

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/06

British Car Fayre Norcross, Georgia 16 September, 2006

A glorious day in old downtown Norcross. 85°F and sporadic clouds to provide a hint of overcast, no humidity and lots of British cars. This was the first time Andrea and I have been to this show and we thoroughly enjoyed it. We had 8 Morgans at the show and that was a great turn out for a last minute addition to the Club's calendar. We also were probably one the best organized groups at the Fayre as we had all the Morgans and MOGSouth folks grouped together, except for Dwight and Jackie Kinzer, who arrived a bit later than the rest. Most of the other marques appeared to be somewhat scattered about. The car display was arranged along South Peachtree Street in Old Town, Norcross, just along railroad tracks. The area is small and intimate, with a number of quaint boutiques, shops and cafes. It had everything from a somewhat eclectic pet shop to a coffee shop, and appropriately even a British gift and novelty shop.

The MOGSouth members attendance included Glenn and Dorothy Moore, Jackie and Dwight Kinzer, Cyril Brown, Mark and Andrea Braunstein, Dave and Marilyn Bondon, Morgan and Cassie Bondon (with Maddie and Timmy), Stacey Schepens, Jack and Monica Claxton and their son, Matt.



The British automobile industry had most of it's more famous marques represented. There were a number of lovely MGs to include a 1953 Tojeiro bodied 'Leonard-MG Special', which was directly related to the ACs that evolved into the Cobra. You can see similarities in the distinctive egg-crate grill. Other notable MGs included a 1938 TA. All sorts of Triumphs, to include a TR8 that looked a lot like a 1980 TR7 I used to have. Lots of Austin Healeys, a TVR, an AC, a number of Rolls Royce and Bentley touring cars, Jaguar XKs old and new, two brand new Aston Martins, a few Rover Defenders, and a Morris or two. Even a few Triumph motorcycles, mostly new, but there was an original 1963 survivor that had been in the owner's basement for 23 years and had just recently been resurrected.

BRITISHCARFAYRE

16 SEPTEMBER 2006

NORCROSS GEORGIA

A very nice day for British cars and a very nice turn out of MOGSouth Morgans. The Morgans drew quite a bit of attention and we had our share of young and old enquiring and admiring.

The event included live music from a local 'Jazz' Band that actually played a fairly broad selection of jazz, big band and others. Several of the tunes had Maddie and Timmy dancing . . . With Cassie and Marilyn trying to keep up.



We had a nice lunch in the Norcross Station Café, a converted train station, that was just behind the cars and adorned with railroad memorabilia, it fit right in to the ambiance of the day. The train track itself was still active and a freight train came barreling through periodically during the day, blowing its whistle and exiting all of us kids.



The event was reasonably well organized with sufficient car control and parking staff as well as other volunteers and assistants available to help as required.

To add to the day, the organizers held a raffle and a trivia contest. Unfortunately nobody we knew won any of the prizes. The Grand Prize of the raffle was actually quite attractive. It was two round trip tickets on British Air to the UK. I suspect there are many of us that could use a few auto parts . . .



A nice downtown venue for the cars on a beautiful Georgia day in September. I would have to chalk up this event as a interesting and fun. I suspect the others in attendance would agree. Let's do it again!



Photos - Mark Braunstein

Above (Top to Bottom) Marilyn & Stacey, Cyril Brown's Roadster, Morgan Bondon's +8 and Dwight Kinzer's +8



Mark





Morgans at the Monterey Historic Automobile Races

By Rich Fohl

Like a lot of true "Motor Heads", I had heard of the Monterey Historic Automobile Races at the historic Laguna Seca Raceway for years. I first saw the track in the early '70's when I was stationed at Mather AFB in Sacramento. I knew then that I would dearly love to be in a race car on that track someday. My son, JC (John Charles) was born at Mather AFB in 1972. I also bought my first Morgan from Bill Fink at Isis in early 1972. Who could have guessed how all of these would come together again some 30 + years later.

I went out as a spectator to the Monterey weekend in 2003 and 2004 and loved every minute. Since my 1962 +4 SS had raced SCCA in the '60's and was also raced at the Monterey Historics in '94 and '95, I made plans last year to apply for entry in the 2006 race. After waiting nervously for several months the letter finally came from Steve Earle at General Racing, Inc. that my SS had been accepted! Carl Shriver had also applied and we had intended to go out together and race. Unfortunately, Carl's flat-rad was not accepted due to a reduction in the number of Pre-War race cars accepted. Not to be deterred, Carl decided to come along as a member of my crew. So Carl along with my son, JC, and I started our drive across country with my newly acquired Dodge dually diesel pulling my race trailer. I had purchased the Dodge from a good friend and commercial truck driver, Jon Ewing. I flew Jon out to meet us in CA so he could drive the rig back and allow the rest of us to fly back.

The drive across country was a great adventure with no real problems. Having family and a friend along was a great help. It was also interesting to see what a great and diverse country we have! After four days, we arrived in the San Francisco Bay area. Carl visited with some friends from England who lived in the area while JC and I relaxed. We all visited with Steve Miller who had built the SS for the previous owner. Steve was also with Bill Fink at Isis when I bought my first Morgan! We all also visited "Fantasy Junction" in Emeryville, CA. (near Oakland). NO, it's not what you think!!! It is a consignment shop for exotic and special interest cars. They had 40-50 really neat exotics, race cars, and even a Plus 8 Morgan!

The next day (Wednesday), we picked up Jon at the Oakland Airport and headed down to the Monterey area for registration for the event. We got there a little early so we drove over to Monterey to the Portola Plaza Hotel to see a preview of some of the cars to be auctioned at one of the SIX auctions to be held over the weekend. This one was the RM Auction. It was cool to see so many really neat classic cars. We then went over to the Embassy Suites and registered. Then it was off the Mazda Laguna Seca Raceway to set up the pits. After settling in, we finally arrived at our hotel in Salinas.

Thursday morning, we arrived at the track and went through tech with no problems. I then was allowed some familiarization laps as a first time event entrant. Things went fairly well except I noted a slight high rpm miss. Friday came and I went out for my qualifying session. The miss persisted, but I was able to put in some decent laps and qualify about where I belonged. Over half of my class was Shelby GT 350's, Corvette ZO6's and the like. My only mission was to at least beat some of the numerous Mini's. On Thursday, there had been a welcoming party for participants which was quite nice – quality catering, excellent food, and numerous selections of beverages both alcoholic and not.



Rich and the '62 Super Sports



(L to R) Carlton Shriver, Jon Ewing, Rich Fohl and son JC.

Words and Photos Courtesy of Rich Fohl

One of the highlights of the Monterey weekend for Morgan owners is the annual Morgan Party held each year at the home of Loren Steck and his wife Annette Yee. They really put out the welcome mat with various side dishes and desserts. The attendees bring main courses to put on the grill and drinks. About a dozen Morgans arrived and drove around back to be part of the party. Morgan people from far and wide arrived for the low key evening of friendship and story telling. A special guest this year was Charles Morgan! He and Matthew Parkin (Morgan Motor Company Sales Manager) were there for the weekend events promoting the latest edition of the Aero 8 with two samples being there for the weekend. Jon, Carl, JC and I had a wonderful time and eventually made it back to Salinas that night.



Charles Morgan at the Track

Saturday was our day to relax. Half of the race cars race on Saturday and the other half on Sunday. Sunday was our race day so we ventured forth in and around the track to take it all in. It would take a whole additional article to describe all of the attractions. Basically, there were numerous vendors, car companies with displays and goodies they were promoting. Rolex was a main sponsor and had an excellent tent with numerous historic race cars on display with full histories available. Toyota was the main sponsor and brought one of their F1 cars. Ricardo Zonta, test driver, did several sessions on the track during breaks and eventually broke the track record of 1:07+ with a 1:06+ run on Saturday. Whatever a car nut would like to see was there: books, photographs, art, accessories and much more. It was really almost too much. But, needless to say, we all loved every minute of it.

There were several other Morgan racers there. Dennis Glavis and his lovely wife, Pamela, were there with a Post-War flat-rad, "Skimpy". Brian Howlett and wife Sue ran a Plus 4. John Burks and wife Chris were running a 4/4. Also racing a 4/4 was David Sneary. Bill Fink had entered his SLR but was unable to make the weekend. Running his famous "Red Johnny" trike was Larry and Donna Ayers.

Finally, my race day arrived. I had done some fiddling to try to fix my miss, but finally gave up. I had a decent warm up session in the morning. In the afternoon, I put on my suit and went to the grid to get set and warm up the car. As I sat warming the SS on the grid, I noted the water temp gauge was not moving much above 150°F (usually I warm it to 180°F then cut it off until I go). After several more minutes of "150°F", I noticed hot water POURING OUT of the left side of the SS. Needless to say, I was a bit stressed as the start of my race was minutes away. I feared they would black flag me, so I pulled out and hurried back to my pits. JC, Jon and Carl saw my coming and looked perplexed as I shouted, "GET SOME TOWELS!" (or something to that effect...) The crew wiped off the car as I pulled out and emptied my water overflow bottle (which was rather warm by this time....) I also noted the water temp gauge was NOW showing "230°F". As the car idled with the fan ON by this time, the temp gauge was now showing "220°F" now but dropping rapidly. As I drove back to the grid the temp continued to fall to "200°F" and I again took my place on the grid. WHEW! Never a dull moment when you go racing.



Rich and the '62 Super Sports

Finally, the various warnings were given on the grid and I finally took to the track. The pace car pulled off and the race was on. I held my own with the cars around me with one or two getting by. I had a good fight with a Mini and held him off to the very end. The really fast cars eventually lapped me and I waved them by with no drama. All too soon the checkered flag flew and I was on my cool down lap waving to the corner workers and tens of thousands of cheering racing fans. My SS had continued to miss slightly at top rpm, but had otherwise cornered, braked and handled itself well and in the process had given me one of the greatest thrills of my life. The best part, however, was getting back to the pits and sharing it all with my son, JC, and my friends, Carl and Jon along with all of the other Morgan racers and their families.

The next day, we drove up the Oakland area for Jon to drop the rest of us off at the airport. We had a little extra time and went by Fantasy Junction to let Jon enjoy the cars, as well. With still more time to burn, we called Larry Ayers and found out he was only 20 minutes away. He invited us to come see some of his "Toys", so off we went. Larry welcomed us with a few cups of tea and then we set off to explore his THREE (3) garages. Needless to say, we thoroughly enjoyed the next few hours talking Morgan and seeing interesting and rare trikes, four-wheeled Morgans, and a fabulous Frazier Nash as well as years and years of collected Morgan art and other interesting items. He even had a couple of classic 40's and 50's Indian motorcycles (If you are interested, give him a call!). Sadly, time dictated that we depart for the airport. As we all sat in the airport waiting to board our flight, we could only dream of our trip to next year's "Monterey Weekend".





Rich Fohl and his 1962 Morgan Super Sports leading a 1963 Cobra, a 1964 Ginetta G4R, and a 1965 Alfa Romeo TZII through the famous Laguna Seca corkscrew.

SOUND BITES

Classic Motorsports - September 2006 - No Words Just a Classy Advertisement

As I flipped through the pages of the September issue of Classic Motorsports I noticed an advertisement for a new condo / loft in Spartanburg, SC. Even though I am actively looking for a new living and garage arrangements in Orlando, I was immediately drawn away from the pictures of the loft to the prominently displayed nose of a lovely 1971 Plus 8.

I knew right away that it belonged to the only MOGSouth Members we have in Spartanburg, Lee and Trisha Gaskins. A quick email to Lee confirmed that the car was indeed theirs.

I suspect that advertisement may generate a lot more inquiries about the car than the loft . . .

Mark





A South Carolina Yankee at Lord March's Course

Goodwood, UK, September 1 – 3, 2006

John Tuleibitz, Simpsonville SC

Getting onto the southbound train at London's Victoria Station was like getting into a time machine. When I left the train at Chichester and crossed the street to the shuttle bus stop, I immediately found myself in the midst of Goodwood-bound race fans dressed in outfits straight out of the 40's and 50's. As we entered the confines of Goodwood, which is located in the back yard of Lord March's home, even the traffic moved back in time. We passed an aero-screen equipped XK-140 and an Austin Seven. WW2 vintage Jeeps and Land Rovers, with drivers in appropriate military garb, ferried spectators to and from the track. Just inside the gate was a small amusement park, with a vintage carousel and a kiddy-car ride equipped with miniature 50's Austins.

For the shoppers in the crowd, a marketplace with nearly 100 vendors sold posters, artwork, vintage clothing, car parts and a variety of built-to-order replicars. Want a brand new Blower Bentley, Type 35 Bugatti, Vanwall Formula 1 car or SS100? No problem; the folks here will be glad to build one for you. Just tell them what you want and hand over a six-figure (in pounds) cheque.



Just outside the market was a lot reserved for spectators who drove 1966 or older vehicles. This could have been a three-day experience all by itself. There were Morgans, ranging from a like new 57 4/4 to a well used 3 wheeler; Bentleys; D-Types; E-Types; Rochdales; Austins; MGs of every type; 300SL Gullwings; Frazer Nashes; Healeys; even a street licensed Lotus 6.

A pedestrian tunnel led to the infield and an incredible array of sights, sounds and smells. A vintage street scene included bike shops, parts stores and auto repair shops, complete with working mechanics. The scene was filled with over two dozen Bristol-powered cars. Some of them – AC, Arnolt, Frazer Nash, Tojeiro, Bristol sedans and F1 cars – were familiar. Many others, I had never seen before. Next to this area was a large refreshment complex and entertainment center featuring live music all weekend.

Just a short walk away was the paddock area. While a few of the really big-dollar cars were confined to an extra cost area where coats and ties for gentlemen and suitable dress for ladies were required, over 80 percent of the 400 or so race cars were in a paddock open to the general public. Each car had a covered, paved spot with a sign identifying the car and the race it would be involved in. As I watched the owner of a 3-wheeler doing a last-minute valve adjustment, a Bugatti and a Mercedes SSK drove by on their way to the gas pump. One incredible sight was a 1929 Napier Bentley, with a 24,000 cc W-12 engine. With over 500 bhp and 1250 lb/ft of torque, this single seater will do 126 mph in the quarter-mile, using just top gear. A couple rows away, two Plus 4 SLRs, including one formerly owned by Dave Bondon, waited for their time to play.

The false grid area was a great place to see the cars as they waited to hit the track and to revel in the sound and smell as they fired up and headed out. Between there and the paddock was another refreshment area which included the Spitfire Cafe and Spitfire Bar. Why Spitfire? Maybe it was because of the eight Spitfire fighters and two P51 Mustangs parked just on the other side of the fence. When the cars were not on track, the planes put on some amazing aerobatics displays. The sound of a Mustang, with one wingtip nearly on the ground, streaking straight at you is something that could never be adequately described.

All this, and I haven't even mentioned the racing. With 14 practice/qualifying sessions on Friday and 16 races spread

over the next two days, there was plenty of on-track action. These guys, and ladies, were not there to put on any gentle demonstration laps. Early Saturday morning, the Fordwater Trophy race turned out to be a battle on a very wet track between the two Morgan SLRs and an incredibly fast Ashley Sprite GT. The track commentators concentrated on the Sprite's gutsy braking maneuvers, but it was easily the match for the Morgans in acceleration and speed down the straight. It took first twice, only to spin it away both times. The second time, it ended up mired in a gravel trap, just beyond another streamlined Sprite, which was resting in the gravel on its driver's door. Like I said, they were racing. A little while later, the sedans took to the track. This looked like a combination of NASCAR and go-karts, with Jaguar Mk1's and Mark VII's, including one driven by Stirling Moss, dicing with Austin A35s and Standard 10s which could have easily fit in the Jaguars' boots. Only one Jaguar Mk1 was able to beat a pair of tiny Austins to the flag. There were several more races on Saturday, but heavy rains and cold winds drove me into the Spitfire Bar.

Sunday's racing started with a race for cars that originally ran at the old Brooklands oval. I can't even imagine what it would feel like to have the single rear wheel on a Morgan being nipped at by a 1400 Cubic Inch-plus Napier Bentley. Being hit from behind would not have been a collision; it would have been more of an ingestion.

The Richmond Trophy race, for front-engined 50's GP cars, provided a real display of driving. Stirling Moss had decided that the four wheel drive Ferguson Climax was not to his liking, so he turned it over to Barry "Whizzo" Williams, who was relegated to the back of the pack. In a moderate rain, Williams worked his way past 20 cars to lead, only to spin out into the middle of the pack two-thirds of the way through the race. As the track dried, he clawed through the pack again to finish a solid third behind a BRM and a Ferrari Dino. A little more water on the track, and he would almost certainly have won.

The RAC TT Celebration for closed early 60's GT cars gave me the opportunity to see a Sunbeam Tiger Lister Le Mans Coupe being driven in anger. As the former owner of a couple Tigers, seeing one of these (there are only three, including the prototype) was a long time dream. Seeing one racing is something I never thought I'd do. Keeping the Tiger honest were a swarm of Cobras, Aston Martins, Sting Rays, Ferrari 250 GTOs and E-Type lightweights. This was another door handle-to-door handle race, with E-Type, Cobra and Ferrari finishing in the top three.

The final race of my day involved World Championship sports cars from 1955 through 1960. This meant Aston Martin DBR1s and 2s, D-Type Jaguars, Ferrari 246S Dinos, Lister Jaguars, Birdcage Maseratis and a few others. Once again, the racing was close, with frequent position changes, a few off-course excursions, some bumping going into the last chicane and a D-Type, DBR2, Lister Jag podium.

Too soon, it was time to board the time machine for a return to the 21st century. If you have even the slightest opportunity to visit the Goodwood Revival, do it. It is an experience that can not be duplicated anywhere else!



Article and Photos Courtesy John Tulebitz



GOODWOOD REVIVAL MEETING 2006

1-3 SEPTEMBER 2006

These are the official results as published for two of the races run at the Goodwood Revival. The complete race results can be found at the Goodwood Revival web site, <http://www.goodwood.co.uk>

[See the all of John Tuliebitz' wonderful photographs Goodwood photographs online, on the MOGSouth web site, <http://www.Mogsouth.com> . click on 'Photos' to get to the photo galleries page. Ed.]

Fordwater Trophy RACE CLASSIFICATION - RACE 3 2 September 2006

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	MPH	BEST
1	17		Keith AHLERS		Morgan Plus 4 SLR	25:26.331	14		79.24	01:46.002
2	18		Adrian VAN DER KROFT		Morgan Plus 4 SLR	25:43.142	14	16.811	78.38	01:48.103
3	11		Trevor GROOM		Jaguar XK140 Lightweight C	25:44.032	14	17.701	78.34	01:47.264
4	20		Adam RICHARDSON		Porsche-Abarth Carrera GTL	25:44.715	14	18.384	78.30	01:47.922
5	8		David WYLIE		Austin Healey Speedwell Sprite	26:35.186	14	01:08.855	75.82	01:51.776
6	31		Ian HULETT		WSM Sprite	26:44.143	14	01:17.812	75.40	01:50.977
7	16		James WILLIS		MG Midget Jacobs Coupe	26:44.741	14	01:18.410	75.37	01:51.496
8	4		Martin DAVIDSON		Austin Healey Sebring Sprite	26:46.592	14	01:20.261	75.29	01:51.501
9	5		Christopher CLEGG		Austin Healey Sebring Sprite	26:50.746	14	01:24.415	75.09	01:51.960
10	22		Mark HALES		Sunbeam Harringtons Alpine Le Mans	27:04.639	14	01:38.308	74.45	01:53.743
11	2		Stirling MOSS		Austin Healey Sebring Sprite	27:16.504	14	01:50.173	73.91	01:53.063
12	14		Barry SIDERY-SMITH		MGA Twin Cam Le Mans	27:17.254	14	01:50.923	73.88	01:54.224
13	6		Antonio BERTINI		Austin Healey Speedwell Sprite	25:44.464	13	1 LAP	72.72	01:51.383
14	15		Bob RIDGARD		MGB Berlinette	25:56.506	13	1 LAP	72.16	01:57.032
15	30		David STUBBINGS		Lenham GT	26:45.996	13	1 LAP	69.93	01:58.448
16	28		Clive COCKS		WSM Sprite	26:49.625	13	1 LAP	69.78	01:59.586
17	29		Richard SKIPWORTH		Austin Healey Sebring Sprite	26:54.332	13	1 LAP	69.57	02:00.276
18	24		Mike OTTO		Triumph TR5 Le Mans	26:55.474	13	1 LAP	69.52	01:59.807
19	23		Tony GRIFFIN		Triumph TR4 SLR	27:17.114	13	1 LAP	68.60	02:00.202

NOT CLASSIFIED

25			Tony WILSON-SPRATT		WSM MGB GT	25:07.774	13	D.N.F.	74.49	01:53.577
1			Michele TOMMASI		Ashley Sprite GT	19:55.293	11	D.N.F.	79.51	01:44.375
33			Gordon ELWELL		Austin Healey Sebring Sprite	22:26.109	11	D.N.F.	70.60	01:55.608
10			Wolfgang MOLITOR		Abarth-Simca 2000 GT	12:08.615	6	D.N.F.	71.14	01:57.229
27			Ivor MILLER		WSM Sprite	13:14.585	6	D.N.F.	65.24	01:54.299
21			Keith HAMPSON		Sunbeam Alpine Le Mans	08:29.439	4	D.N.F.	67.83	02:01.229
12			Mark WRIGHT		Lenham Spitfire GT	02:00.757	1	D.N.F.	71.54	02:00.757
3			Paul WOOLMER		Austin Healey Sebring Sprite	02:06.059	1	D.N.F.	68.53	02:06.059
26			Jim LOWRY		WSM Midget	02:35.830	1	D.N.F.	65.44	02:35.830

FASTEST LAP

1			Michele TOMMASI		Ashley Sprite GT	01:44.375	7		82.77mph	133.21kph
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Brooklands Trophy RACE CLASSIFICATION - RACE 9 3 September 2006

POS	NO	CL	DRIVER	NAT	CAR	TIME	LAPS	GAP	MPH	BEST
1	7		Mark HALES		Bugatti Type 35B	22:13.520	12		77.74	01:47.126
2	3		Andrew BELL		Aston Martin Speed Model	22:21.963	12	8.443	77.26	01:49.441
3	27		Mark PIERCY		MG R-Type	22:49.259	12	35.739	75.72	01:51.230
4	6		Michael RUDNIG		Bentley Jackson Special	23:49.741	12	01:36.2	72.51	01:54.237
5	14		P BLACKNEY-EDWARDS		Frazer Nash Super Sports	23:53.457	12	01:39.9	72.32	01:55.174
6	15		Robert BEEBEE		Frazer Nash TT Replica	23:53.577	12	01:40.1	72.32	01:55.105
7	28		Gerald LEWIS		Frazer Nash Monoposto	23:54.784	12	01:41.3	72.26	01:55.733
8	1		William AINSCOUGH		Alfa Romeo 8C 2300 Monza	22:24.661	11	1 LAP	70.68	01:55.190
9	8		Hubert FABRI		Bugatti Type 35C	22:28.208	11	1 LAP	70.49	01:56.918
10	30		Duncan PITTAWAY		Bugatti Type 35	22:33.026	11	1 LAP	70.24	01:57.755
11	12		Sue DERBYSHIRE		Morgan Super Aero	22:33.270	11	1 LAP	70.23	01:58.429
12	25		Chris WILLIAMS		Napier Bentley	22:34.659	11	1 LAP	70.15	01:57.531
13	33		Gary CAROLINE		Morgan Super Aero	22:35.676	11	1 LAP	70.10	01:57.077
14	4		Kenneth WHITE		Riley Brooklands	22:37.258	11	1 LAP	70.02	01:57.501
15	31		Robert NEWALL		Bugatti Type 35	22:51.205	11	1 LAP	69.31	01:59.405
16	11		Ray JONES		Crysler 75 Bluebird Special	23:14.178	11	1 LAP	68.16	02:03.203
17	2		Hugh TAYLOR		Alfa Romeo 8C 2300 Monza	23:14.969	11	1 LAP	68.13	01:59.975
18	24		Stephan RETTENMAIER		Miller 122 GP	23:57.004	11	1 LAP	66.13	02:05.339
19	10		Paul-Emile BESSADE		Bugatti Type 51	24:17.024	11	1 LAP	65.22	02:07.669
20	19		Markus KERN		Mercedes Benz 710 SS Rensport	22:13.754	10	2 LAP	64.78	02:08.597
21	29		Peter GREEN		MG K3	22:24.031	10	2 LAP	64.28	02:07.143
22	34		Stanley MANN		Sunbeam 3 Litre GP	22:33.889	10	2 LAP	63.81	02:10.398

NOT CLASSIFIED

9			Julia de BALDANZA		Bugatti Type 35B	20:45.705	10	D.N.F.	69.35	01:58.381
32			Jeremy BREWSTER		Lea Francis Hyper	18:59.707	9	D.N.F.	68.22	01:56.525
26			Clive TEMPLE		Riley Brooklands	17:09.134	8	D.N.F.	67.16	02:03.077
23			Tom DARK		MG Q-Type	10:09.310	5	D.N.F.	70.90	01:59.101
5			Julian MAJZUB		Bentley Pacey Hassan Special	05:31.243	3	D.N.F.	78.25	01:46.860

FASTEST LAP

5			Julian MAJZUB		Bentley Pacey Hassan Special	01:46.860	3		80.85mph	130.12kph
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Keith Ahlers - Winner of the Fordwater Trophy



The Morgan SLRs Leading the Pack



Morgan Aero Leading Napier-Bentley





Title Photo Courtesy Jim Baker



FACTORY

MAKE FRIENDS WITH A



Morgan PLUS FOUR PLUS

Drive well and influence people with your new Morgan Plus Four Plus. They will be influenced by the surging power of the TR4 engine, by the grip of the Girling front disc brakes, by the comfort, by the individuality of the man who chose Morgan — remarkable value at £1275 inc. P.T. Start by writing for more details of this delightful 105 b.h.p. Sports Car.

Here's the very latest Morgan the — PLUS FOUR PLUS

MORGAN MOTOR CO. LTD., MALVERN LINK, WORCESTERSHIRE.

London: Basil Roy Ltd., 161 Gt. Portland St. London W.1.

Lady Jane Colwyn (Sonia Morgan), Peter Morgan's daughter and Charles' sister, passed away on 5 September. Sonia was previously married to Lord Colwyn and served on the Morgan Motor Company Board. Lady Jane was the young girl that was shown in the advertising of the Plus 4 Plus in the early 1960s.



"At the end of last month [\[July\]](#), the Morgan Motor Company had a very successful unveiling of the latest Aero 8 at the Quail and the Robb Report salon in Monterey, featuring the front styling of the stunning AeroMax." Words and photo courtesy Morgan Motor Company web.

Brands Hatch, April, 2006 - The legendary Morgan LeMans winner, TOK 258, has been sold by Brands Hatch Morgan owner, Rick Bourne to Keith Ahlers, Morgan enthusiast and racer. The Wire has been told that Rick will continue to be seen behind TOK's wheel at the race track. Congratulations to both buyer and seller! Words courtesy www.mogwire.com, image www.morgan-cars.com



"With MOG06 at Mallory Park over, we are able to start promoting next year's event which will be held on 10th to 12th of August 2007 at Goodwood Motor Circuit, near Chichester, West Sussex on the south coast of England. We are calling it MOG007 pronounced MOG double oh seven — there will be a James Bond theme to the event.

As Goodwood is on the south coast of England and close to many channel ports, we are expecting that many Morgan (three and four wheeler) enthusiasts from the continent will attend. We will make every attempt to make overseas visitors welcome." Regards, Alan Sharpe, MSCC organising committee





Across the Pond and Then Some . . .

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



Me and my baby

"Number of German males over the age of 5, I have seen in dungarees - 76; Number of ridiculous decisions my Team Leader has made - 10; Number of "podium placements" in pub quiz - 4; Number of days the temperature was over 30° C (86F) - 20."

July, 20 days over 30 degrees and the highest temperature we had was over 38°C . This wouldn't seem so bad to those of you in the US until you realise that we do not have A/C **anywhere**. They finally gave us fans towards the end of the month but all that does is blow the hot air around a little. Strange, hottest July recorded and worst winter in 10 years. What a welcome to Germany!

So, last evening in June finds me in Tamm (a small town near where I work) in white shirt, black skirt and a maroon waistcoat holding my flute. The band I play with were invited to open the new town square that had been built. It is actually a really nice town square and it has plenty of room for beer tables and wurst and beer stalls, a perfect venue for a beer fest, which is pretty much what this Musikfest/town square opening was . . . n hour later and it was all over, since I was flying the following evening I went home to check I had remembered to pack everything. *[Eleanor flew back to Atlanta for the 4th of July Holiday.]*

Flight was uneventful, except I met a guy who used to live in Stuttgart and who frequented the same Irish pub that I do (in fact he was in there the previous evening and left about 10 minutes before I dropped in for a swift pint on my way home) what a small world it is. A little to-ing and fro-ing at Atlanta airport since Mike's plane was late and I couldn't work out which one it was as the board said they were all on time, but I picked up the car and got back to the airport in time to pick him up and then dash across to East Atlanta for my hair appointment. Now considering that this guy changed my life, of course I was going to make sure my hair was cut by him, he was shocked by the mess that the Germans had made of my hair and advised me to grow it long before him cutting it again since they had cut the top too short . . .

Once again a wonderful welcome from everybody at the Cafe and I got stuck in to the egg station. Just as well, we did 167 covers as I was practically dead on my feet by the time it finished. *[What is an egg cover? A British thing or a Southern thing?]* What I really liked was the number of people who took the opportunity to come in and see me, Troy, Dan and his girlfriend Stacey, then John, Maxine, Sally, Sherry and Jay all came in and finally a couple of guys from work came in with their wives. Mike did a Sterling job of telling them what they were going to order and I got hugged almost hourly by all of our visitors. Yeah !

Monday was rushing all over most of the day with a brief dash in to Deb's for dinner for the carb loading that was required for the race on Tuesday, after which Jay, Sherry, Ilana, Mike and I went back to Jay's to help him with the preparation for his brunch where he was expecting up to 100 people.

This was one of the more memorable parts of my trip, there was all sorts of chopping, slicing, mashing and stirring going on. Ilana tired to reduce the number of strawberries that she needed to chop by eating them and offering them around, I tried this trick with the eggs that I was mashing, but somehow nobody seemed to want to eat a hard boiled egg at 10 pm. So I had to mash them all. I gave up around 10.30 pm and crashed out. *[The 'race' is the famous Peachtree 10K road race. Ed.]*

It is quite an amazing race really. The waiting wasn't as bad as I thought it would be, and eventually 45 minutes after the initial starters we were off ! . . . The most amazing part was watching the thousand of people ahead and behind me, it was completely breathtaking. I managed to get on pretty well . . . I was by no means fast but I finished and that was my goal.



All to soon we were off to Stacey and Ben's [[Schepens](#)] to go to Fred and Gaye Hollinger's for a small Morgan gathering that included everybody who wasn't up in West Virginia, (Braunsteins, the Cummins and a couple of other friends of Fred and Gaye's). It was so much fun ! They put on a fantastic spread, some of us sneaked off and watched the footie for awhile before taking a dip in the pool. We all went back to Stacey and Ben's for them to walk the dogs and then out into Decatur for the fireworks, well we would have but we stayed in the Brickhouse as we ended up with a natural display with an enormous thunder and lightning display . . . just as well we decided to be inside for a bit !



Gaye and I pose for the cameras:

The following day I was a little tardy getting up probably too much wine the day before, or the great hospitality again. We had a lazy morning . . . All too soon, on our way to the airport, goodbyes and to our separate gates. My flight home was delayed by 3 hours because of the weather, which became a bit of a problem . . . [[problems with work](#)] . . . Just don't ask me about the other ridiculous things he [[my boss](#)] has done . . . The second weekend was relatively quiet . . .



Ben, me, Mark and Ann

I was sent to England for a couple of days . . . The work part was fun, especially driving down the M4 at around 45 mph with the PCGB [[Porsche Club Great Britain](#)] guy shouting at me that I am going to get run over or pulled over by the police if I continued to drive so slowly. Friday was more testing and then I hopped a train into London and was at my parents [[family visit . . .](#)]

Sunday, I traveled back to the hell that is Heathrow airport and home. We have been doing pretty well at quizzes this month and have had podium positions every week, including two firsts!

Rach came in for a weekend, naturally her flight was delayed . . . Saturday we went to Heidelberg in the [Morgan](#) for a walk around, the weather was beautiful - Heidelberg is a lovely old University town on the river complete with castle and cathedral. I had tried to get hold of Man Tai (aka Buddha) to show us around . . . The cathedral is right in the middle of a huge square and is very imposing looking, shame it was so singularly dull inside. What a disappointment. Eventually, after about 7 phone calls, Man Tai came in to town and picked us up to go out to a Biergarten out of town for lunch, the food was excellent and afterwards he dropped us off at the top of the castle (it is on a huge hill so Rach was very excited about not having to climb up all those steps!). The castle is an interesting place, half ruined and half not and reminds me of Kenilworth castle.

As we were walking about the clouds started to gather and so we decided to leave, into the underground garage was fine but as soon as we got out it started raining, of course I had forgotten the roof so as we carried on it got wetter and wetter, in fact I had to borrow a towel off Rach to clear the inside of the windscreen as it was raining so hard, there was nowhere to pull off and to be honest I am not sure I would have seen anything if there was as it was driving rain by this stage. Needless to say we were soaked, only our feet were dry, and Rach likened it to driving under the sea. Gotta laugh really, not much else to do. Note to self: next time TAKE ROOF !

Back home, dried off and straight off out with "The Brits" to check out a curry house in Weilimdorf, not a patch on the ones in England, but not bad for Germany, at this point Rach bailed and I carried on with the others to a place called "Troll". there, at midnight they gave out sparklers and peanuts and the lights go out. "There is a light" (from Rocky Horror) is played (Sparklers) and then the lights come back on and a huge peanut fight ensues, it is quite mad but a lot of fun. [[Where does she find these things??](#)]

The last weekend of the month was one of those wide and varied ones . . . Saturday was a blast, the Brits (the group I know from www.thebrits.de) were doing a walk entitled "Blair Witch Project" . . . As it was a nice sunny Saturday it was the day when all the wedding couples were getting their romantic photos taken. We kept seeing brides without grooms and even better, someone who looked like Al Green, inflated, getting married to this tiny little thing. One couple even set off a dozen white doves. What I want to know is what happens to the doves once they fly off?

After an hour of avoiding the wasps we left and walked down into Bärensee, which is a series of small picturesque lakes . . . There is a lovely edifice overlooking the largest lake, which has a café/bar attached and we all piled onto the balcony with our beer to have a well-earned rest. 2 others joined us here and then at this point Man Tai called trying to find us and after calling almost everybody (what different ringtones we all have . . .) finally found someone whose cell phone was not buried too far in their bag to get to. Alex talked him in and then we were 10 for beers, which is not bad after a start of 3 people . . . Sunday morning was really hard to get up at 8.30 am but I had promised that I would meet Ralph in Schwäbisch Hall to go contra dancing . . . [[contra dancing ??](#)]

[I'm not sure if it's her varied exploits or the sheer pace of activity that amazes me the most about Eleanor's European adventure. I get tired just reading this journal. Stay tuned, for more madness is sure to follow. Ed.]



15 Minutes of Fame by Stacey Schepens

JUNE 10-11, 2006

If you ever get the chance to come to a race at Virginia International Raceway – **DO IT**. It is a beautiful venue for participants and spectators alike. The owners are unique in that they actually plan on making money from their track. Imagine! Which is why I ended up with 100 pounds of metal tubing on the front of my 4/4 to hold two cameras (or was it three? – old age is the pits!).

For some reason the owners of VIR thought that if they put me and Super Dave in their promotional video driving and talking about why we love racing, more people will buy their time shares – excuse me - *fractional ownerships*. Hhhmm. Well, anyway it was great fun to be treated like a star (B-grade at best) for a weekend. There were ground rules of course – no butt shots – but they did get footage of me being towed in after the throttle cable broke – the less glamorous side of racing to be sure. I was late for one of my practices because they had to get multiple shots of me zipping up my suit and tying my shoes. This would not have been a problem had the film people not been so hung-over that they were running a tad late . . . For some reason they did not make Dad do the same shots – probably ran out of time.

I only had to run with the tubing on my car for one practice session and to tell the truth it actually helped on one part of the track where the nose has a tendency to get light – such are the oddities of racing a Morgan. I was greatly amused when my friend John, who does marketing for the track, told me that another participant was quite annoyed that I bested his time by 3 seconds even with all the apparatus. That night they were to interview me and Super Dave on camera but they used up the battery talking to me and poor Dad didn't get his shot that night at fame and glory.

The weekend did turn out pretty well. We (and by "we" I mean Dad and George Wolf) got the throttle cable fixed and I came in 7th place out of about 40 cars but the real star of the Morgan group was Greg Miller who came in 2nd! Be sure to pat him on the back the next time you see him – he had a great drive.

I don't think I'll be getting any calls from MGM in the near future but it was really fun to participate in this filming. There were two other families filmed that weekend – both father/son – so I'm hoping that a little girl will see this and think racing would be a fun thing to try (Maddy?!?!). If they ever manage to print this film you are all invited to my house for a preview party, but don't get your hopes up – I think the film crew is still passed out at the hotel . . .



Words and Photos Courtesy Dave Bondon and Stacey Schepens

And a word from SuperDave . . .

"Stacey had a very exciting weekend at VIR. There was a film crew there making a documentary on "Family teams in Vintage Racing". They put cameras on the Morgan and filmed us doing all the other stuff we do all weekend. They are even going to come to Atlanta and send a crew to her school to film her in the classroom. Jack [Poteet] was not able to make it as his rear end (the Morgan's that is) packed up at the last minute. SuperDave had a "coming together" with a Porsche (what else) in the feature on Sunday so not a lot of good stuff to report for him."

VIR GOLD CUP INVITATIONAL HISTORIC RACES





Kissed by a Jaguar Part 1 - 'Pulling the Wings Off' by Mark Braunstein

It's one of those *good news, bad news* stories. I have, for the last few years, bitched excessively about the orange peel and drips and other oddities in the paint on my 1981 4/4's front wings. Now, it's not really fair to my friend who painted the car, to complain at him, as I paid very, very little to have it done, but . . . at shows like British Motorcar Day where I have to park next to all you folks with the exquisite paint, I am just a bit embarrassed. Andrea and others have heard my complaints and desires to get the wings resprayed, but budget and priority have not seemed to come together as yet.

Well, as luck would have it, a 1990's vintage Jaguar XJ6 backed into the car while it parked, kissing it very lightly, but putting a decent dent in the passenger side wing (caused by the Jag's bumper) and a small ding in the passenger side door (caused by the Jag's tail pipe.) There was no noticeable damage to the Jag.

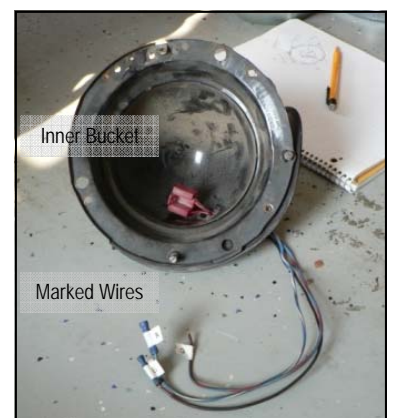
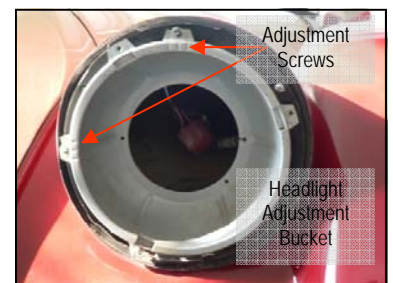
It is a shame to have damaged the Morgan (the bad news), but it now means that the cursed wings will have to be resprayed (the good news.) The damaged one obviously will need paint, but the other will be painted as well, just to ensure they both match.

There was a thread on emog a few weeks back by Bob Nogueira, who was looking for a time estimate for pulling the front wings. It took me 4 hours. I had to do my normal, hunting and gathering, back and forth, to get the right tools, and had to crawl around on the garage floor to do the job, but all in all, it was not too bad. It took another hour to pull the door and disassemble the inner panel. So, for someone with skill, perhaps less.

I took notes as I went, so here it is. This is really for the novice who hasn't pulled the wings off their car as yet. It's amazing what one can do with a screwdriver and a few wrenches. To start, I jacked up the front of the car, pulled the wheels and put the car on jack stands. The wings really can't be removed without taking the wheels off as you can't access the securing screws. It also makes the job of removing the lights easier. I removed one side, first the lights then the wing itself, then did the other side.

1. Remove the Headlight

- Remove the chrome headlamp rim. There is a single securing screw at the bottom of the rim. Once the screw is removed, the rim can be swung forward from the bottom as it pivots on a securing tab at the top and then comes off.
- Remove the metal retaining ring (*headlamp rim dust seal*) around the sealed beam by removing the three screws holding it in place. (These three screws also held my cars' headlight rock guard clips.) The retaining ring can be removed but be cautious as the sealed beam is now loose, connected to the car only by three wires going through a grommet in the rear of the wing's headlight bucket.
- Remove the headlight adjusting bucket (*seating plate*). There are two adjusting screws, one at 9 o'clock, for horizontal adjustment, and one at 12 o'clock, for vertical adjustment, and a spring with one end connected to the center of the adjusting bucket and the other fixed on a tab in the back of the wing's headlight bucket. I started to loosen the screws, then thought better, and just took off the spring. This allows the headlight adjusting bucket to come off and leaves the adjustment screws just as they were, hopefully saving some time on reassembly.
- Remove the quick connect on the wires going into the sealed beam. The quick connect is too big to fit though the grommet so the wires have to be disconnected and pulled through. Go under the wing and disconnect these three wires and pull the ends through the grommet. I mark any wires I disconnect with numbers or letters to simply allow me to remember what went where. Folks smarter than I might not need to bother with marking these wires, but I find it helps, specially if beer or friends are involved with the reassembly.
- Then the inner bucket and rubber gasket that goes between all this headlight stuff and the metal wings comes out.



2. Remove the Front Turn Indicator Light

- My car originally had the high ISIS impact bumpers which necessitated a hole in the wing for the shock absorbers. These were removed long ago and had turn indicators fitted in their place with a elegant (?) metal backing plate to receive the turn indicator light's mounting screws. Removal was easy, with a single wire to disconnect and mark, and three 3/8" nuts to remove.



3. Remove the Wing Light (park lamp)

- Remove the two 7/16" securing bolts, and disconnect and mark the single wire. This will also free the wing brace that comes off the front suspension.

4. Remove the Side Marker Light

- Remove the three 5/16" securing nuts, and disconnect and mark the single wire.

5. Remove the Running Board Strip

- Simply remove the nine 1/4" nuts beneath the wing. These nuts are secured to the screws coming out of the running board strip that go through the holes in wing.



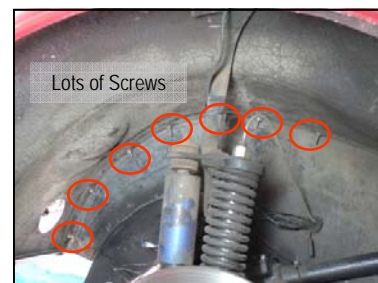
6. Remove the Front Grill, Badge Bar and Cowl

- Start by removing the bonnet. Loosen the two brass retaining screws in the front bonnet hinge bracket and remove the bracket. Pull the hinge forward, and lift off the bonnet. Set the bonnet on some padding on the floor to protect the paint.
- Remove the two screws and nuts on the bottom of the grill to remove the badge bar and allow the grill to drop free of the cowl.
- The cowl is secured by five slotted screws with 3/8" nuts and fender washers. I have found these screws to be somewhat difficult to get to, as they are recessed under the cowl and there is no room for a normal screw driver. I use a 90 degree screw driver to hold the screw and reach around and under the wing to loosen the nut with a wrench. Holding and reaching, is one of those things that would benefit from a third arm or a assistant. Also, some of the fender washers are flattened off on one side, as there is insufficient clearance to fit a complete washer on the securing screw.



7. Remove the Wing

- Remove the two 7/16" bolts that go through the rear of the front wing into the lower front of the rear wing. Remove the 3/8" screw through the two wing braces that bolt onto the inside of the wing just below the side market light.
- There are three 3/8" nuts to loosen below the door and lots of screws (I counted 13, 5 of which held on the cowl) coming down through the holes in the wing that are visible with the bonnet removed, again 3/8". There are also five wood screws that screw up into the wood in the vicinity of the running boards.
- Once all the nuts have been removed, the front screws will come out.
- Removing the wing requires one to push the back part of the wing down, freeing it from these three screws, and then pulling the complete wing out, horizontally.



8. Remove the Other Wing - Repeat steps 1 through 8, to remove the other wing.

9. Remove the Door

- I removed the six hinge screws on the door, three on each hinge.

Well, the car is now apart in the garage and the wings and door go off to the body shop. Maybe, I'll pressure wash the exposed underbelly of the beast while I wait . . . Stay tuned.

[At the time of printing this newsletter, the car is back together. A little wood rot was found and repaired. It went back together in reverse order and looks good! Mark]



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All you have to do is tell me what
you want to end up with!*



*SuperDave's
new challenge!"*



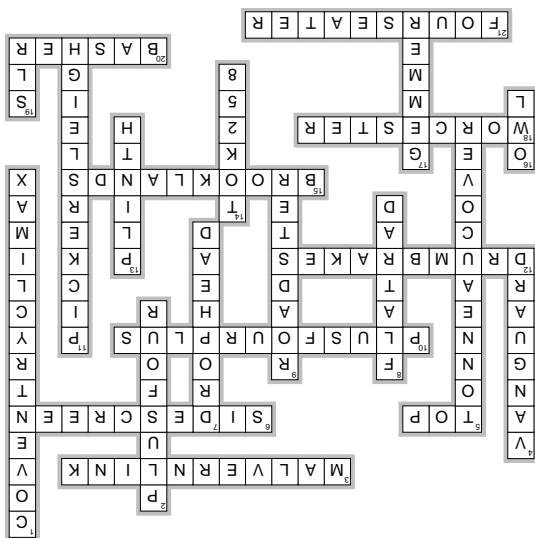
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Offers and questions to SuperDave Bondon at (770) 330 - 6210, dbondon@bellsouth.net

MOGSouth Back Page Trivia Answers (Puzzle on Back Page)



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, packable tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These tote bags sell for \$30 plus S&H.

In the case of the 'Profile' caps and the tote bags, some members have ordered the embroidering in a color other than silver (or black as in the case of the tan cap) and they look great. Colors ordered include, red, yellow, tan and blue. It is also possible to put these as golf shirts, jackets, sweaters, etc. Costs of course will depend upon the cost of the item plus the cost of the embroidering.

We do not intend to stock any of these items but will order on an as ordered basis. If you would like any of these items, please contact Randy Johnson at 770 729-8786 or randy@therandalgroup.com.

**MORGAN
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. Contact **Mark Braunstein** via email at morgansp8@bellsouth.net or mark.braunstein@lmco.com or by phone (770) 944-9787 (H), (770) 494-3787 (W). See details and photos on the web at http://www.mogsouth.com/1939_For_Sale.htm





Key Planning Dates

With the hot, humid days of summer behind us, it's time to enjoy the cars, the scenery and the clubs' camaraderie. Get your schedules sorted out and join the crowd at these upcoming events!



Euro Auto Fest

20 - 22 October 2006
Spartanburg, South Carolina



MOGSouth Fall Meet (see details below)

27 - 29 October 2006
Rome, Georgia



Hilton Head Island Concours d'Elegance

2 - 5 November 2006
Hilton Head Island, South Carolina



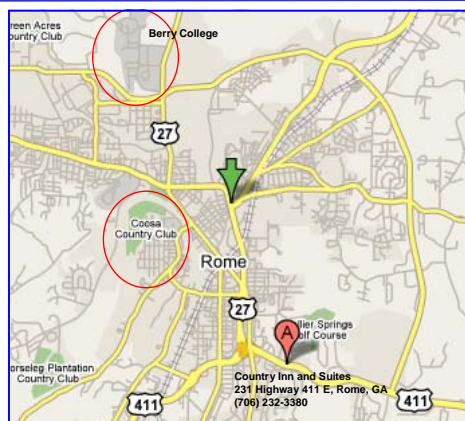
MOGSouth Christmas Party (see details below)

2 December 2006
Hosts Being Solicited, Call Randy Johnson



Vintage Drivers Club of America at Roebling Road

8 - 10 December 2006
Roebling Road Raceway, Savannah, Georgia



MOGSouth Fall Meet 2006

All the main arrangements have been made for the MOGSouth Fall Meet. The Headquarters will be the Country Inn and Suites, 231 Highway 411 E, Rome, GA 30161, (706) 232-3380. The Country Inn and Suites is located on Hwy 411 (also called Hwy 20 - or the Marvin W Cap Hicks Highway), a short 2 miles, south east of Rome. Take Highway 20 going west out of Cartersville and you will reach it just before you get to Rome. We are finalizing the route for a nice ride for Saturday morning. Lunch on Saturday will be at Oak Hill and the Martha Berry Museum. Visit the <http://www.berry.edu/oakhill/> web site to get a taste of the lovely setting and some idea of the history of the college. After lunch there will be time to visit at Oak Hill and the museum and check out the downtown area. For Saturday evening, the cash bar and dinner will be at the Coosa Country Club. *The Kinzers*

NEWS FLASH !!

David and Sarah Chiles have arranged for our Christmas Party, Saturday, December 2nd, to be held at the Nu Wray Inn in Burnsville, North Carolina. As many of you will remember, we have had Christmas Parties there in the past and they have been a wonderful occasions. Rates run \$80, 90, or \$100 per night and include a Full breakfast. Burnsville is a great town with many shops and nearby places of interest and the city's Christmas parade will coincide with our event, as it is scheduled for the early afternoon on December 2. As in the past, the Club will host an arrival 'noggin on Saturday afternoon, cocktails before dinner and then of course the 'noggin will continue after our dinner. Dinner will be at the Inn, and is Dutch treat and I would imagine that dinner will be approximately 7-7:30pm that Saturday night. There will be a short business meeting and the Mother Courage award recipient for 2006 will be announced at the close of the dinner. The Inn is presently holding 15 for MOGSouth rooms until October 1. If we have the usual good turnout, they will open the 3rd floor for guests as well. The Inn can be contacted via toll free call at 800 368-9729. Their web site address is <http://www.nuwayinn.com>. Please make your reservations soon as October 1 will be here before you know it. Please call me or email with any questions. See you in December!

Randy





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MORGAN DEALER OF THE YEAR!

"MorganWest is very grateful and would like to thank all of our loyal employees, clients and friends who made this honor possible."



NEW 2007 AERO 8, Series III, Blue Sprint Nacre/Ostrich embossed dove grey leather piped in blue, Ravenwood ash trim, dark blue mohair top, Schedoni fitted luggage.

NEW 2005 AERO 8, Series II, Scarab green metallic (dark green), black Ambla upholstery! It is new, perfect and looks super, Black hood carpets etc. Natural dash, side exit exhausts and a hard top.

'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, additional Armourfend protection, 800 miles, as new!

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

'03 +8 Jaguar BRG 1,225 miles, stone leather with green piping, luggage rack, foglights, stereo CD, green mohair weather equipment with stone piping, double eared knock offs.

'03 +8 British Racing Green/Tan leather w/green piping, 1,200 miles, green mohair weather equipment, stainless wire wheels, fog lights, luggage rack, stereo CD.

'03 +8 35th Anniversary Edition, Silver Body/Dark Grey Metallic wings; Mulberry Red leather, aluminum radiator, Koni adjustable shock absorbers all around, photo build record, battery charger. Just won Best in Class, Plus 8 class at MogWest 24!

'02 +8 Connaught Green/Tan leather interior/Dark Green mohair weather equipment/stainless wire wheels, 1,445 one owner miles, Photo Build Book, absolutely as new Plus 8 -- **SALE PENDING!**

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

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

'87 4/4 Silver Body/Black Wings, brand new butter soft red leather seats w/black piping, brand new stainless steel/chrome wire wheels with double eared knock offs, brand new Vredstein radial tires, 5 speed, 19k original one owner miles, badge bar, luggage rack, bonnet strap, a beautifully kept original local car.

'66 4/4, Chassis B1190, one owner from new S. California car; just purchased from the daughter of the original owner who passed away a few years ago, has sat in a dry garage and is a rare example of the Series V narrow bodied 4/4. We will be repairing the chassis cracks and the engine runs well with good compression; all the hydraulics must be replaced in the braking system and since it's undrivable in it's current state we don't know the state of the transmission. It has a rare

hardtop and the plex rear window (both need to be secured to the car). We are offering it totally "As Is", a nice straight project car with the right look for the first \$12,000.00 payment.

'65 +4 full just completely rebuilt SuperSport Specification engine, hot cam, dual Webers, Derrington headers, LawrenceTune intake manifolds, SuperSport bonnet scoop; British Racing Green body/Black wings, new chrome/stainless steel 72 spoke wire wheels, new black leather interior, Derrington Wood rimmed steering wheel- absolutely fabulous example!

'64 +4 Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'd HP, Webers, alloy radiator, diaphragm clutch, alloy oil pan, Panard rod rear, fire system, ceramic coated headers, spax shocks. It turns 1.54 at Laguna Seca and 2.02 at Sears Point/Infineon raceway. Karl Swanson owned and driven to SCCA E Production Championship in 1966; recent endless vintage race victories make this the best prepared, fastest Morgan +4 in North America, a blue chip investment car prepared to the 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!

OTHER MARQUES

'71 MGB GT, Persimmon with black interior 100 miles on engine rebuild, bottom end. New HD radiator Ansa Dual exhaust and new Glasurit paint plus clearcoat with new rubbers around new windshield and rear hatch windows, gaskets on all lights, etc. Nicer than new!

'71 MOTOGUZZI 750 AMBASSADOR, white, new rear tire, nice cruiser.

'68 MERCEDES BENZ 230 SL, Ivory/new blue leather, Factory hardtop w/ultra rare Golde sunroof, 4 Speed, perfect Zebra wood trim, \$thousands just spent on suspension, servicing.

'67 AUSTIN HEALEY 3000, SERIES III, PHASE 3, Restoration by Austin Healey restorer Kurt Tanner. Began as one of the finest original Healeys Kurt has worked with. You can purchase it for a reasonable price now or pay in the mid \$100k figures in January. If I wanted a "brand new Healey" I know what I'd do!

'63 TRIUMPH TR3 Red over Black Leather with white piping; Over \$60,000 spent on this restoration-Pebble Beach quality; 128 HP dynoed engine, Overdrive, Surrey Top; exact recreation of the Factory Sebring car, every single component has been strengthened -- **SALE PENDING!**

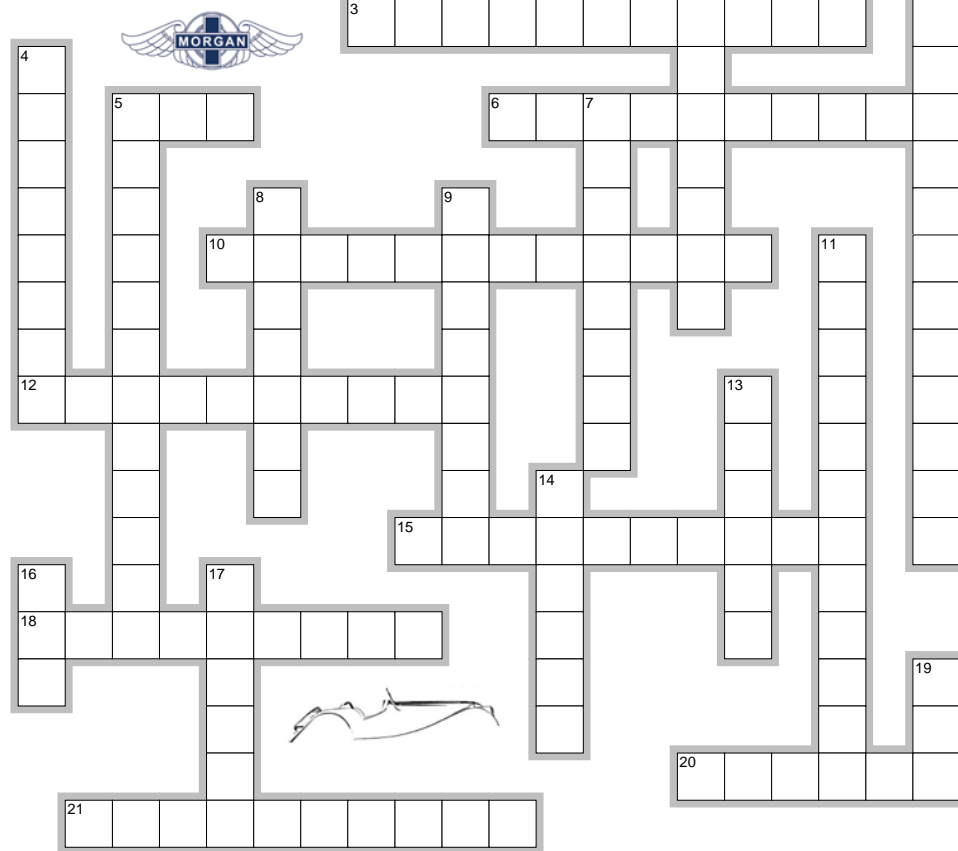
WWW.MORGANWEST.NET 3003 Pico Blvd. Santa Monica, CA 90405
Dennis Glavis, Managing Director DENNIS@MORGANWEST.NET

(310) 998-3311



MOGSouth 4WHEELERCROSSWORD BACKPAGETRIVIA

BY MARK BRAUNSTEIN



In this puzzle, the clues relate to Morgan 4 topics but they really are sufficiently common so everyone should enjoy of the fun. Cheating is allowed!

Across

3. Mecca
5. Who needs one!
6. Windows, sort of . . .
10. Few and Coveted
12. Shoes Not Pads
15. Steering Wheel
18. First Factory Site
20. Famous Metal Worker
21. Family Car

Down

1. Water Pump Power
2. More Power . . .
4. Before the TR
5. Mild Weather Protection
7. A Touch of Class
8. Like a T Series
9. And there was Six
11. Current Factory Site
13. Light Mounting Cylinder
14. LeMans Winner
16. Pigeon Foe
17. Steering by the French . . .
19. Hardtop Racer

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 (770) 944-9787. 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. 6/06

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