

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/08

“One Man's ‘Magic’ is Another Man's ‘Engineering’.”

Robert A. Heinlein

Robert A. Heinlein, the famous science fiction author once wrote, “*One man's ‘magic’ is another man's ‘engineering’.*” For me, the Morgan, is *both*. Especially, as we countdown to the Centenary next year, it's hard not to dwell on the ‘*magic*’ of the past, whilst up to one's elbows in grease, under the bonnet, trying to fix some inane bit of ‘*engineering*’. Couple these moments, with the delights of a robust drive through the ‘twisty bits’ or the warmth and comradely of club outing and you have the essence of what keeps us collecting and driving these silly cars. And, now we can't help but muse on the future chapter of the Morgan saga, one that outwardly seems clear, only to blur under increased observation. The factory and the press would have you believe that the apparent future of the marque is with ‘*engineering*’ of the Aero, the Aeromax, and to some small degree, the Life Car, but the Morgan Motor Company just had their best year, in recent memory, with record sales of the traditionally styled cars, the Roadster and the 4 Seater. So it may just be that it's neither one extreme nor the other, but a blending of the two . . . with the ‘*magic*’ of the traditional cars and the ‘*engineering*’ of the Aero.

Well, back to reality and 2008. No big events just yet . . . oh, but the year is young! The winter has come and gone, and the quiet evenings by the fire place, with a book and a good glass of chardonnay, have given way (do they really exist?) to cold garage floors and greasy auto parts. The driving season is almost here . . .

Hopefully, by now you have the winter maintenance chores ‘bout done and you're putting the [dash, front suspension, transmission, brakes - *insert assembly of choice here*] back together. Don't worry if you have a few extra parts, that's always the norm. Just leave them off, but keep



them with the car. That way you'll never miss them, however, if you discard them or leave them in the garage, away from the car, you'll absolutely need them . . . in some strange locale, with a catastrophic failure of the [dash, front suspension, transmission, brakes - [insert assembly of choice here](#)] and no doubt, a dead cell phone . . . *ah, the good life!*

This issue of the Southern Fours and Eights is really a collection of bits that amuse, inform and entertain. They come from all over the world, from the 'hustle and bustle' of Manhattan, through the Southeast, to the Florida Gulf Coast of the US; way down under in Australia, where there is a surprisingly strong bastion of Morgan people; and of course from the land of Morgan, the United Kingdom.

This issue of Southern Fours and Eights also includes a few very important planning items for 2008 and the Morgan Centenary in 2009.

The MOGSouth calendar for 2008 has been updated and reflects a year full of great automotive events. There are informal cars shows, formal Concours d'Elegance, a good number of vintage and endurance races, as well as the normal Morgan Club meets.

It would be impossible to list every event in every town, but we do have events throughout the MOGSouth and GatorMOG regions and some a bit further afield. Regardless of where and when, there are lots of good opportunities to get the beast out and enjoy the new year. If you know of events we should include on the MOGSouth calendar, please send us an email at series1@bellsouth.net or mogsouth@yahoo.com.

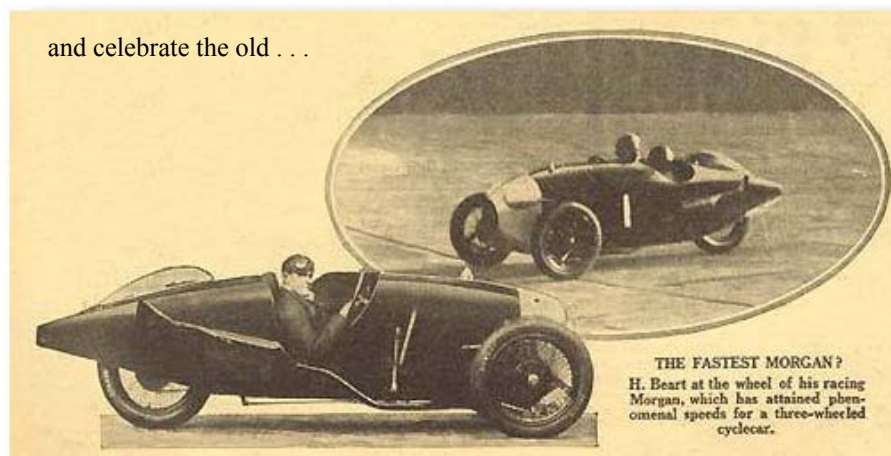
Also, in this issue are the details of the MOGSouth Spring Event, the '**Tarheel Tour**', being arranged and hosted by Andy Leo. The event is planned for 23 - 25 May 2008, in Greensboro, North Carolina. Andy (and friends) have done a great job in organizing the event and have a full weekend of great activities planned for the Club. See the details later in this newsletter and please fill out the provided Meet Registration form. Mail the registration form to Andy or call him directly with the data. We are trying to clean up our accounting somewhat to help the hotels and restaurants do a better job planning for our visit. Also, make sure you've taken care of all the arrangements - hotel reservations, pet sitter, etc., and do it soon! The '**Tarheel Tour**' is approaching fast!

Events to commemorate Morgan's 100 years begin in the fall of this year (2008) with the Hilton Head Island Concours. There will be a special Morgan Class at the Concours, organized by MOGSouth member Ray Morgan. The class size is limited but hopes to capture the range of Morgan production history. Only a small number of cars are being invited, but if you are not displaying your car, you'll want to attend anyway just to see this special collection. Additional information on other US based events in 2009 that plan to honor the 100th Anniversary of Morgan will be published a little later in the year.

And, looking forward to the 2009 anniversary of the marque in the UK, you'll find an update from the Centenary Planning Committee and a few thoughts about shipping a Morgan to the UK and back, should you be so inclined.

With all the excitement of the coming 100th Anniversary, it's hard not to get caught up in the history of the marque. It truly is a remarkable story of persistence and vision given the demise of most car makers that started in the early 20th century. The marque is in the spotlight of the automotive world these days and the focus will be on us and our cars. Probably a good time to comb my hair and give the car another coat of wax . . .

Happy Mogging . . . Mark.



Harold Beart's famous Morgan racing three-wheeler circa 1925.
[See More Photos of this historic Mog inside!](#)



MOGSouth Spring Event

TARHEEL TOUR

GREENSBORO, NORTH CAROLINA

MAY 23-24, 2008

The Headquarters for the MOGSouth Spring Event, the 'Tarheel Tour,' is the Proximity Hotel in Greensboro, North Carolina. To make reservations, please call the hotel directly at 1-800-379-8200, and provide them the MOGSouth Reservation Group Number 1067KQ. Arrival is on Friday, May 23 and departure is Sunday, the 25th. The base rate is \$124. Visit the Hotel's website, www.proximityhotel.com, to get a feel for the hotel's ambiance and character.



Proximity Hotel in Greensboro, North Carolina

A driving tour is planned for Saturday, the distance only a bit over 100 miles. Our first stop in the morning will be a surprise . . . a visual delight!

Our next stop will be the Chinqua Penn Plantation. At the plantation we'll have a box lunch (\$7), a special display area for our cars, and a tour of the spectacular main house. (www.chinquapenn.com) The cost of the tour is \$15. Wine tasting is also available during the afternoon.



Chinqua Penn Plantation

Late in the afternoon we will proceed to the historic Yancey House for dinner (www.yanceyville.com). After dinner we'll return to the Proximity.

With the exception of getting out of Greensboro, the driving is all through beautiful North Carolina countryside.

Please call the hotel as soon as possible, as we anticipate a strong turnout of North Carolina Morgan owners and additional rooms may be necessary. Also, please complete the attached registration form, selecting your meal choices. We need to collect the data for the hotel and restaurant. Don't send any money . . . pay at the event.

Please send your information via mail or call. DO NOT send it via email, as your email will go into spam which I do not access. It's going to be great fun. Hope to see you there!

Andy



Historic Yancey House Restaurant

MOG South Spring Event - Tarheel Tour - May 23-25 - Registration Form

Name(s) of those attending: _____, _____, _____
Morgan(s) you plan to bring: _____, _____, _____

Please select your Box Lunch at the Chinqua-Penn Plantation (\$7 each)

Qty ____ : Club sandwich (ham & turkey) Qty ____ : Chicken salad on croissant Qty ____ : Vegetarian sub

Please select your preferences for the Yancey House

Qty ____ : Heart of Ribeye, \$26

Qty ____ : Roasted Italian Chicken, roasted chicken breast stuffed w/ sun dried tomatoes & goat cheese, topped w/ pesto & sautéed mushrooms, \$20

Qty ____ : Catfish en papillote w/ crab & shrimp, w/ creole mushroom sauce topped w/ green onions, \$21

And dessert Qty ____ : Bread pudding w/ Jack Daniel's sauce or Qty ____ : Strawberry shortcake

Mail to Andy Leo, 5124 Kinderston Drive, Holly Springs NC, 27540, or call me at 919-552-





FACTORY NEWS

Stars Queue for Morgan Super Car by Robert Hale (<http://www.malverngazette.co.uk/>) 4th January 2008



Rowan Atkinson - "Mr. Bean"

COMEDIAN Rowan Atkinson - best known as Mr Bean and Blackadder - has put his name down for a £110,000 supercar to be built in Malvern. Atkinson is one of several celebrities to have put down a £25,000 deposit for the Morgan Aeromax, said to have a top speed of 170 mph.

Top Gear's Richard Hammond, and Paul O'Grady (Lily Savage) are other star names to be buying the Aeromax, only 100 of which will ever built. The news comes as Morgan celebrates its best year ever in 2007, when 640 cars of various types were built in its Pickersleigh Road factory. "That's a record for us," said marketing director Matthew Parkin. "And it's a record we're hoping to slightly better in the coming year. "We're absolutely delighted that people like Rowan Atkinson have been interested in the Aeromax, and we've got the first phase of production starting in February."

Mr Parkin said that other highlights for 2008 will include the Geneva Motor Show in March, where the Aeromax will be on display, alongside the LifeCar, the unique environmentally-friendly concept car powered by hydrogen fuel cells being developed with QinetiQ. "The LifeCar is not really perceived as a production car, but it's taking us along the path to things like new materials," he said.

Other innovations for 2008 include a new 1.6-litre Ford engine for the 4/4, which is due out in April. And the company is looking further ahead to 2009, its centenary, when celebrations are already being planned. "We've got a good year planned. We'll be having events throughout the year, many centred on the factory here in Malvern," said Mr Parkin.

BBC Video Report on the Morgan Factory - There is 6 minute video report of the MMC factory featuring a short interview with the young designer, Matthew Humphries, as he describes the Life Car. This video was originally published by the BBC but is not available in the US, however Ian Wegg of MogTalk was kind enough to upload it to YouTube. If you have a good internet connection, click on <http://uk.youtube.com/watch?v=mkGKkM2I4Og> and enjoy. Search on Morgan.

Sir John Harvey-Jones Died, 9 January 2008 (<http://www.news.bbc.co.uk>) - Unfortunately for Sir John, the best remembered troubleshooter show is the one where classic sportscar maker Morgan Motor Company turned down his advice - and went on to prosper. On visiting the Morgan Motor Company in Worcestershire, he was aghast to see that the sportscar maker was still making its vehicles by hand, and even continuing to use a large proportion of wood in their construction. Sir John's advice was simple - modernise, greatly increase production and ramp up your prices. Morgan completely refused on all counts. The carmaker happily admits that that particular show "caused quite a stir". "Sir John's conclusions were significantly at odds with the views held by the Morgan family, who said so," says the company. "Even today, many conversations start with reference to the programme, which has entered British folklore." Despite turning down Sir John's advice, Morgan admits that his visit did have a very positive impact. Hundreds of orders came in. "Ironically, it is one of the principal reasons behind the extensive waiting list."





1929 FORD MODEL A SPEEDSTER

THIS MODEL A PASSES 'GO'

BY LARRY SANATA

IN THE SPIRIT OF HENRY Ford, the Model A was built as a car for everyone. And that certainly was true for most of the Model A's that were produced. But not this one.

Many weekends of the year, the streamlined 1929 Model A Speedster owned by Bill Stelcher can be seen racing with vintage sports cars half its age on tracks across the country. And the Speedster is usually giving those other cats and drivers plenty of competition. "It's a wonderful car, and it's a hoot to race," said its owner.

This Model A is equipped with a rare Riley four-port intake cylinder head—the envy of many of today's hot rodders - and dual Stromberg carburetors. It's also infinitely more valuable than the market value of ordinary Model A's.

The affable Stelcher bought the bright silver Ford after many years behind the wheel of race-prepared three-wheel Morgans, "I'm a big guy," he explained, "and so I had to get a bigger car."

There was also the growing problem of finding parts for his collection of Morgans. Despite being a member in good standing of the Morgan Three-Wheeler Club in England, he found it difficult to locate things, especially for his 1936 and 1937 models.

As Stelcher contemplated a jump from Morgans to something else, he learned about the Model A he owns now. At the time, it was under construction in Chicago by auto enthusiast Jack Bowser, who took a different approach to building the streamlined Speedster.

"He bought the head first!" Stelcher said with a wide grin. "And then he got the original block and the original chassis, and from there, they started working on the rest of the car."

Like other Speedsters, this one has a custom body, which sweeps from the front to the back, ending in a deliciously aerodynamic pointed tail.

Bowser said he designed the body for street and track use, in the spirit of the '30s.

"To my understanding, and I've never had it on a dyno, it produces in excess of 100 hp. And it goes as fast as you want to go out there. At Elkhart Lake, in the straights, I was over 90 mph," Stelcher said.

DOLLARS & SENSE

**ORIGINAL LIST
PRICE: \$385**

**CURRENT MARKET
VALUE: \$19,000**

Source: The Gold Book.
Manheim Online

The car is lowered, compared with other examples of the Model A, but it still sits higher than most vintage racers with which it competes. Painted gray with wide white walls and equipped with a three-speed transmission that features overdrive, the Speedster is a sight to behold.

The car is a crowd pleaser, and not just with older enthusiasts. At Road Atlanta and in Elkhart Lake, Wisconsin, young children lined up to get their pictures taken inside the "Monopoly Car." Stelcher said kids seeing the Speedster are reminded of the little silver car in the Monopoly game.

On the track, it's a different story, as it screams through the straights and works its way through meandering turns - as Henry Ford never imagined for the Model A.

JANUARY 21, 2006 AUTOWEEK 27

OFF THE BEATEN PATH

Andrea and I just had to visit the famous Daytona Speedway to see what this NASCAR hype was all about. And, Daytona is right up the highway from our house. Look for my report on all the action in the next issue of the MOGSouth Southern Fours and Eights. Ed.



The Morgan Life Car: Bruce Wayne's Other Vehicle

By [Michael d'Estries](#) in [Energy](#), [Fuel Cells](#), [Hybrids](#), [Transportation](#) | January 24, 2008

While details are light on this concept vehicle from the [Morgan Motor Company](#), we can say from the get-go that the styling is indicative of those in the upper-class looking for a bit more Bentley in their green cars and a lot less Volt.

According to the site, the Life Car will be introduced at the 2008 Geneva Auto Show. The objective of the company is to introduce a zero-emissions vehicle that is also fun to drive. We had absolutely no idea that they weren't. Thank God someone thought of this. From the article,

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

The approach is one of whole system design in which the architecture is generated from the characteristics of the fuel cell, in a light-weight vehicle coupled with a high hybridization level. This combination will minimise the fuel cell cost and provide the fuel economy for a 200 mile range."

Apparently, one of their additional goals is to lower the entry barriers for a vehicle powered by a hydrogen fuel cell. We're all for that as long as we can also solve the energy costs associated with producing the fuel in the first place. <http://www.groovygreen.com/groove/>





MORGAN CENTENARY CELEBRATIONS 2009 - January 2008 Bulletin

Dear Morgan Enthusiast

The Morgan Centenary Committee sends you our very best wishes for 2008. We hope that it is a good year for you and your families.

This month I would like to concentrate on the activities at Prescott during the weekend of 25th & 26th July 2009. We are planning a weekend of fun at this historic hill climb venue.

The Bugatti Owners' Club held its first hill climb at Chalfont St. Peter in 1931 on a loose surfaced hill, which was then used for several seasons. The Club ran events at Northwood Hills and the Racecourse Road at Lewes, but these were recognized as temporary arrangements and the Club's objective was to set up a permanent course of its own.

In the mid-1930's Prescott House and estate were sold to the Gloucestershire Dairy Co. and it was said that they wished to fell much of the timber and change the whole character of Prescott. Enter Tom Rolt, perhaps better known as LTC Rolt, the writer and industrial historian who lived near Prescott and knew the estate well. Tom was a member of the Vintage Sports Car Club (VSCC) and it had doubtless occurred to him what a splendid hill climb course the drive up to the house would make, though at the time it was a very rough track indeed.

The VSCC had only been in existence for three years and buying the Prescott estate – as they would need to do – was too ambitious a project. They passed the idea on to the Bugatti Owners' Club and the outcome was that the brothers Eric (Secretary of the Club) and Godfrey Giles (Chairman) purchased the estate themselves in 1937 and granted a lease to the Club at a nominal rent.

Work went ahead quickly to build the track, construct a return road, remove some trees, erect fences and complete the work required to convert the drive into a speed hill climb venue that the public could attend. The Club drew up a full program of events for the 1938 season.

The original course was 880 yards long and the first hill climb was held on 15th May 1938, when appropriately the fastest car was a Bugatti, driven by Arthur Baron. Apart from the war years, there has been a full program of events ever since, with the first international meeting held in 1939.

In seventy years the Prescott landscape has changed considerably, with more safety barriers and run-off areas and better spectator facilities, though the essential character of the venue is preserved. In 1960 the track was extended with a 'new loop' up to Ettore's Corner (named after Ettore Bugatti), increasing the length to 1127 yards, and that is the course in use today.

Prescott plays a pivotal role in the British Hill climb Championship series, welcomes the VSCC for their hugely popular event every August, hosts the highly successful Prescott Drivers School (where potential competitors can sample the challenge of the hill away from the public gaze), and is a popular venue for visiting motor clubs, both to spend the day or to use as a control for classic rallies and similar events. The spirit of competition among Bugatti Owners still thrives, and at most meetings there is a Bugatti Handicap class.

Many drivers come to Prescott year after year, drawn by the attractions of the venue itself and the

motivation of beating their own previous best time. Since Tom Rolt got the wheels turning, the cars have evolved almost beyond recognition, but one thing remains constant. That is the unique character of the tough and demanding Prescott course, whose series of challenging bends is sometimes mastered but never beaten. Long may it be so.

Those of you who attended the Plus 8 - 35th meeting will know that Prescott is a most delightful location with wonderful views across the rolling Gloucestershire countryside.

We hope to create a garden party atmosphere focusing on the cars and their owners. The hill will be available all day for non-timed/non competitive pre-booked runs up the hill. If the day runs smoothly we anticipate that there may be a few extra time slots available at the end of the day for additional runs. This of course will be dependent upon the weather and also sensible behavior by all drivers. Minor excursions off the track always have an impact upon the number of runs that can be accommodated within the time available.

The Prescott Lodge and other quality food facilities will be available throughout both days. The Bugatti trust museum will also open for at least part of the time. Both the Orchard and the Paddock are ideal as picnic areas.

If there is sufficient interest we can arrange a pre-booked meal on both the Saturday and Sunday evenings after the motoring activities have finished. Numbers would be limited to 160 each evening with a minimum of 100. We will include this on the booking form when issued, and will confirm details when we know if this will go ahead.

If you don't want to spend all day at Prescott, the Cotswolds make for ideal country driving with many places of interest to visit locally. Don't forget that this is only part of 10 day program of Morgan activities.

Malcolm S Lamb, Director, Morgan Centenary Celebrations Ltd, malcolm@morgancentenary.co.uk



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- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●

8

SHIPPING A CAR TO UK FOR MORGAN'S 100th ANNIVERSARY??

[A discussion by Lorne Goldman reprinted from Emog. There are a number of commercial carriers already planning on supporting the 100th Anniversary. Points of Contact can be provided but the club has no knowledge or history with these folks so you are on your own. If you are interested, send me an email. Ed.]

There are five important items to address in shipping a car abroad;

- (1) The method of shipping back and forth
- (2) Insuring the car during the shipping.
- (3) Insuring the car during your stay.
- (4) Customs clearance each way.
- (5) the shipping route and destinations

(1) / (2) The method of shipping and insuring during transport. You have 3 choices on this one.

a. RORO or "roll on roll off". These are specialty boats with facilities for cars. They leave from ports with the equipment to handle that. On the East coast of North America the ones I know are Halifax, Boston, Baltimore (most boats) Chesapeake (least boats), Miami and New Orleans. *[Jacksonville and Savannah are two others to check. Ed.]*

It is the cheapest method of shipping from a point of view of shipping costs and "stuffing and destuffing". Figure \$1,100 USD one way. Add \$200 for custom brokers unless you greet and clear the car yourself . . . which takes patience but no expertise.

However, RORO is also the most dangerous way of shipping a collector car, though this can be mitigated by the routing. The danger comes in two ways. The car is considerably less protected and some ports are famous for vandalism. The latter is less of a factor from North America to Europe/UK. That being said, shipping insurance one-way is normally a percentage of vehicle value (1.5% - 2.5%).

b. Container shipping is much more expensive if it is a single car but cheaper if it is more cars per container. One 40 ft container can take three Morgans (or even 6 if you make a second "floor" and remove the windscreens). A container from the East coast will be about \$3,000 USD one way. Container insurance is MUCH less expensive. Frankly, a limited policy for theft is fine, if properly packed.

Container packing for a Morgan absolutely requires "caddies" made to cradle the cars. The Morgan Motor Company will be happy to post plans here if you wish.

c. Air shipping a car is FAST! However, the car goes on a cargo craft and is uninsurable. Cost ranges from \$4,000 - \$11,000 one way. There are only 2 - 3 companies that have the license to do it, included are Air Canada, KLM, and British Airways. These flights only leave from 2 - 3 cities, however.

(3) Insurance while there. Insuring your car for UK/Europe travel is not easy. Your North America insurance ends at the dock and your present company may not be interested in helping. (try them though). In Europe/UK there are not many companies interested in insuring a foreign car at an evaluation much higher than it is in the UK, for a very short period with relatively high mileage for a non-repeating customer at a reasonable price. Frankly, most won't insure you at all. It can be done at a very high price or for a large group. When the "owners-taking-their-car-to-the-Centenary (OTTCC) group becomes more defined, I have made arrangements in England to get a group quote for everyone with my UK insurers. If you'd like, we can ask the MMC to get involved.

(4) Customs. You either get agents to clear the car or clear it yourself. HOWEVER, someone has to be there, on each end, when it arrives.

(5) The Route. Whether by air, container or by RORO, the car only rarely goes direct, either way. Think on that. For example, a route of a certain company's boat can be Baltimore, Rotterdam, Calais, Thamesport and then onto Baltimore again or even Capetown. Where you pick up the car either direction will be a big factor to your trip and the price.

Lorne



THE MID-WINTER BOOK SHELF

Sooner or later it becomes too cold to work in the garage and too dark to cut the grass, so there's nothing left to do but curl up with a good book. And, maybe, a good drink. But, that's optional. Anyway, I've scanned my bookshelves for a few suggested titles and have come up with the following three:

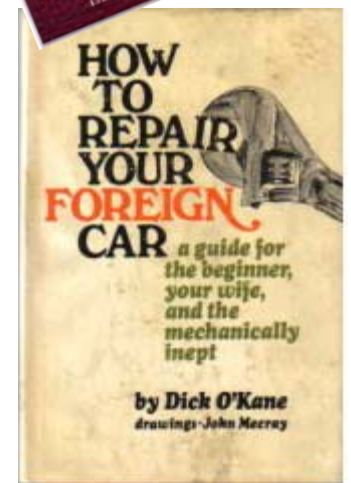
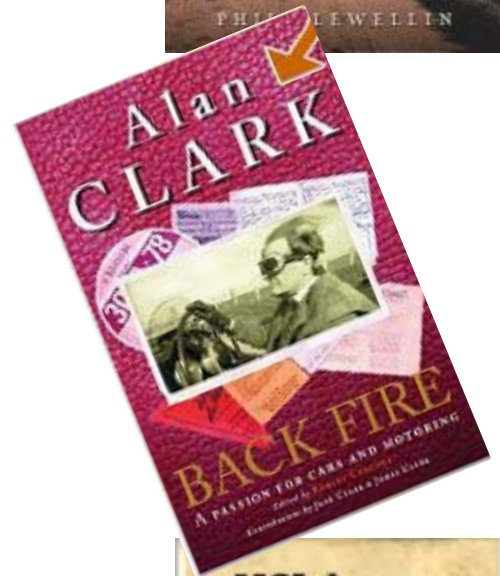
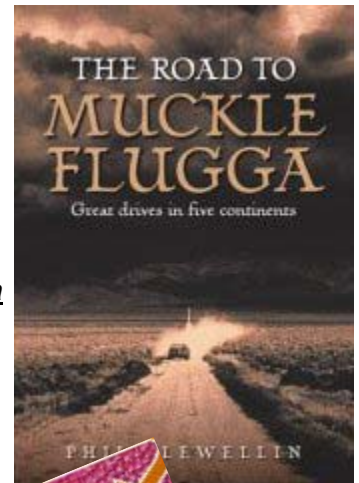
The Road to Muckle Flugga, by Phil Llewellyn. Llewellyn was a Welsh writer who loved automobiles, but put the trip itself ahead of the vehicle in which it was undertaken. He wrote for a variety of automotive and trucking magazines, and I became a big fan of his work before his death in 2005. The Road to Muckle Flugga is a collection of over forty of his articles written between 1977 and 2003. It describes his adventures ranging from a trip across the U.S. in a Corvette to a trek from London to Iran in a semi. If you love the sheer joy of hopping into something and driving just for the trip, you'll really love this book. Besides, where else will you learn where Muckle Flugga is? Pat ordered the book from one of our local Barnes and Nobles stores, but you can also get it from Amazon if you want to pay the shipping.

Backfire, by Alan Clark. Clark was a rather controversial British Member of Parliament. He wrote several historical works, all of which caused a great deal of consternation among the academic ranks; but he was also an avid car nut. His stable ran the gamut from Porsche-powered Volkswagen Beetle to Rolls Royce Silver Ghost to Jaguar C and D types. His personal life included being named in a divorce suit by a South African judge as the seducer of the judge's wife and two daughters. And, according to a feature on 60 Minutes, he went on his honeymoon accompanied by his new bride and his young mistress. Not all this juicy stuff is included in the book, but it does include his views on a great number of cars and drivers. It's definitely a very politically incorrect look at the motoring scene. The book was published in 2001 and is out of print now, but I did manage to find a listing on Amazon after a bit of searching.

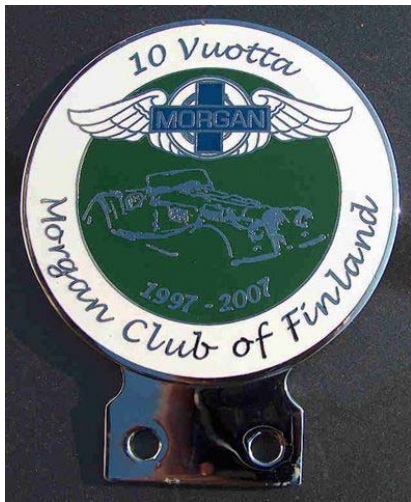
How to Repair Your Foreign Car, by Dick O'Kane. This is really an old-timer, published in 1968, but I found three copies for sale on Amazon at incredibly low prices. I was tempted to buy all three and then put them out on eBay at five times the cost. O'Kane takes a very light-hearted look at what is involved in keeping your foreign car running. If you're involved with electronic ignitions, fuel injection or any of the other mumble-jumble invented after Ladybird became First Lady, this isn't your book. But, if your car has points, SU's and Lucas electrics like cars were meant to have, you'll find some interesting information in its 170 pages. Chapter 13, 'Carburetor' Is a French Word Meaning 'Leave It Alone' is a must for anyone who believes the secret to good performance is "balancing" his carbs every weekend. Chapter 8, "Introduction to Advanced Tinkering" is everyman's guide to the restoration process. It won't replace the official factory service manual, but the book will add a little humor to the day and will help you to understand how the manual writers got it so wrong. "Replacement is the reverse of removal." Right!

And, best of all, ***none of these three books has ever dripped oil on my floor!***

John Tuleibitz



[Another to look for. Chris Lawrence has published an auto-biography of his life. It's titled 'Morgan Maverick' Distribution to bookstores will be in March. ISBN is 978-1-900113-04-5. Price is 30GBP. Ed.]



Jim Baker has crafted a special badge for the 10th Anniversary of the Finnish Club. The centre logo is from the club's magazine with the blue cross in the Morgan wings and white background of the Finnish Flag. The price including postage is £54.00 GBP



Gilt or Nickel Plated Cast Buckle - £17.00



This pin is of the original Climax engine 4-4 as exhibited at the Olympia Motor Show in 1936. Size - 1 5/16" @ £4.12 plus post & packing.

The Morgan Three Wheeler Club has designed a new pin commemorate the late John & Bridget Leavens of CA. The design is the stained glass window at Stoke Lacey Church, reduced to 1 3/16" in 9 colours and nickel plate. They are available from Pat Cross, the MTWC's regalia officer and it would be easier to get an MTWC member to buy one for you. Price is undetermined as yet.

Jim Baker

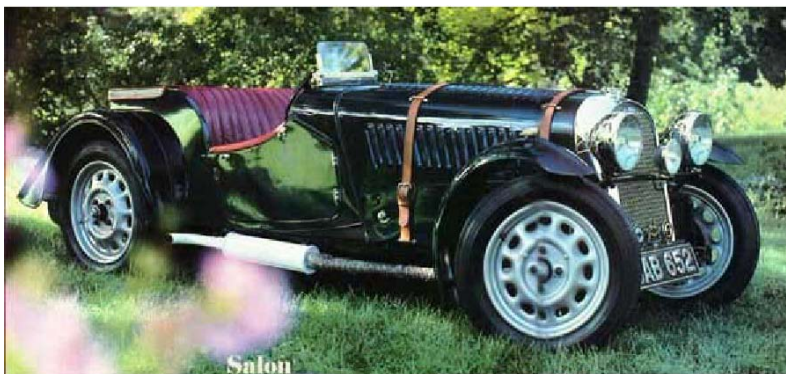
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Very Special Morgan For SALE

Model Series 1 - CAB 652

Engine Standard Special

Registration 1938

Price Not Specified

Location USA

Colour Green

History Factory TT Replica

Comments Fully documented

See www.morgan-spares.com for complete history

Contact Morgan Cars of New England and Morgan

Spares Ltd for more Information or see their advertisement in this issue for a phone number.

[This is the car we all know. The Road & Track article about this car in 1980 was the final straw, and I bought my first Morgan soon thereafter. I would love to have this car, as you all know, I have a soft spot for Series 1s. (Andrea says it's in my head.) Ed.]



Another Special Morgan For SALE - Bill Stelcher's Recently Completed 1936 F4 Racer.

Folks,

I've decided to sell the 1936 F4 Morgan trike. It's a new car with new tub and skin. Let me know if you know anyone who may be interested. Price is \$35K. Thanks, Bill

Bill Stelcher - (941) 928 0006

[See page 5 to understand Bill's reason for selling this lovely F4. Ed.]



A Foundation in the Classics

By RICHARD S. CHANG - Published: February 3, 2008

[Note: This article appeared in the NY Times online edition (www.nytimes.com) Richard Sammons is a 3/4 Morgan Group member. Ed.]



In the contemporary landscape of architecture, someone like Richard Sammons doesn't get lionized by the fledgling and impressionable (and constantly blogging) designerati. That might be because his firm, Fairfax & Sammons, which he owns with his wife, Anne Fairfax, specializes in traditional architecture.

Their projects, which include new homes and redesigns for actors like Liv Tyler and Sarah Jessica Parker and for the playwright John Guare (as well as for the just plain wealthy), are classical beauties featuring meticulous craftsmanship and personalized details. There are no towering crystal pyramids on Mr. Sammons's résumé. His houses, alas, look like houses.

Richard Sammons, a Manhattan architect, values his Morgan Plus 8 for its authenticity.

So it doesn't require a giant leap of the imagination to see how Mr. Sammons could be taken by the classic allure of a Morgan Plus 8.



Morgan Plus 8

Although he bought his car new in 2003, the elegant little roadster looks like something one would have found bumbling across the British lowlands 60 years ago, perhaps with a picnic basket in the trunk. [Trunk?? Ed.]

Founded in 1909 by H. F. S. Morgan, the company is that doubly rare enterprise — a British car manufacturer that's still owned and operated by the British. In fact, the company has never left the Morgan family's hands.

More rare still is the company's aversion to change. Current models look only slightly different from those built in the 1940s. They are still defined by large, swooping fenders; a flat, narrow windshield; bullet headlamps; and a leather belt that wraps around the long hood, which opens on both sides like a gull spreading its wings.

For Mr. Sammons, the appeal lies deeper than the car's traditional style. "You can call up the company and talk to the person working on the windshield," he said. "You can talk to the owner of the company."

You can do more than that. You can go to the factory in Malvern Link, England, and watch your car being made, which is what Mr. Sammons did. "This is how cars are built without stamping machines," he said.

Nearly every part on every Morgan is handcrafted and bespoke — traits that apply as well to Fairfax & Sammons, which relies on local craftspeople and specialist suppliers.

"Just because you're using computers to design a house doesn't mean it has to look like one," he said.

Coincidentally, Fairfax & Sammons opened in 1992, the same year that Ms. Fairfax and Mr. Sammons married. Now in their 40s, the couple met on their first day at the University of Virginia School of Architecture, which Mr. Sammons chose particularly because the university was designed by Thomas Jefferson.

Mr. Sammons's ambition has always been in the classical style, and he is unforgiving when talking about modern architecture, which he feels is perverse for the sake of perversity. "We are still affected by the pull of gravity and rain," he said. "The inputs haven't changed."

The same goes for automobile design. He says he thinks the Italians got it right with the 1924 Bugatti Type 35. Lightness, the proper wheelbase and a low center of gravity were the keys to a perfect sports car. The British came along and built on the tradition with their compact roadsters. "I tend toward prewar simplicity," he said.

Mr. Sammons had owned a used Morgan 4/4 for a time. Before that, he had a Mazda Miata, old Britain seen through the robotic lens of the Japanese. The 4/4, essentially a Plus 8 with a smaller engine, satisfied him for a time. But then he heard that Morgan was ending production of the Plus 8 in 2004.

First built in 1968, the Plus 8 had changed little. In the model's final years, Morgan was selling about 50 a year in the United States at prices from \$65,000 to \$75,000. With a 200-horsepower Rover V-8 inside the 1,800-pound frame, the roadster is fast, and seemingly faster because it is so low to the ground. Vrooming down the West Side Highway on a winter morning, Mr. Sammons looked like a man who was enjoying his car.

He keeps it parked in a small garage a few blocks from his office in the meatpacking district, where the wobbly cobblestone streets are only marginally worse than the pothole-riddled roads nearby. During the drive, he tried to keep the Morgan on smooth road, but didn't go too far out of his way to appease the car, which has seen worse.

"This is my only car," he said, wedging sentences between shifts through the gears. "I take it to construction sites. You know what it's like there. Dirt roads."

At a red light, a meek brume of steam huffed out from the end of the hood. "It's not overheating," he said, interrupting the concern that was just starting to form in his passenger's mind. He pointed to the temperature gauge to prove his point, explaining that the steam came from antifreeze that had leaked onto the engine.

The light turned green; he took off. "In a city where it's so difficult to have a car, having a boring car is really stupid," he said.

Visit our web site at www.morgancars-usa.com for information on our "+8+" Corvette conversions; read driver reviews and view our complete listings of available Morgan cars for sale.

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Blonde jail-bait at the pump - MY FIRST JOB, Pamela Stephenson | December 24, 2007



'Those sleek, convertible tigers with sensual leather upholstery seduced me'

I MUST have fancied myself as one of those luminous femmes from an Edward Hopper painting. Only instead of softening the stark angles of the grey, high-rise New York corporate environment in pencil skirt, high heels, vermilion lips, there I was, a scrawny bimbo pumping petrol at [Ken Ward's](#) Total garage in Boronia Park.

It was a Saturday job, 8am until noon, for which I received something in the region of \$8. It was my idea. I clicked along to the corner of Thompson Street and Pittwater Road and asked for work.

When you're nearly 15 there's not much choice, but I remember thinking that, besides providing the cash I considered essential to my emerging independence, it was an excellent chance to infiltrate the world of men. Being raised with only sisters and attending an all-girls grammar school, this was a domain I had not previously entered. Men were utterly exotic. As a sexually charged child masquerading as a woman, I was keen to study their culture and to try exercising my newly suspected power over them.

"How 'bout letting me work here?" From the dark and greasy inner sanctum of tyre changes and lube jobs, Ken Ward's mechanics momentarily downed tools to stare in amusement, but the boss took a moment to consider my proposal.

Ken was a decent man, probably harbouring somewhat protective feelings for the heavily painted bit of jail-bait playing with a strand of bleached, blonde, split-ended hair. With tanned, ballet-toned legs and a serious expression on my freckled face, I was trying out my surfer girl identity.

Eyeing the chipped polish on my uneven fingernails, the clunky heels, the short white skirt run up overnight on my mother's sewing machine, Ken decided ... what? That I would be good for business? A baby siren thumbing in customers hell-bent on their last-minute grocery shopping (in the 1960s shops closed at noon on Saturdays)? A curiosity to give the lads a bit of a laugh? Did he feel sorry for me?

Whatever his reasons, he took me on, sternly ordering I turn up in flat rubber shoes, short nails and a royal blue, coat-type crossover overall that showed a minimum of leg.

God only knows how much lead I ingested. This was no cleaner, greener fuel, just standard or super. And I had absolutely no idea what I was doing. Barely knowing one end of a car from the other I tried hard to fake it.

I imagine Ken was rather taken aback at my ignorance. But he was remarkably patient when I spilled petrol on pristine paint jobs, failed to identify the grade of oil required by a particular vehicle or needed help locating the latch to a customer's hood. One day I lifted the hood of a Volkswagen Beetle and was shocked to see the engine was gone. Not knowing it was located in the rear, I launched an attack on the bemused driver: "S'pose you think you're funny, free-wheeling in here with a dud car and asking me to check the oil."

Then there was the day I put gear oil in someone's engine by mistake and the unfortunate owner had to forgo his Saturday afternoon while his vehicle was put up on the hoist to be drained.

I have no idea why Ken didn't fire me at that point, although apparently petrol sales had risen astronomically on Saturday mornings because of the novelty of a beach babe working the pumps.

Ken happened to be the Australian distributor for the British-made Morgan cars. These imported beauties were his passion and they also became mine.

The Morgan of the day was the Plus 4 with a Triumph engine. There was always at least one dashing red, cream, navy or British racing green model parked in waiting somewhere on the lot.

Although I was a couple of years away from having a driver's licence, those sleek, convertible tigers with sensual leather upholstery and gleaming chrome grilles quite seduced me. Once I was treated to a quick spin but Ken was no fool; I was kept well away from them.

The only low point in my work morning would be the customary arrival of my parents in their beige Holden, ostensibly to fill up, but rather transparently to check on "the situation". My two younger sisters sweltered in the back seat, trying to save their dripping ice creams while giggling at my every move. My father would critique my performance at the pump and under the hood, occasionally offering advice that I took with ill grace.

But with grease-streaked hair and face, I would return home happy. I had a fistful of dollars and had fulfilled my fantasy of being anomaly in macho-land for yet another day.

And yes, that's where I learned to flirt. [12/31/2007 http://www.theaustralian.news.com.au/story/0,25197,22966679-28737,00.html](http://www.theaustralian.news.com.au/story/0,25197,22966679-28737,00.html)

[Ken Ward passed away in 2006. He was the founder of the Morgan Owners Club Australia (MOCA) which he started with a BBQ at his house in 1958. Read more at [Ken Ward Tribute](#). Ed.]



*Notes and photos from the
collection of Jim Baker.*

Ready to depart for home, our '78 +8 and the Beart car on the trailer



The Beart car now finished off, at Oulton Park, Cheshire, being driven by Nick Edwards.



An incredible Mog!



... a tight fit for the three of us!

Taken c.1985 inside and outside Laurie Weeks' Lightcar & Cyclecar Restoration Co.



Harold Beart's Morgan is the one of the most famous of the early Morgan three wheeled racers. It sported a Blackburne engine in racing form and according to Morgan it was so fast at Brooklands that it was forced to start a lap behind others in its class.

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Key Planning Dates

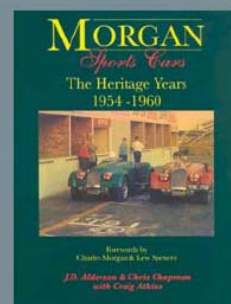
The MOGSouth schedule of 2008 events for is still being worked, however, these are the dates and events we know about. If you have contributions to this calendar (whether North or South) please send the details to Mark at series1@bellsouth.net or to mogsouth@yahoo.com.

- **Sebring Endurance Challenge**, Feb 28 - Mar 2, 2008, Sebring International Raceway, Sebring, FL
- **Amelia Island Concours d'Elegance**, 7 - 9 Mar 2008, The Ritz-Carlton, Amelia Island, FL
- **56th Twelve Hours of Sebring**, 12 - 15 Mar 2008, Sebring International Raceway, Sebring, FL
- **Savannah Historic Races**, 4 - 6 Apr 2008, Roebling Road Raceway, Savannah, GA
- **All British Car & Motorcycle Show**, 5 April 2008, Winter Park, FL
- **Vintage Drivers Club of America**, 11 - 13 Apr 2008 (Tentative), VIR, Danville, VA
- **Historic Sports Car Racing 'Walter Mitty' Challenge**, 2 - 4 May 2008, Road Atlanta, Braselton, GA
- **Atlanta British Motorcar Day**, 17 May 2008, Berry College, Rome, GA.
- **MOGSouth Spring Meet**, 23 - 25 May 2008, Greensboro, NC, Hosts - Andy Leo **** See Details in this Issue ****
- **Gold Cup Races**, 13 - 15 Jun 2008, Virginia International Raceway, Danville, VA
- **MCCDC's Annual Morgan Meet - MOG 38**, Week of 4 July 2008, Location TBD
- **Virginia International Historic Races**, 6 - 7 Sep 2008 (Tentative), VIR, Danville, VA
- **British Car Fayre**, 13 Sep 2008 (Tentative), Historic Norcross, GA
- **Goodwood Revival**, 19 - 21 Sep 2008, Goodwood, UK
- **Petite Le Mans**, 1 - 4 Oct 2008, Road Atlanta, Braselton, GA
- **EuroAutoFestival 2008**, 17 - 19 Oct 2008 (Tentative), BMW Zentrum, Spartanburg, South Carolina
- **MOGSouth Fall Meet**, Dates and Location - **TBD**
- **Winter Park Concours d'Elegance**, 2 Nov 2008 (Tentative), Winter Park, FL
- **Daytona Continental Historic Races**, November 6 - 9 2008, Daytona Speedway, Daytona Beach, FL
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 2 Nov 2008, Hilton Head Island, SC **** Morgan Class ****
- **MOGSouth Christmas Party**, 6 December 2008, Hosts - **TBD**

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'05 AERO 8 Rolls Royce Garnet/Tobacco leather w/dark cream piping, 1,507 one owner miles; Burgandy mohair top; burgandy carpets bound in tobacco leather; stereo Cd; stainless steel rear mesh trim; Factory side exhaust; stainless steel badge bar w/Aero Squadron badge, all Factory updates, as brand new!

'05 ROADSTER BMW Silver exterior/ Blue leather interior, blue mohair weather equipment, MotoLita wood rimmed steering wheel, mohair top boot. The Most Sought After Traditional Morgan, never to be built again for the US!

'05 AERO 8 BMW Cool Blue Metallic/light tan leather with blue piping, side exhaust, 7,000 orig. miles, stereo, all Factory updates- stunning car. **Sale Pending...**

'03 +8 35th Anniversary Edition, Bentley Emerald Green Metallic/Tobacco leather w/green piping; green mohair top; green wingbeading; MotoLita wood rimmed steering wheel, double eared knockoffs; stereo CD; stainless steel luggage rack w/leather luggage straps; badge bar w/ badges; Lucas fog lights. About the last one delivered new in the US; 290 miles from new! Just had a major service done by us. Factory AC!

'03 +8 35th Anniversary Edition, Vin# R13153, 6650 miles, Red exterior, Tan leather with Red inserts and piping, Factory lightweight alloy wheels, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan Mohair Side Curtain Bag, Car Cover. The most collectible Plus 8s and definitely moving up in value with no similar model for the US from the MMC

'03 +8 35th Anniversary blue and silver, gray interior. 8 cylinder, 685 miles, 5 speed, factory air conditioning, chrome wire wheels, mohair weather, equipment, luggage carrier, bonnet strap & more!

'02 +8 Polaris Silver exterior/Medium Blue leather piped in light grey; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless steel wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless steel mesh grill, Morgan logo inscribed double eared knock offs, Stainless badge bar with MSCC of No.Cal. 50th Anniv badge; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build recond; stainless steel luggage rack.

'02 +8 BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

'66 +4 Four Passenger Roadster Red body/ black wings/red leather interior; top is black w/ red piping; new chrome wire wheels. So. Calif. Owned since late '80's; nice.

'64 +4 Raspberry, Brown Leather, Alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

'63 +4 Four Seater Battleship grey/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k miles! >\$10k Factory Authorized Morgan dealer upgrades: R. Koni shock conversion, tune, new tank, gauges repaired, rebuilt front end...

'63 +4 Four Seater Roadster, Regency Red exterior with black leather seats piped in red; Black Rexine top, tonneau, piped in red; 72 spoke chrome wire wheels; black bonnet strap; complete restoration by Factory Authorized Morgan agent approx. 7 years ago/3,500 miles ago; \$24,000 just spent on detailing within the last six months/100 miles to make this perhaps the nicest Four Seater roadster available anywhere.

'58 +4 BRG/Black, correct disc wheel with chrome trim embellishers, badge bar with Club badges, bonnet strap New: soft top, water pump, radiator, front end rebuild, generator, tires, tachometer, LHD, S. Cal. car.

'33 THREE-WHEELER JAP powered Supersport 3 wheeler. Pozzi navy blue with Poppy Red Muirhead leather interior. Just completed a 2+ year complete restoration to the highest standards. Owned for many, many years by US 3 wheeler guru Ron Garner, who did most of the restoration, as well. All chassis wood stained opaque red. This is the ultimate defining spirit of Morgan before the War. Instant entry into ANY Concours, Rally, Vintage Racing venue or, look at it and just sit back and smile! **Sale Pending...**

'31 SUPER SPORT AERO Chassis M604, UK registration of VU6442, JAP 50 degree twin ohv water cooled wet sump engine, 45 HP@3,500 rpms Full restoration just completed, Yellow body/new grey black leather, All rebuilt electricals conversion to 12 volt starter and magneto, clutch, wheels rebuilt, new tonneau, new tires, Matching #s. **Sale Pending...**

other marques

'65 MGB GT Motor blueprinted 15" chrome wire wheels

'59 TRIUMPH TR3A Black, The most spectacular TR3 ever!



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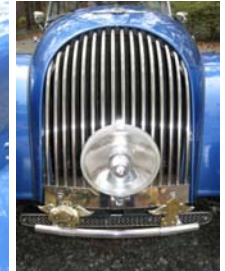


Roadster Upgrades and Factory Modification's at SuperDave's Garage!

The factory has identified a problem where the drive shaft hits the rear transmission bracket under hard acceleration. Eligibility is confusing but the owner can establish that the modification is covered by factory warranty through their Morgan dealer or the Morgan Factory and Dave will modify the car to the factory requirements and resolve the problems.

ROADSTER MODIFICATIONS

Contact Dave to get the factory recommended modification that keeps the drive shaft from contacting the rear transmission bracket.



Questions ?? Call SuperDave Bondon at (770) 330-6210, dbondon@bellsouth.net

MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. ~ **CAPS** ~ 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. These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ 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. ~ **NAME TAGS** ~ We also have ordered an additional 50 MOGSouth name badges available for current paid up members. They are \$8.50 per badge plus S&H. Randy will accept orders via email. Once badge is engraved, it will be mailed and invoiced. If you would like any of these items, please contact Randy Johnson by email at randy@therandalgroup.com or by phone at (770) 729-8786. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without badges will want to call Lance at (678) 513-8941

PLEASE RENEW YOUR MOGSOUTH CLUB MEMBERSHIP. SEND RANDY YOUR DUES!!

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Many thanks to those that have contributed articles and photos to this issue and to Andrea Braunstein for her grammatical check. Articles and photos are always welcome and solicited. We also would like inputs for the new Web Site at <http://www.mogsouth.com>. Please send any comments, suggestions or contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/08

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