, Rear lever shocks w/ mounts, Set top bows, fit 4/4 or low profile +4, good condition, +4 cowl badge and deck script - new in box, 4/4 cowl badge and deck script - new, Choke cable w/black knob - new, Lightswitch knob, black - new, Horn button, black - good, Aluminum brackets for mounting steering column to firewall - new, Early parking light switch w/cream knob - used, Early wiper switch w/cream knob - used, Thermostat housing for +4 - used, Early flat glass taillight lenses - new & used, Glass beehive tail and parking lenses - some new, some used, 1600 711E Ford motor - disassembled. Contact for full list or photos. **David Chiles 336 880 5851**



MORGAN ON THE FIELD AT THE 2015 AMELIA ISLAND CONCOURS d' ELEGANCE !!



Interestingly, another +4+ was at Amelia Island this year. It was auctioned off by Bonhams and sold for \$134,200 (USD) which included the auction premiums.



Interior with +4+ unique dash layout and door configuration.

Note the forward handle on the door. This is the 'wind up' window crank.

Wow! Just lovely. The car that nobody wanted is now a desired treasure!

Photos Courtesy of Bob 'Kermit' Wilson



There are not many Morgans shown at the Amelia Island Concours d' Elegance. This year the +4+ belonging to Allen Smith made it to the big show. The 1st production car. I really do like the color scheme with the burgundy exterior and grey interior.

Did You Know?

Morgans and Special Tools?

We always say that the *Morgan* is assembled with a wrench and a screw driver and thus, can be disassembled in the same way. No need for 'Special Tools.'

Most folks that buy a Morgan find little in the way of tools. Perhaps there is a jack, combined jack handle and lug nut wrench and not much more.

However, the Traditional Morgan came another special tool, one that is often lost or neglected. This is the 'Tommy Bar.'

The 'Tommy Bar' is a simple tool, but not one you will likely find in your local auto parts store. It is a short, black or shiny, 1/4 inch diameter metal bar, about three inches long. It usually has a hole in one end to attach to your key ring so you won't lose it (if you didn't get one with your car, it is probably because it is still attached to the key ring of the original owner), with the other end turned down to fit into your chrome side screen knobs.

If you look at your side screen knobs you will see a small hole for the 'Tommy Bar.'

Many of us tighten our side screen knobs by hand, but then we complain that the side screens leak in the heavy rain.

If you really want to improve the weather protection you get from your side screens you really have to tighten them down well, ensuring that there is no wobbling and that they fit tight against the wind screen draught excluder.

And, the only way to really do this, is with the use of the 'Tommy Bar.' You will be surprised at just how much tighter you can get the side screens using this tool.

[FYI - Morgan Spares has them. Ed.]



NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!

NEW for **2014**, The **MORGAN ROADSTER '65** Maybach Himalayan Grey Metallic body/Black wings, two tone Anthracite/black leather/red piping; 340HP 3.7 Vee6 with 6 speed manual transmission

NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields

NEW **2014 MORGAN 3 WHEELER** ONE OF A KIND: S&S 2138cc engine, special exhaust, special suspension; Jaguar dark grey metallic, brown leather quilted seats, engine turned dash, leather covered steering column

LIKE NEW **2014 MORGAN 3.7 "ROADSTER '65"** Aston Martin Racing Pale Green Metallic Pearllescent 1,246 miles

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2014 US (and a few International) EVENTS

2015

Many of the 2015 events that weren't confirmed are now getting finalized. The

The MOGSouth 2015 Fall Meet dates have again been revised and the Meet will be held in Rome GA over the Halloween Weekend, October 30/31 - 1 November. Not sure what that means but you never know . . .

The next big MOGSouth event is the Anniversary Meet. Registration and signup continue. I understand all the rooms in our block of rooms have been reserved. Call our POC directly if you need to.



The 2015 MOGSouth Events Calendar

- **GatorMOG Noggin**, Date/Location **TBD**
- **Orlando All British Car Show***, Apr 11, Mead Gardens, Winter Park, FL
- **The Mitty at Road Atlanta***, Apr 24 – 26, Road Atlanta, Braselton GA
- **MOGSouth 40th Anniversary Meet**, 1 – 3 May, Aiken, South Carolina (Details in this Newsletter and on Web)
- **Pinehurst Concours d'Elegance**, May 3, Pinehurst NC
- **Atlanta British Motorcar Day***, May 3, Roswell, GA - Tentative
- **19th Annual Triangle British Classic**, May 16. Raleigh, NC
- **2015 Great Scot! British Car Show**, May 23, Furman University, Greenville, SC (Part of Greenville Scottish Games) **NEW**
- **97th Running of the Indianapolis 500**, May 24, Indianapolis, IN
- **24 Heures du Mans**, Jun 13 – 14, Circuit de la Sarthe, Le Mans, France
- **MCCDC MOG 45***, Jun 19 – 21, Gettysburg, PA
- **Pittsburgh Vintage Grand Prix***, Jul 19 – 20, Schenley Park, Pittsburgh PA
- **Pebble Beach Concours d'Elegance**, Aug 16, Monterey CA
- **PUT-IN-BAY Road Race Reunion and Races***, Aug 31 – Sep 2, Put In Bay, OH
- **Atlanta British Car Fayre***, Sep **TBD**, Norcross GA
- **Goodwood Revival**, Sep 11 – 13, Goodwood Circuit, Chichester, W. Sussex, England
- **Charlie Miller 'Big Muddy' Pub Crawl**, Sep 22 – Oct 4, Auburn IN to Cincinnati OH
- **GatorMOG Noggin**, Date/Location **TBD**
- **The Petit Le Mans**, Oct. 3, Road Atlanta, Braselton GA
- **Euro Auto Festival***, Oct 16 – 17, BMW Plant, Greer, SC
- **United States F1 Grand Prix**, Oct 25, Circuit of the Americas, Austin, TX
- **MOGSouth Fall Meet**, Oct 30/31 - Nov 1, Rome GA - Hosted by Gary and Judy Heck **NEW DATE**
- **Hilton Head Island Motoring Festival & Concours d'Elegance***, Nov 1, Hilton Head Island, SC
- **SVRA Vintage National Championship**, Nov 4 – 8, Circuit of the Americas, Austin, TX
- **Winter Park Concours d'Elegance***, Nov 15, Winter Park, FL
- **Special Opening 'Wheels Through Time Museum'**, Dec 5, Maggie Valley, NC
- **MOGSouth Christmas Party**, Dec 5 - Waynesville, NC



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MOGSOUTH REGALIA MOGSouth Car Badges are available. If you don't have your badge, it's time to get one. The car badges are available to members for \$50.00 per badge and that includes domestic (lower 48) shipping and handling. You'll want that badge, when you see what we have for you at the **MOGSouth 40th Anniversary Meet**. Please contact SuperDave Bondon at 770 330-6210 or Dbondon@bellsouth.net to place your order. Mail your check made payable to **MOGSouth** to: Dave Bondon, 266 Lakeshore Drive, Berkeley Lake, GA 30096. **Name Badges** - This is another thing you will probably need at the 40th Anniversary Meet. With all the folks coming, some we haven't seen lately, we'll need everyone to wear a name badge. **Get these from Randy**. We will have 'Hello My Name Is ...' stickers if you forget. There will also be other MOGSouth Regalia at the **MOGSouth 40th Anniversary Meet**. Let us know via email (mogsouth@yahoo.com) if you have an idea for other MOGSouth regalia, hats, totes, shirts, etc.

Due's were due 1 January. If you haven't made your annual contribution, send a check to Randy for 25\$.

We use an Email contact list for communication, so in order to receive communications from MOGSouth about upcoming events, newsletter availability, etc., you must provide us with your email address. To read the electronic newsletter you need Acrobat Reader. Download it free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060. Or send us an email to 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 material to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN OWNERS GROUP MOGSOUTH VOL. 3/15

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

