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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/06

## **MOGSouth Fall Meet Rome, Georgia, 27-29 October, 2006**

North Georgia in the fall is absolutely magnificent and Rome is an appropriate place for MOGSouth to gather for their autumnal event. Apart from the unseasonably wet and cold Friday, the weather was very pleasant and unmistakably fall-like. MOGSouth meets tend to follow a consistent pattern and this one was no different. Friday is the traditional travel day as everyone leaves their normal 'day to day' existence, packs up the Morgan(s) and heads out of town hoping to arrive at the selected to spot in time for the evening 'Noggin



Photo Courtesy Andrea Braunstein

and Natter' with the rest of the club members. Many of us only get together a few times each year so these events are quite special, and not something to be missed. However the weather on Friday could have been better as it was more suited to a submarine race than a Morgan gathering. Cold and wet and really atypical but alas we survived with a little more 'noggin' (medicinal, perhaps?), which made for a more spirited 'natter'. The atrocious weather on Friday, unfortunately, was able to dissuade a number of folks, for whatever reason, to leave their Morgans at home, safe and dry in the garage. Even with this constraint, the event managed to attract a fine collection of Morgans, as well as a Morgan 'want to be' JZR Trike. We had Graeme and Jenny Addie's F4 three-wheeler and their Series 1 (driven in the rain all the way from Augusta, some 220 miles) and 12 other Morgans. As the sun broke on Saturday, however, those that had left their cars at home felt somewhat sorry for themselves. Randy Johnson just couldn't bear the thought of being without his trusty steed and headed home, some two hours away (albeit, the trip was made faster by Ron Davis' hot Plus 8) in the wee hours on Saturday morning to pick up the car and return in time for the morning drive.

It seems of late that the MOGSouth events attract a number of Morgan owners from outside the 'normal' MOGSouth geography. On this occasion, we were joined by Ron Davis and his gorgeous Plus 8 from Illinois, and David and Joan McEwan, with their recently acquired (from Ed Herman) tan over red Plus 8, all the way from Colorado. Actually, the McEwans came east to visit their daughter, Hurricane, who lives on Look Out Mountain outside of Chattanooga, but just had to arrange the timing appropriately to coincide with the MOGSouth meet. Charlie Miller, the organizer of the 2007 Morgan Pub Run, came down from Springfield Ohio with his friend, Richard Winterburn from Ontario, Canada. Charlie and Richard were en route to the Hilton Head Island Concours but wanted to stop by and join us for a while. The famous Scott Willoughby also joined us from New Jersey. Scott and Joe Speetjens had business dealings, it seems, and Scott is now the proud owner of a JZR Trike. A lovely machine that ran with us on our jaunt through the mountains. All in all, we had 51 club members and friends (counting a few next generation Morgan owners). One of note was Graeme and Jenny's first grandchild, young Colin, who was attending his first MOGSouth meet, accompanied by this Mom, Robyn and Dad, Harry. Colin even sported a 'Future Morgan Owner' T-Shirt. Great!

Jackie and Dwight Kinzer were our hosts in Rome, and did a wonderful job of organizing the meet. The hotel selected was perfect for our needs; clean and comfortable. Saturday started with a chill and a grey cloud covering, but as we collected ourselves and the cars for the morning drive, the sun began to peek though and warm us a bit. Dwight led the Morgan convoy out of the hotel and soon had us out of the morning traffic and onto the back roads around Rome. The route was wonderful, with brisk fall air, and spectacular fall colors. We found our way up and over Horn Mountain which included the Morgan-friendly 'twisty bits' and a fairly good climb. Then we scooted by Lake Marvin and into Pocket Camp Ground for a rest stop. I was a bit concerned about Graeme and Emma in the F4 Trike and the Series 1 on the Mountain climb but it turns out that neither had any major problems. By the

Photos By Mark & Andrea Braunstein





time we stopped, the sun was out and we were all warmed up. After the stop, we continued on for a short while, ending up at the famous Oak Hill and Martha Berry Museum for lunch. Jackie had arranged a lovely box lunch for us in the Berry College museum facility. Following lunch, it was off to downtown Rome, the museums, the Harvest Fair, or back to the hotel to watch the football rivalries, and then there were those that opted for a nap.

Then it was more noggin at the hotel before the short drive to the Coosa Country Club for the event dinner. The Coosa Country Club has a history that dates back to 1909. (Hum, doesn't that year have some special significance?) In its current state, the club house is a stately structure complete with the very southern, white-columned portico. Perfect for MOGSouth and a collection of Morgans.

We started the event dinner with the requisite 'cash' bar, set up for specifically for us, out on the Club House back patio. We all chatted a bit, while the younger set played hide-and-seek and running amuck outside. Connie Lipscomb tried to dictate the rules of the game, but I think the kids had their own ideas. At the appropriate time, we were all ushered into the dining room and seated at several large tables designated for the group. The dining room was quite elegant and the menus sported a photograph of a stately red Morgan waiting in the Factory dispatch bay. A nice touch.

Following dinner, there was a quick club gathering in one of the meeting rooms at the Club House. Randy Johnson wanted to formally thank Andrea and me, on behalf of the rest MOGSouth, and presented us with a 'Proclamation' signed by the members and some commemorative polo shirts. It was very special for Andrea and me and we hope to maintain our MOGSouth relationships even as we move on to Orlando. Florida is still in the MOGSouth region so we don't really see a lot of change. Randy was also kind enough to extend my tenure as club newsletter Editor another 10 years. I 'm really not sure how to take that . . .

We left the Coosa Country Club as a convoy and headed back to the hotel. Once we put the cars away, we again gathered in the MOGSouth 'hospitality suite' for more discussions about auto parts and the like, before everyone headed off to bed.

Sunday came early for some, as a number of folks needed to get home at a reasonable time. The Addies packed up and moved out prior to eight, as did Ron Davis who was home headed to Illinois. John and Carolyn Wade also left quite early as John had to pack and fly off on business in the afternoon. The weather continued to improve and Sunday morning was crisp and clear and we all looked forward to our various drives back home. Before everyone scattered, however, we did get the remaining 10 Morgans lined up in front of the hotel for a photo opportunity. It was, as someone said, a bit like 'herding' cats, but the resulting photos were quite nice.

Then a few goodbyes, hand shakes and hugs, and we were off. Another MOGSouth Meet complete, and another great Morgan adventure. Many thanks to Dwight and Jackie Kinzer, our hosts for this meet, and many thanks to those 'out-of-towners' who chose to share their weekend with MOGSouth. I have to believe everyone had as great time a time as we did, and we're all anxiously looking forward to the next time!

*Mark and Andrea*



JZR Moto Guzzi Powered Trike



Graeme Addie and His Morgan F4 Three Wheeler



Morgan Line Up at Campground Stop

Photos Courtesy John Tulebitz

# MOGSOUTH FALL MEET 2006



Lance and Connie Lipscomb



David McEwan and Ed Herman



Scott Willoughby



Jac,kie Kinzer

Graeme and Jenny Addie	F4 3 Wheeler
Emma Addie	'49 Series 1
Robyn, Harry & Baby Collin	
Dave & Marilyn Bondon	
Mark & Andrea Braunstein	4/4
Lynn & Julie Craig	Plus 4
Eric, Ann & Scott Cummins	Plus 8
Ron Davis	Plus 8
Fred & Gay Hollinger	
Randy & Dale Johnson	Plus 4
Charlie & Caroline King	
Dwight & Jackie Kinzer	Plus 8
Lance & Connie Lipscomb with Grand Kids	Plus 8
David & Joan McEwan	Plus 8
Gene & Betsy McOmber	
Charlie Miller	
Glenn & Dorothy Moore	Plus 8
Stu & Judy Mosbey	Plus 4 Fiat
Joe & Cynthia Speetjens	
Bob & Lani Steele	Plus 8
Robin & Joe (Bob & Lani's Kids)	
John & Pat Tuleibitz	
John & Carolyn Wade	Plus 8
Charlie & Maidie Williams	
Scott Willoughby	
Richard Winterburn	



ROME  
GEORGIA



Marilyn Bondon, Betsy McOmber, Gay



Sunday Morning Line Up







Title Graphics Courtesy of [www.carolinatrophy.com](http://www.carolinatrophy.com)

The Carolina Trophy is the first North American vintage car road rally in the European tradition. This second year of the Trophy was based at the Grove Park Inn in Asheville, NC, as it was in 2005. The five-day event is a TDS and driving skills competition, with two classes for vintage cars built before December 31, 1973, and a single class for unique cars or cars of special interest built after this date. Merlin, my 2005 Morgan Roadster, qualified for this latter class, with Norris Haynes as Driver and me as Navigator, for Team Morgan.

Norris left Greensboro, NC, the day prior to Rally Day One on a beautiful, sunny afternoon, arriving two hours later at our home in Blowing Rock, NC, in a pea-soup

fog. The rain gods smiled on us the next morning as we departed Blowing Rock under clear skies following a night of steady rain. The smiles turned to laughter as we approached Asheville during a torrential downpour. Fortunately the rain had stopped by the time we reached the Grove Park Inn where we joined other entrants in a reserved parking area. After showing proof of ownership, insurance documentation, a valid driver's license and current registration, we were issued numbered plates and a wireless transmitter that would identify each vehicle as it passed the rally control points. We attached the rally plates to the front bumper and rear luggage rack and then began looking at the other cars. Most were fitted out with banks of dials, buttons and displays that would have looked more at home in an airplane cockpit. Our stop watch and calculator looked insignificant by comparison. These guys were serious ralliers.

**Rally Day One** ended with an "Introduction to Rallying" class for rally novices, followed by a reception for all entrants. Neither Norris nor I had any previous rally experience and we listened attentively during the fifteen-minute class. We learned that TDS stood for time/distance/speed and that we should obey all speed limits and drive in a safe manner at all times. So much for the introduction class. Following the reception, we returned to our room and studiously re-read all of the material that we had previously received in an effort to better understand what we were expected to do the next day.



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## 2006 CAROLINA TROPHY

*Continued*

THE AMERICAN VINTAGE ROAD RALLY IN THE GRAND EUROPEAN TRADITION



Photographs Courtesy Terry Shea / drumhurrin.com

**Rally Day Two** began with a 7:30 a.m. briefing. After the briefing the cars left the starting point at one minute intervals with Merlin scheduled as the eighth car off the line each day. Exactly 30 minutes before our departure time we were given a Road Book that showed a tulip diagram, length, and average speed for each road section for the day's morning stage and afternoon stage. This day's "Bootlegger's Run" consisted of some extremely twisty roads through hill country long known for its bootlegging history. Norris and I had previously agreed that he would concentrate on the driving while I would handle all calculations and navigation. Merlin was rally car number 27 and we left the parking lot start point at exactly 27 minutes past the start hour. Contrary to our wives' predictions, we did manage to exit the parking lot in the proper direction. We even got through the first two pages of tulip diagrams before missing a turn while the navigator was trying to read the poorly lighted digital odometer. (Best excuse I could think of at the time.) We soon realized our mistake, turned around and corrected our course. Was this a portent of things to come? YES. Our odometer readings no longer corresponded to the readings in the Road Book and this engendered a frenzy of new calculations. While this was going on, we missed another turn. We now realized why the serious rally people had all the esoteric equipment in their cars. Following another course correction we reached Mount Mitchell State Park, where the 85-mile morning stage ended. Mount Mitchell is the highest point east of the Mississippi River and it was cold.

After lunching in the park restaurant, we zeroed our odometer and began the afternoon stage consisting of more winding, twisty roads that passed through several small mountain communities where the people were friendly and usually waved at us. Following an encounter with an equally friendly big brown dog in the road that refused to move for anyone, we observed two rally cars ahead of us and noted their brake lights coming on. As we drew closer we saw a man standing on the center line of the highway wildly waving his arms. We slowed down and as we passed by, he screamed several choice obscenities at us. We later learned that he owned a nearby nursery and had complained to the Highway Patrol that the "race cars" were speeding by at over 100 mph. During the afternoon stage we missed only one turn and encountered rally cars traveling in opposing directions. Looked as if we weren't the only ones having navigation problems. We later learned that some cars gave up and returned to the Inn before finishing this 125-mile-long stage which ended at an unidentifiable location in the middle of nowhere. Fortunately the return instructions to Asheville were far easier to follow than the tulip diagrams.

**Rally Day Three** again began with a 7:30 a.m. briefing and Team Morgan left at the scheduled 8:27 start time. We again exceeded expectations and successfully exited the parking lot. During the previous night's discussion of our performance, we had decided that while the driver could not be faulted, the navigator had suffered from sensory overload or some other closely related mental aberration. Reading the odometer, watching for road signs and making calculations were just too much for this navigator to handle. We, therefore, decided that today the driver would help look for road signs and read the odometer when he could safely do so. We were encouraged in that we had used the Road Book enough that the tulip diagrams no longer looked like Egyptian hieroglyphics requiring a Rosetta Stone to translate.





## 2006 CAROLINA TROPHY

THE AMERICAN VINTAGE ROAD RALLY IN THE GRAND EUROPEAN TRADITION

*Continued*

The “Cataloochee Climb” began with a 15-minute transition zone (What’s a transition zone?) that carried us to Maggie Valley where the timed sections started. We missed only one turn (more navigator error) and needed to make up the lost time. Norris was really getting a feel for Merlin and there was a great deal of passing and being passed as drivers tried to adjust their checkpoint arrival times. On one particularly steep and winding downhill section in which we were trying to make up for some lost time (staying within the posted speed limit, of course) we were trailed by a Ferrari 330 GT, Aston Martin DB4G Zagato, and Triumph TR3. The three began to push us and we decided that perhaps we should gain a little time on this section in case we missed another turn. Norris made good use of his vintage car racing experience and we gained a considerable lead before we reached the next straight stretch. The Ferrari driver later congratulated Norris on his driving skill. The 131-mile long morning stage ended with a short but steep hill climb ending at the Cataloochee Ranch for lunch.

Following lunch we visited the Wheels Through Time transportation museum in Maggie Valley where literally hundreds of vintage motorcycles and related items were on display. The collection includes several cars from the 1930’s and ‘40’s and two small vintage aircraft. From there we traveled to The Winning Collection restoration shop for an afternoon autocross run. The deceptively simple looking course, laid out with cones in a large parking lot, consisted of two intertwined loops with a final lengthy backing-up portion to return to the canopy-covered start/finish line. Each team made two runs over the course trying to obtain the same time for each run and numbers were drawn from a hat to determine the starting order. Team Morgan drew number 2, and when no one owned up to having drawn number 1, we had to go first. During our initial run, two cones suddenly jumped in front of Merlin and were unavoidably knocked down. The hardtop and headrests on Merlin severely restrict vision to the rear and Norris had to rely upon the outside mirrors during the final backing-up return to the canopy start/finish line. On the second trial the cones behaved in a satisfactory manner and stayed in place but the navigator failed to warn the driver during the final backing-up that he was veering slightly off course and we claimed the distinction of being the only team to hit a canopy pole. Following dinner at the restoration shop, we were given directions for our return trip to Asheville. The directions were incomplete and almost everyone (including Team Morgan) missed a major turn and had to do considerable back-tracking.

**Rally Day Four** began with the usual 7:30 a.m. briefing and our 8:27 a.m. start. The first 52 miles of the 260-mile “Nantahala Run” was an 80-minute transition zone to the town of Dillsboro, NC, home of the Great Smokey Mountain Railroad. Here we zeroed our odometer and began our timed sections. In light of our overall previous performance, we felt that we were out of the running and decided to just enjoy ourselves. We put away the stop watch and calculator and replaced them with our own self-devised, highly sophisticated navigation system in which we used only the speedometer to maintain the section average speed, the odometer to measure distance, and a pencil to check off each section in the Road Book as it was completed. This allowed us to concentrate on following the tulip diagrams, enjoy the scenery and have fun on the twisting roads. It seemed to work as we were lost only one time during the day and we quickly corrected our mistake by asking two local residents, conversing at the roadway edge, for directions. One of the gentlemen wore bib overalls and sported a truly magnificent handlebar moustache which had been waxed to perfection. After scrutinizing Merlin and asking the usual questions, he allowed as how we had missed our turn about a mile back up the road and we were soon on course again. The 87-mile morning stage ended at a resort/motel (location and name forgotten – more navigator problems) for lunch.

The afternoon stage began with another 22-mile, 50-minute transition zone that included the “Tail of the Dragon”. This infamous 11-mile stretch of constantly twisting roadway where Merlin received a real workout as Norris negotiated the reported 250 curves. We did not keep count, but I do not question this number. At one point we passed a group of motorcyclists standing at the roadside edge looking at a bike stuck in the trees below. We reassembled at the end of the transition zone, zeroed our odometer and began the 102 miles of timed sections which included 25 miles on the Blue



Ellis King's BRG Roadster, Don and Kristin Polak's yellow Plus 8 and the Menkowitz' White Plus 4. Morgan was well represented.

Photographs Courtesy Terry Shea / drumhurrin.com

Ridge Parkway. Immediately after turning onto the Parkway, the rain gods again laughed at us as the sky opened up and rain came down in sheets. Merlin's three tiny windshield wipers were hard pressed to cope with this amount of water. As the rain blew in from both sides, we debated whether or not to stop and put on the side curtains. We decided to ignore our wet shirts and pushed on through about 15 minutes of rain. After exiting the Parkway, the 102-mile afternoon stage ended at a nearby rest area where we were given directions for returning to Asheville.

**Rally Day Five**, which had only a single 118-mile-long morning stage and began in a moderate fog, carried us across the North Carolina state line into Tennessee and back. This "Medusa Run" consisted of "twisting, serpentine routes with brisk average speeds, vicious switchbacks, steep climbs, hair raising descents, as well as sections with decreasing radius curves and reverse super elevation". This is the only stage of the rally where the driver and car were frequently taxed to their limit to maintain the "brisk" average speed. Norris drove well, Merlin never faltered, and the navigator committed only one *faux pas* which was corrected and the time partly made up in a second transition zone. At the end of the stage we had lunch before returning to Asheville, where the cars were parked in an open area at the Inn for Concours viewing by the general public.

This final day of the Carolina Trophy ended with a banquet and awards presentation. Susan and Rachel, our respective wives, joined Norris and I for both the Concours viewing and banquet. We were taken by complete surprise when Team Morgan was awarded the trophy for First Place in Class D. Our success can be attributed to beginner's luck, and excellent driver, and a fine car. I also suspect that Merlin's namesake may have contributed a bit of magic.

The Carolina Trophy rally was a truly unique experience. We met a diverse group of great people hailing from California to Florida. The cars were just as varied, ranging from MGs to Aston Martins. Our accommodations were exceptional, the scenery was beautiful and the driving experience was almost beyond description.

As a final note, I think you should know that Norris and I have been friends since before grade school. Our high school exploits would make an interesting article that will probably never be written because the statutes of limitations may not have run out on some of our activities. Our friendship miraculously survived this rally and we are still on speaking terms. However, we may have a problem regarding how to divide up the made-in-China silver-plated punch bowl trophy. Will we participate in the Carolina Trophy next year? Probably not; been there – done that. However there are many other interesting things for two recycled teenagers to do. **Ellis - 15 September 2006**

*[Congratulations to Ellis and Norris! Don and Kristin Polak of Nashville Tennessee also won the 'A' class in their yellow 1970 Plus 8. Bruce and Shelly Menkowitz of Ambler Pennsylvania also ran well in their 1967 Plus 4. Well done all! Look for more photos on [www.mogsouth.com](http://www.mogsouth.com) and see all of the 2006 rally results on [www.carolinatrophy.com](http://www.carolinatrophy.com) Ed.]*



Photographs Courtesy Terry Shea / drumhurrin.com



# EUROAUTOFESTIVAL2006

21 OCTOBER

The weather gremlins were certainly on our side this year. Between a cool and rainy Friday and a cold and rainy Sunday we had a warm and sunny Saturday for the Euro Fest. Somewhere around 470 cars appeared for the event, and over one percent of them were Morgans. In attendance were David Chiles, with his red '78 +8; Gene McOmber, with his green '90 +8; Ellis and Rachel King, with their green, hardtop-equipped '05 Roadster; Gordon King, with his green, hardtop-equipped '05 Roadster (driven to the show by Sam Sellers); and me, with my cream '60 +4. Norris Haynes was also there with a wide selection of paintings and prints.

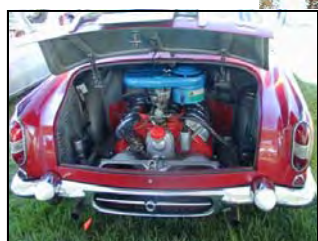
Over the course of the day, I met several owners of "nearly completed" Morgans. Hopefully, some of them will decide to join MOG South and get the inspiration needed to finish their cars.

The featured marque was Triumph, and I heard that there were about 100 there. Included with a huge number of really nice TR's, Spitfires and GT6's were an 1800 Roadster and three Italias. Other British makes on display included a gaggle of MG's, several Austin-Healeys, almost as many Rolls-Royces, several Loti and Sunbeams. For those who delight in the latest Lucas jokes, the Jaguar exhibit included one Nissan 350Z adorned with several photos of a recently restored E-Type which was apparently completed just the day before the show, only to suffer a major electrical fire the first time the key was turned.

For fans of the really exotic, there was an incredible mid-30's Mercedes two-seater that was longer than the typical motor home and a Tatra sedan.

Since we had so many Morgans on display, two prizes were awarded to our class. Dave Chiles took a very deserved 1<sup>st</sup> place and Ellis King was awarded 2<sup>nd</sup>. In the crowd pleaser contest for the class, Dave Chiles also took 1<sup>st</sup>. Although all-inclusive, car-by-car, results were not published, I was assured by one of the organizers that my car definitely finished in the top 5 in the Morgan class.

It's not too early to start thinking ahead to October, 2009. It would be great to have 50, or more, Morgans at Euro in the centennial year.



Extremely rare, air cooled eight cylinder Tatra T603-1 Sedan. Produced 1958 through 1963 only sparingly, typically reserved for Russian Communist Party Officials.



*[I'm not sure which I prefer, the early Aero Eight's cross-eyed headlights or the these?? Ed.]*



Above, Sarah and Dave Chile's 1st Place Winning Plus 8



John Tuleibitz' Lovely Plus 4



Gene and Betsy McOmber's BRG Plus 8



Two 'hardtop' Roadsters: Ellis and Rachel King's 2nd Place Winner in full view, with a partial view of Gordon King's car.

SPARTANBURG SOUTH CAROLINA  
BY JOHN TULEIBITZ

Article and Photos Courtesy John Tuleibitz





It was warm in Orlando, in the low 90's with no clouds and an elusive breeze. Something of a heat wave I understand. Being in Orlando without the wife, dogs or cars has been a bit boring and I have been looking for things to do to pass the time, so a Concours in one of the loveliest parts Orlando was a perfect activity for the weekend.

The Winter Park Concours d'Elegance is only in its fifth year but seems to attract quite a few very nice automobiles. The featured marque honors, this year, were shared by Mercedes Benz and Porsche, and many examples of these Teutonic breeds were on hand. But, they weren't alone and perhaps the nature of the crowd was a direct result of the format of this Concours. There are some 185 cars invited to participate and compete for 60 trophies. The cars invited include both classic and vintage American and European cars, and also included a number of new exotic offerings from the likes of Noble and Spyker, as well as an interesting collection of American muscle cars. But that was not all. There was also a small flotilla of yachts and a contingent of two wheelers. Given the breadth of offering, the crowd was understandably eclectic. That, coupled with lovely boutiques, wine bars, and cafés along the tree-lined, cobbled streets of downtown Winter Park, kept all quite amused.

Included in the exotics were two lovely late model Morgan Plus 8s. Bud and Ann Dixon displayed their 1998 Windsor Blue Plus 8 and Peter and Gayle Betterman brought their red over tan 1994 Plus 8. Both cars were exceptional representatives of the marque. I understood that Perry Nuhn had been invited as well but was unable to attend. Apart from the Morgans, there were several rare and interesting automotive delights to enthrall the crowds. As would befit the featured

marques, a good number of Porches and Mercedes were present. Old and new, road cars and race cars. There was an Elva Porsche MkVII sports-racer, several Speedsters and a number of other 356s that would have kept a few unmentioned (this is a Morgan newsletter, you know) MOGSouth members busy. There were two 1955 Mercedes 300 SL Gullwings on hand and, as expected, they drew a significant following. They were both clad in the traditional Mercedes silver. One was upholstered with a deep red interior while the other had light gray leather with matching plaid. I think I'll take the plaid . . .



Above, Ann and Bud Dixon, with Rick Frazee in Judges garb, straw hat and tie. Below Bud and Ann's exquisite 1998 Plus 8 - Judged Best in Morgan Class

Below, Peter and Gayle's Betterman's lovely 1994 Plus 8. The Morgan group was small but exceptionally well presented, and drew an disproportionate crowd of admirers.





The Italian marques were present in force with vintage Alfa Romeos and a wonderful 1955 double bubble Fiat 8V Zagato. There were lots Ferraris, Lamborghinis, and Maseratis, mostly adorned in the traditional Italian red, but with the occasional yellow or silver. And a personal favorite, a wonderful, unmolested, 1973 Detomaso Pantera that took me back to my younger days. The Pantera has always been my dream car, and the closest thing to an exotic I have ever driven.



The French car fans, not wanting to be outdone, brought out their exotics. Believe it or not there were two 1985 Citroen 2CVs on display.

Jaguars and Aston Martins, Austin Healeys, a 1948 Healey Westland, a new London Taxi, Rolls Royce and Bentley cars, and several nice MGs. Very few Triumphs however. Just about something for everyone's taste. There were 6 Delorean DMC12s. I don't remember ever seeing that many Deloreans in one place before.



The American muscle was represented with a nice collection of old and new Shelby cars and several new Saleens. Even a new Ford GT. A few Chrysler hemis and a Pontiac Goat to add spice, but nary a Camaro? The proverbial Corvettes and even a 50's vintage Chevy, chopped and lowered, and modified as a Funny Car dragster.



Truly a pleasant day. Old and new, classic and exotic. A diversity of artifacts all bent towards a common purpose. The venue offers an ambiance that suits the cars well, coupled with the elegance of downtown Winter Park to entice those other of us, more inclined towards shopping and people watching. A wonderful way to spend a Sunday in Central Florida and certainly something to look forward to next year. Rick Frazee has an 'in' with the organizers and perhaps he can use his influence to get Morgan a more prominent billing in the next year or so. We can then show the crowd a full range of offerings in a single marque - Morgan - with vintage and classic, to real muscle and exotics!



Photos Courtesy of Bud and Ann Dixon

Top to Bottom, then Left to Right - Rolls Royce Silver Wraith, MB 300SL, Porsche 356, Healey Westland and Citroen 2CV

# *It's Done!*

By Jack Claxton

Well, Morgan friends, I can finally say what I've been waiting to say (and you've been waiting to hear me say) for quite a while –

## ***My 1956 Plus 4 4-seater Morgan restoration project is complete!***

Dave Bondon delivered the finished goods August 27, just 1 week shy of the 10 year anniversary of my restoration adventure start date of September 3, 1996. That was the day I first saw the car.

Dave has been doing the final assembly work for me for the last year or so. At the time he got the car from me, my new front wings had not yet been fitted. That's where I was stuck, due to inexperience in that work and also due to lack of time to devote to the learning process. Dave ripped through that work and other tasks that would have taken me much longer, with results far superior to anything I could have achieved. Thanks Dave, for a job well done!

To give you some more background to my Morgan story, I bought the car in 1996 through a Hemmings Motor News ad. It was a total basket case. Not that I cared – it was special to me, and I loved it. Growing up I loved models, and this was to me a giant car model. It also represented opportunities - opportunities to fulfill a lifelong desire to do a car restoration, to learn new skills, meet new friends, and explore a whole new arena to which I had never been exposed.

My car has given me all of that and more, and I love my Morgan hobby.

I told some of this in a newsletter article I wrote a good while back, but I first learned of Morgans when I read an Atlanta newspaper article in June 1994. I had never heard of the car, but I was captivated by the description of classic styling, hand made, traditional production methods, etc., etc. etc. - you know – all the things Morgan that intrigue us all. That article and the Morgan car was still on my mind two months later – the thoughts would not go away. Finally, I called the paper and had a search done of their archives to find the article and have a copy sent to me.

With article in hand, my frustrating 2-year search began for a way to plug into the Morgan community. I did not have a clue how to start. In all my travels, I kept a keen eye for anyone or anything Morgan, to no avail.



9-3-06 First look after arriving from Pennsylvania



9-8-01 Don Simpkins delivers the rolling chassis





Finally, one day 2 years later in August 1996, my son came home one day from an imports parts store where he had happened to mention my interest in Morgans, and said “Dad, there’s a man in north Georgia that works on Morgans and here’s his phone number.” I think I called Don Simpkins within the hour, and I went by to see him the next day.

Imagine my living in the small town of Cornelia, and finding the major supplier in the U.S. of Morgan wood bodies and steel chasses a distance of 5 miles from my home. All the time of my searching I could have opened the Cornelia area phone book (population maybe 10,000) and looked under “Morgan-Fab Industries”.

This had to be some kind of omen!

Well, about that time the ad for my car was in Hemmings, and only a couple of weeks after I had met Don I had him go to Pennsylvania to get the car for me out of its storage location in the loft of a barn. The “before” photos in this article were taken when Don got back with the car. It was the only time I ever saw the original car assembled as I did not do the disassembly.

By that time Don had ceased to do complete car restorations in order to focus on bodies, chassis, and other ventures, but I pleaded for him to give me a rolling chassis that I would then finish out. He agreed and began the work immediately.

Within the year I got linked up with MOG South.

I got the car from Don at my new home in Flowery Branch as a rolling chassis with the new body painted, new chassis, and rebuilt engine 5 years later on the Saturday before 9/11.

I received a lot of therapeutic benefits as I worked on the car steadily over the next 4 years until Dave picked up the car to finish it out last year.

I know it’s taken a while, but the pace has been just right for me. I paid as I went, and it suited my ability and desire to put cash into the car just fine.

It’s been a great experience, and I thank everyone who assisted with my questions and who patiently tolerated my photographing their car details to assist me with my work. Especially I thank Dave Bondon and Don Simpkins for their significant contributions.



5-30-05 Dave Bondon gets the Morgan



8-27-06 My first ride in the finished car

***This is a great hobby!***





Title Photo Courtesy Jim Baker



## FACTORY NEWS

### Seaforth Marine Group and Morgan Motor Co. Partner to Offer Unique Combination of Sea and Land Classics

Seaforth's Northport 58' and Morgan's Roadster Sports Car Both Combine Traditional Style with Advanced Technology.

Vancouver, British Columbia September 21, 2006 -- Seaforth Marine Group and the Morgan Motor Co. are partnering to offer discriminating sea and land travelers a unique opportunity to acquire two thoroughly modern, but completely handmade transportation classics, Seaforth Vice President David James announced today.

Northport 58 Particulars	
Length Overall:	58' - (17.68m)
Length Waterline:	55' - 9 (16.99m)
Beam:	14' - 0 (4.27m)
Draft:	2' - 2 (0.66m)
Displacement (Full Load):	49,000 lbs (22,273 kg)
Engine Power:	2 X 1300 hp
Speed (Maximum):	35 knots
Speed (Cruise):	18 knots
Generator:	24 kW
Fuel Capacity:	650 US Gallons (2460 litres)
Fresh Water:	125 US Gallons (470 litre)



***"Together they offer a seamless experience that lets owners move from accelerator to throttle without missing a single, exhilarating step."***

The Northport '58 and special edition Morgan Roadster share a striking royal blue and tan colour scheme as well as the hand-crafted quality of a bygone era. They also embody a common heritage that combines style with speed. The nimble Roadster can accelerate from 0 to 62 mph in 4.9 seconds – and the sleek Northport 58' is expected to be able to easily top 30 knots. "The pairing will appeal to those who demand style with substance – and panache with practicality," says David James.

**MORGAN  
For Sale !!**

**1939 4-4 Series 1 #820 in 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](mailto:morgansp8@bellsouth.net) or [mark.braunstein@lmco.com](mailto:mark.braunstein@lmco.com) or by phone (770) 944-9787 (H), (407) 306-2965 (W). See details and photos on the web at [http://www.mogsouth.com/1939\\_For\\_Sale.htm](http://www.mogsouth.com/1939_For_Sale.htm)







# Across the Pond and Then Some . . .

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

*Number of days with rain 30 (and they say that the weather in England is crummy),  
Number of podium positions in Quiz 4, Number of miles flown 1050,  
Modes of transport used Train, Plane, Car, Tram, British Rail, Boat, Bus, Morgan*



Me and my baby

Well, it looks like the Stuttgart branch of Hotel Nabney is well and truly open with two more visitors this month bringing up the total to 7 so far. Even the breakfast standards have been raised with Marmite on toast and tea being offered as well as "black coffee and the bakery is downstairs". My first visitor in August was Tony, who I met ages ago on a trip in China. He came in late on Thursday evening and I collected him from my local train station. Friday he meandered into town while I staggered into work and we met up late afternoon. The evening was spent at my favourite German local, more of a wine-bar than a pub, Der Rote Kapelle, which has an outdoors which overlooks Feuersee church and lake, and do an awesome Tapas, which we ordered two rounds of they were so good. Sian brought a co-worker with her and Steve (who I met on the plane on the way to the UK) came with his fiancée Melanie who is what we call a half-caste (half German half English) - it was a lot of fun !

Saturday we were half thinking about going on the Morgan run, but when we saw that the weather was more than half decent we decided to go - the meeting place was next to a motorway Service station half way to Munich and it was great seeing the lines of Morgan's waiting. We dashed off to get fuel and then got in line. This lot were a whole lot different from the "Morgan Deutschland" crowd as I found out as soon as we set off - screaming speeds - hoorah a group who really knew how to drive! Tony was trying to follow the directions, thank goodness he can read German since they went so fast a couple of times we got a little left behind (ok - it was really only at junctions). It was great fun and we went along all these tiny twisty roads in and out of the woods, the noise was by far the best thing when the V8's started resonating - what a wonderful noise !



Tony plays mechanic

At lunchtime we stopped at a lovely restaurant hidden among the trees, and the guy who owns the only Aero 8 came and sat next to me. Now he had been driving behind me all morning and I was thinking what a pansy he was being as he was leaving tons of room between us, well I soon found out way, apparently his brakes were not working - as in NOT AT ALL. Now I would have gone home at this point, but he decided to do the rally without brakes using only engine braking and his handbrake (and anybody who has been in a Morgan knows how worthless they can be....) - at this point he went from "pansy" to "hero".



We love my car - note MOGSouth cap !

The ride after lunch was on similar windy roads until we came across Lichtenstein Castle - well the car park at least, tramped up the hill to this folly that could only exist in Germany - perched on a rock sticking off a cliff, this tiny fairytale castle has incredible views all over the valley and looks quite amazing from the road (miles) below as it sticks out from cliffs that are several hundred feet high.



Morganeering

*[Lots more visitors, lots of culture, the customary pubs, and . . . ]*

. . . that was August.

**More Excerpts From Eleanor Nabney's  
Travelogue - September 2006**

*Number of miles flown in September (I hope ... see end): 12,642,*

*Number of miles driven: 1,875 (most of them in 1 weekend !)*

*Countries visited (I hope ... see end): France, USA, Switzerland, Korea,*

*Number of times luggage lost: 1 (averaging around once every 4 times I check baggage so far),*

*Number of Maß beer drunk: 7 (1 Maß is 1 litre, so I leave it to you to do the conversion !)*

September started with me in a blue funk. I had been invited to Lucy's wedding ages ago but had been told that I was not allowed to go since 2 of the 5 people in our team were already on holiday. I did point out that I only wanted 1 day off and surely Porsche would not fall apart if I was out for one day, but my idiot Team Leader would not budge and told me that this was what holiday planning was for (well, sorry, but my friends do not plan weddings so far in advance) . . . On Thursday I re-asked my Team Leader because my Big Boss had asked me how close to the actual date my Team Leader could change his mind when I approached him on the subject. My TL said as far as he was concerned there had never been an offer to review it nearer the time, so I called my Big Boss (on holiday) and he said he left it up to TL, so I gave up and went home. I walked in to the office Friday morning and my co-worker told me that I should be happy. . . pray why? Well, apparently the Big Boss had called TL and talked to him, TL had discussed it with co-worker who had told him not to be such a prick and let me go . . .

No problems with my connection (I had an emergency frock and pair of shoes in my hand baggage just in case) . . . *[I too always carry an emergency frock . . . Ed.]* but landed late because of the tail end of a storm coming through and then drove half way across New York, it seemed like, to end up at the back of a huge queue for Immigration - 45 minutes and that was just as a US citizen; the other looked way longer. Bag arrived too and Mike was waiting to pick me up, what a star, he had driven all the way from Detroit (approx 800 miles) to pick me up so we would have transport to get about.



Me, Lucy and Paul

The weather had started absolutely awful that morning but gradually cheered up, by mid afternoon it was gloriously sunny. We ended up at a bar local to the church about 45 minutes early so had a drink and I got changed in their rest rooms, went in in jeans and came out in a dress made out of Sari material that I had bought in India when I was there a few years ago . . - very appropriate as it happens since Paul's family are all from India and there were some fabulous Saris there. The church was small and very plain but packed as it held only 150 and we were 180 ! The entire wedding party were dressed in Indian-style clothing with the men in Kurtas and the women in Saris. Lucy was preceded by her twin sister Joanna up the aisle, who looked stunning in a purple Sari, and then Jeremy led a beautiful, but teary Lucy up. She clearly had eyes for nobody but Paul and he grabbed her hands as soon as she was within reach. It was incredibly touching and moving.



Jan Takes Control

Flight back was delayed and I had a panic in Charles De Gaulle airport to get my connection. So much for the dimwit steward who wouldn't let me get off until all the Business Class customers had left, he said it was 3 minutes to my gate, thanks goodness I knew better. It took 20 minutes and that included running like a mad thing as well as pushing to the front of the security queue... and they closed the doors on the bus as soon as I got on. Of course my bag didn't make it - it was delivered to work the following day. Needless to say my TL didn't even ask if I had a good time when I got in on Wednesday.

Sunday afternoon I took my long-promised trip out to Sindelfingen to see Norbert and Rebecca in the Morgan. Oddly enough, on my way over there I was overtaken by a dude (complete with odd moustache and flying helmet) in a lovely red V8. We went out for the afternoon to a Biergarten, well Rebecca and I took about 20 minutes to drive there via all the nice twisty roads and Norbert cycled there in the same time with Jan on the back. Once we were there Jan decided that he quite liked the car as he tried to drive off in it. Hopefully in another few years we will have another Morgan driver !

*[Eleanor continues to work and drive her Morgan throughout Europe, while still finding time for travel around the world. We appreciate her sharing her exploits with us. It's kind of like following a soap opera, mixed together with the 'brit coms'. . . . I'm just waiting for Mr. Bean to show up . . . Ed.]*





# Morgan Motors & Morgan Spares Ltd.



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## EMOG October 4, 2006 <W Chris Towner> MMC

"Visitors to the Morgan Motor Company will now be asked for 5 pounds in order to look around. Without comment, Chris Towner." but in response to the backlash:

## EMOG October 24, 2006 <W Chris Towner> MMC Visitors

"After some rethink the MMC has re-defined 'visitors' which will hopefully cause little concern nor out of pocket fees for any of us. Customers /owners / friends of the business are always welcome. As are club members, dealer referrals, and the like. Potential customers are always properly seen and welcome. School party groups, car clubs with different interests and other outside interests groups will be accessed the 5 pound fee. Maximum numbers are suggested to 20 . . . " Unofficially yours, Chris Towner."

## Morgan Motor Company Web

"Congratulations to Keith Ahlers and Ollie Bryant for a fantastic result in the British GT Championship. After a hard fought season the team came a well earned third in class overall. Congratulations from all at the Morgan Motor Company."

## duPont Registry - Exotic Car Buyers Guide - September

"Morgans are an acquired taste. A bit like Chicken feet or Frog legs . . . " [\[a comparison I hadn't heard before. Ed.\]](#)

## The Rise and Rise of Morgan - September 26, 2006 - Liz Turner

<http://motoring.independent.co.uk/features/article1752022.ece>

"The [\[Aero\]](#) Mark 3, however, has finally been kissed by a princess. It looks the observer straight in the eye, and the front is closer to the look of the traditional Plus 4 and 8. The Morgan design team achieved the facelift with the help of both a 21-year-old designer called Matthew Humphries, who has just graduated from Coventry University Design School, and - very un-Morgan, this - a computer. Some design cues, including the repositioned headlamps, are taken from the Aeromax, a unique Morgan coupé recently created for Prince Sturdza, president of Banque Baring Brothers Sturdza. The new Aero is a pleasing mix of old and new: a hybrid created with 21st-century technology while retaining the charm of the 1936 original four-wheeler."



Photo Courtesy of [www.morgan-motor.co.uk](http://www.morgan-motor.co.uk)



## Key Planning Dates

Still a few things left to do before you do your winter Morgan servicing. Make sure you have your hotel reservations for the Christmas Party. See below if you are still looking for accommodations.



### Hilton Head Island Concours d'Elegance

2 - 5 November 2006

Hilton Head Island, South Carolina



### HSR Daytona Continental Historic Races

9 - 12 November 2006

Daytona, Florida



### MOGSouth Christmas Party (see details below)

2 December 2006

Nu Wray Inn in Burnsville, North Carolina - Hosted By David and Sarah Chiles



### Vintage Drivers Club of America at Roebling Road

8 - 10 December 2006

Roebling Road Raceway, Savannah, Georgia

## CHRISTMAS PARTY DETAILS !!

David and Sarah Chiles are hosting our Christmas Party at the Nu Wray Inn in Burnsville, North Carolina, on December 2nd. Unfortunately, the Inn is full, so if you haven't got your reservations already, you will need to call the overflow hotels. One option might be the Terrell House Bed & Breakfast, which is within walking distance of downtown Burnsville (9109 Robertson St., Burnsville, North Carolina 28714, Phone: 828-682-4505.) 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.



The Club will host the arrival 'noggin on Saturday afternoon at the Nu Wray Inn. We will then get together for cocktails before dinner. And, after dinner will be the requisite business meeting, the Mother Courage award presentation, and, of course, more 'noggin. If there are questions, call Randy.

## Morgan Pub Crawl Update

We now have 10 Morgans financially committed to the Pub Crawl and I am waiting for a few checks that were promised last week. My goal was 10 Morgans and we will be over that number doing the entire Crawl. Other Morgans will be connecting along the way. I am sending you the current itinerary. A few directions still needed to be added but for the most part, it is done, except for the Morgans going west after we leave Connecticut. (OHMog is still planning on meeting us for some type of gathering with their Club ) If you have any questions, email me; but this has really taken shape with a lot of fun activities/parties a long the way. Just talked to Bennett and Mary Shuldman, who will be hosting our farewell party in Connecticut, along with members of the 3/4 Club, and they are looking forward to a memorable evening with awards going to everyone who participates. If there is a definite possibility that you cannot join us, let me know and I will delete your name from the list. Hope you have had an enjoyable summer.

[morganpubcrawl@aol.com](mailto:morganpubcrawl@aol.com)

*Charles*







## Authorized Morgan Motor Car Dealer

**'07 AERO 8** Series III, Bentley Silver Lake Met., (silver blue met.), Biscuit Yarwood leather piped in Regal Blue with dark Blue wool carpet piped in Biscuit leather, dark blue mohair top, side exhaust, elasticated door map pockets, oddments tray on center console, Schedoni fitted luggage, additional Armourfend Protection, Brown Velvet Ash dash and door cappings, blue embroidered Aero 8 logos on headrests. Destined to be the Los Angeles Auto Show Car-make it your piece of Morgan history!

**NEW 2005 MORGAN ROADSTER**, #103 of 102 ever built! NO MORE MORGAN ROADSTERS FOR THE US UNTIL LATE '07/EARLY '08 AT THE VERY EARLIEST! Bentley Silver Lake Metallic (stunning light silver blue pearl metallic), Dove Grey leather with Oslo Blue leather pleated inserts on seat bottoms and seat backs, Oslo Blue dash roll and arm rests, Blue mohair top and weather equipment, Morgan logo embroidered headrests, 35th Anniv. mesh grill, luggage rack, badge bar, bonnet strap, digital photo build album, Available approximately December 1. Other special dealer installed one of a kind options being prepared for this, the very last car.

**'05 AERO 8** Ferrari Pozzi Blue/croc' embossed Shetland Poppy red leather/blue mohair top, raven black ash trim, blue carpets piped in red leather, additional Armourfend protection, 800 miles, as new!

// NEW LOWER PRICE!

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

// NEW LOWER PRICE!

**'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** 3,800 miles, BMW Inola Red/Black Leather wired piping, luggage rack, stainless wire wheels, stereo CD, absolutely as new!

**'00 +8**, Royal Ivory/Red Leather w/black piping, black carpets piped in red leather, tan top and weather equipment, Kuffelt walnut dash w/matching MotoLita Steering wheel, double eared knock offs, Mulberry roller bearing front end kit, Mulberry rear Panhard rod, aluminum radiator, tripod headlamps, custom luggage strap and bonnet strap, stainless steel door lock covers, ss threshold trim, custom luggage rack, Lucas fog lights, jet hot coated exhaust manifolds, finned aluminum rear drum brakes, unbelievable car!!

**'98 +8** Fiat 'Avorio Chiaro'/Tan Leather, 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless threshold plates, bonnet stay kit, draught extruders, wind deflectors. Green piping on the tan leather seats. Kauffelt dash with wood rimmed MotoLita steering wheel, alloy boss, alloy horn button engraved with Morgan logo LeMans '62 overrides, front and rear Double eared knock offs, leather bonnet strap with brown mouton backing Union Jack enameled badges on the bonnet halves. \$35,000 in Factory and Dealer installed options!!

**'98 +8** Connaught British Racing Green, Black leather, alloy wheels, black weather equipment, absolutely 100% original, as new condition.

**'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 car since the early '70s, this car has sat in a dry garage and is a rare example of the narrow bodied Series V rarely seen in So. Cal. Engine runs well with good compression; It has a rare hardtop and the plex rear window, newly rebuilt Weber 2 bbl. carb, new brake master cylinder and all brake hydraulics, all fluids changed, great driver.

**'65 +4** Completely rebuilt SuperSport Specification engine, hot cam, dual Webers, Derrington headers, LawrenceTune intake manifolds, SS bonnet scoop; BRG 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!

**'52 +4 FLATRAD ROADSTER** China Blue/light brown leather SS bucket seats, tan canvas weather equipment, hot TR3 engine, powdercoated chassis and firewall, Pebble Beach quality nut and bolt restoration! Getting oh so hard to find! Get ready for the 100th Anniversary celebrations with this show stopper!

## OTHER MARQUES

**'69 CORVETTE** Convertible, White/Red leather, 42.7k miles; absolutely as new, 100% original one owner car, AT, Cruise, AC blows ice cold, no wear anywhere, all new fluid changes.

**'71 MGB GT**, Persimmon with black interior 100 miles on bottom end rebuild. New HD radiator Ansa Dual exhaust // SALE PENDING

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

**'70 JAGUAR XKE ROADSTER**, recent paint, new leather, beautifully refinished wood rimmed steering wheel, outstanding driving E type. Greatly improved cooling systems and better electricals than their covered headlamp predecessors.

**'67 AUSTIN HEALEY 3000, SERIES III, PHASE 3**, Restoration by Kurt Tanner. 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!



WWW.MORGANWEST.NET  
Dennis Glavis, Managing Director

3003 Pico Blvd. Santa Monica, CA 90405  
DENNIS@MORGANWEST.NET

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

# MOGSOUTH REGALIA

MOGSouth has new regalia items for sale. We ordered a re-run of the 'Club Logo' style baseball cap (in tan but could also order black) with the MOGSouth 4 color logo on the front and the word MOGSOUTH on the back. The 'Club Logo' cap sells for \$25 plus S&H.

We have also been able to order caps with a logo design based upon our name tags. That is, the car in profile on top of two horizontal lines with the word MOGSOUTH between the lines. On the back of the cap you can have your name, MOGSOUTH, hometown, etc. (or nothing). These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. In addition to the caps, we have been able to order an attractive, tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These bags sell for \$30 Plus S&H.

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 get 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](mailto:randy@therandalgroup.com).

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](mailto: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 club Web Site at <http://www.mogsouth.com>. Please send any comments, suggestions or contributions to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).*

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/06

296 Lakeshore Drive, Berkeley Lake, Georgia 30096-3030

### Not a Member of MOGSouth? It's Easy to Join!!!

Dues for the calendar year are \$25. They are due and payable January 1st.

To join us, please mail your check payable to **MOGSouth** to:

**MOGSouth c/o Randy Johnson, 296 Lakeshore Drive, Berkeley Lake, GA 30096**

