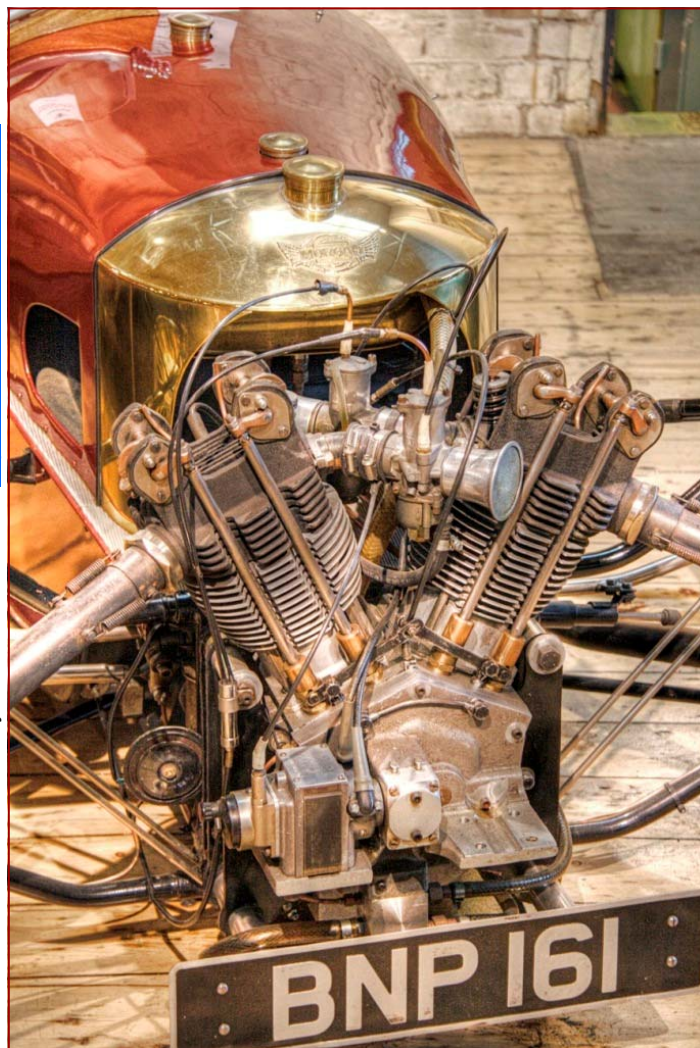


SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/09

Celebrating 100 Years of Morgan (1909 - 2009)



Cover Photo Courtesy of David Mackinnon <http://www.davidmackinnon.co.uk/>

100 years. What does it all mean? It's really hard to imagine a time span of 100 years. I would wager (real money even!) that most of us haven't even been alive that long. 100 years of history, experienced in a most amazing, tumultuous, but wondrous time is really something to revel about.

Try to envision the motion, the activities, the passing of time . . . looking through the kaleidoscope of what must have been the view, out the door of the old Morgan works along Pickersleigh Road in Malvern.

What would they have seen . . . over that 100 years? **A changing world? Yes, most definitely!** Two world wars and a good number of violent conflicts . . . An explosion of technologies and commerce; personal transportation evolving from a horse and buggy to motorized machines, on the ground and in the air . . . And, certainly they must have felt at least a part of this thread, if not others . . .

Clearly monumental events occurred outside those doors; some with great fanfare and others, barely noticed . . .

However, back within the shadows of the warm and familiar sheds and offices of the Morgan works, *the people of Morgan must have simply shrugged and stood fast in their belief that they were doing their bit to progress*, but their small attempts to change did not really keep pace with the evolution going on outside, and, for many of us,

. . . it's good thing that it did not.

we love our cars.

However, I think we can all agree; *Change came to Morgan slowly and mostly on their own terms.*

Barkeep! I'll have another . . .

many of us can't afford these cars. *Ok, so Morgan still has the traditional bodied cars, we say . . .*

kingpin . . .

there will be plenty of time for that.

now we need to enjoy *our* cars.

The Morgan Runabout
MORGAN MOTOR CO. LTD.,
MALVERN LINK, WORCESTERSHIRE.

This is the Morgan Centenary, this is our year!

gathering on the east coast of the United States. (Details are provided later in this newsletter issue.) And if you haven't participated in the MCCDC meet before, this is the year to start!

in this newsletter and on our web site. <http://www.mogsouth.com>. We'll keep it up to date as the year progresses. The Morgan Centenary www.morgan-centenary.co.uk web site is the best for source for



Perth, Australia ?

Are there any Morgans there . . . ?

Another business trip around the globe! January in Australia. Perth to be exact, in Western Australia. It's summer there. Everyone's on vacation and no answer to my email inquiry to the Australian Club.

Well, getting to Perth from Orlando is a bit arduous. First you fly across the United States to Los Angeles. That is followed by the flight from hell - an excruciating ordeal of some thirteen hours in the air, over the Pacific Ocean to Sydney, and then to top it off, another five hour flight across Australia to Perth. Over twenty hours in the air. And then there was the food. Just how many rubber chickens can one eat ?? Ah, but the alternative is some barely recognizable substance, perhaps beef, that tastes mostly like 'shoe'. Modern airline travel . . . we have found the future . . . and frankly, it scares me.

Arrived on Saturday afternoon. First a shower and a nap. Very tired. A little time to myself. I was to meet up with my business associate on Sunday morning.

Up. Better. It's evening now, perhaps a look around. The hotel was downtown Perth on the Swan River. A pretty location, across from a narrow park with an expanse of grass and palm trees. And, then the River, just beyond. And it was hot. Humidity quite low, but the bugs are out. A few yards out of the hotel to the right, turn around and back down the sidewalk. Too tired to venture out, and a bit hungry for something real. Into the restaurant, and then back to the room and back to bed.

Sunday, Monday, Tuesday, Wednesday - Just work . . . took a break at lunch. Checked eMog. Hey, Brian Nash is restoring a Series 1 DHC. And he's in Western Australia! Western Australia! Maybe he's in the area. I fired off an email telling him I was in Perth, was also restoring a S1 DHC, and that I was looking for Morgans. He emailed back a few hours later. He too was in Perth, and **yes, there are Morgans here!**



Craig Atkins' Plus 8 - road and occasional track car

Brian arranged to pick me up at my hotel and off we went to look at his 1949 DHC Series 1. Brian indicated the car had been sitting disassembled in a collector's garage since 1959. Completely original. And truly a wonderful car. He has rebuilt much of the mechanicals - generator, starter motor, and the Standard Special motor. The transmission was out being looked at and would be back soon.

I looked at his chassis, clean and straight. He said it was soda blasted and it showed very little evidence of rust. All of his sheet metal, doors, bonnet, etc. were all straight and rust free. Even the wings that tend to have rust induced lace along the edge where they meet the body, were perfect. Having gone through two Series 1 rebuilds, I was amazed and to be honest, a little bit envious.

Brian's friend Roger has a wondrous shop for building and repairing rowing sculls and lets Brian work on his car in half of the shop. All the bits were there and the progress was obvious. After a look at the car, it was off to Brian's house to meet Brian's wife Marg, who had prepared a very nice dinner for us. Also tucked into the garage was Brian's very smart cream colored 1987 4/4. But, since it was all about the DHC, we didn't even discuss it. We conspired to meet again on the weekend to photograph Brian's original DHC hood. The hood is something that I don't have for my car and something I was very interested in seeing and photographing.

Saturday came and Brian again picked us up. This time my friend Aaron came along. First we headed out to see another Morgan owner in the area, Craig Atkins. Craig is the one I had tried to contact via email but technical difficulties precluded us linking up.

Craig is a long time Morgan owner and racer and very active in the global Morgan community. You may recognize his name as he is co-author with Jake Alderson on the latest of the Morgan history books. He has also authored an exceptional book on the Australian Morgan racing experience, *Morgans in Oz*. A copy of which, Craig was gracious enough to inscribe for me.

Craig has a number of Morgans. All competitive. There is his purposeful post war BRG Series 1 racer that has obviously seen a number of great battles. It appears quite potent and I'm sure is very competitive. However, Craig wants to retire the Series 1, and has a Plus 4 in work as a replacement track car and, from what I saw, the Plus 4 should be on the track quite soon.

He has fitted a Peugeot 203 rack and pinion steering set up, which he indicated is a typical modification and



Brian's Series 1 in Roger's rowing work shop



DHC doors - no rust, no dents!



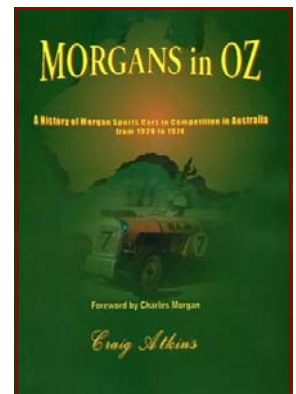
Standard Special Engine Ready to go.



Craig Atkins' Racing Series 1



Craig Atkins' Racing Series 1



Craig Atkins' Book

well suited for the Morgan. He has also added a Moss - Jaguar OD transmission to the Plus 4 and Craig alludes to a some potent engine tweaks as well. After we exchanged Morgan stories and rummaged through Craig's bits, we had a very welcome cup of coffee with Craig's wife Penny.

Then it was back to Roger's shop to see Brian's DHC hood. Brian hadn't even unfurled this hood since he'd had the car and guessed it had been that way since its incarceration in 1959.

After quite a few measurements and photographs, we were off again. This time to pick up Marg and head for Fremantle, some 15 miles south of Perth along the Australian coast.

Fremantle is located in the southwest corner of Australia. It is bounded on two sides by the Indian Ocean and the Swan River and is Western Australia's major commercial port. We headed into the port area, which was quite active with lots to see and do. We were a bit hungry so we opted for a large and popular brewery, 'Little Creatures'.

Little Creatures has quite good beer and the brewery is housed in a famous old boat house, the one that was used for building the Australia II that won the America's Cup yacht race in 1983.

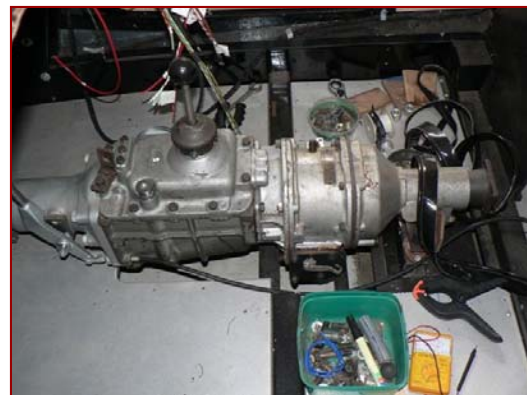
A few beers later and a bit of Pizza and we were recharged. A stroll along the waterway and an ice cream at a local shop. Then we walked up to friends of Brian and Marg, just to say hello. Then we were headed back to Perth and my friend and I were dropped at the hotel. What a great way to spend a Saturday!

Brian and Marg were tremendous and exceptionally gracious hosts in Perth. They opened their home and showed me a bit of the charm of the region. Hopefully this won't be my only trip to Western Australia, and should they come this way, I would very much like to return the favor.

It never fails to amaze me that our affiliation (affliction?) with this little British car and the Morgan community is a tremendous catalyst for global camaraderie. Our common interest builds an immediate association that is truly amazing. I truly believe if we all could drive Morgans, the world would be a better place. Maybe I am just a bit naïve but I have an old pack of matches from a shop in Virginia that reads **'World Peace Through British Cars.'** Well, I'm traveling the world and doing my part. *Mark*



(L-R) Brian Nash and Craig Atkins



Craig's Moss Box with Jag Overdrive



Peugeot 203 Rack on Craig's Plus 4

A Bit More Australia . . . York Motor Museum

On Sunday, the day after our Saturday visit with Brian Nash and Craig Atkins, we traveled out of Perth to York. Now, when we later told folks about our day, they were somewhat aghast. 'York ?? Why would you go to York?? There's nothing there?' Well, they were partly correct. It is a very small town, about one block long, with a few real estate offices and a few cafés. Getting there took us a little over an hour to drive through some very rural but quite scenic terrain. Our purpose in going to York was not the real estate or cafés but their little 'Motor Museum'.

We paid a small admittance fee and went into the Museum. There were no Morgans in the collection other than a plastic Plus 8 model, but there was a very interesting view back into Australia's very colorful and somewhat unique automotive history.

The Museum housed an eclectic collection of vintage and almost modern ('80s) cars and few peculiar things, like a lawn mower? They had a few nicely laid out vignettes, but each was somewhat flawed. Such as a few

modern plastic oil cans in a 1950s vintage automotive work shop and other oddities. All in all, it was a nice little museum. They featured some cars we just don't see here in the US like a elegant 1924 Australian Six Tourer and 1956 Holden dirt track racer. There was also 1935 JAP powered 500cc single cylinder speedway motorcycle with a bit of a regional provenance. A Triumph Gloria with Riley power and a beautiful MG PA Airline Coupe. They even had a 60s Mustang with right hand drive. A little odd to look at, but appropriate. Not a bad diversion on a lazy summer Sunday in Western Australia.

Mark



MCCDC's MOG 39

The Morgan Car Club of Washington, DC invites you to join us for the thirty-ninth annual North American Morgan Owners Gathering, celebrating MCCDC's Golden Anniversary as well as one-hundred years of Morgan motoring. This special event is open to all Morgan enthusiasts world wide and will be held **July 3 – 6, 2009** in the beautiful Shenandoah Valley town of **Staunton, Virginia**.

The historic **Stonewall Jackson Hotel and Conference Center** will be our home base for the MOG. The SWJ is a lovely, recently restored downtown hotel located on Market Street next door to the American Shakespeare Theater's Blackfriars Playhouse. Indoor parking at the hotel will be available for Morgans and anyone else registered at the hotel. Other amenities include an indoor pool and fitness center.

The SWJ has set aside a block of rooms at a special rate for MOG participants. It is important to **book early** to get the following special rates:

Book on or before April 1 - \$115.00 per night, Book between April 2 & June 4 - \$130.00 per night and bookings after June 4 - regular room rates of \$160.00 per night will apply

Call (540) 885-4848 for reservations and be sure to tell them that you are with the Morgan Car Club.

Please visit the SWJ web site (www.stonewalljacksonhotel.com) for more information.

Downtown Staunton has much to offer. Many shops, boutiques and restaurants are all within minutes walking distance from the hotel. Rather than going into lengthy detail here, check out the Staunton web site (www.visitstaunton.com).

The MOG 39 schedule will include:

- *Friday July 3 - Registration and a "Meet & Greet" welcome noggin*
- *Saturday July 4 - Concours (AM) – Independence Day celebration with music, food vendors and fireworks at Gypsy Hill Park (Afternoon/Evening w/free transportation between hotel and park) – Noggin (PM)*
- *Sunday July 5 - Autocross (AM) – Gymkhana (PM) - Noggin (PM)*
- *Monday July 6 - Rally (AM) – Banquet (PM)*

Please indicate by circling **Y** on the registration form if you will be running in the autocross. We hope to have the Autocross operated and sanctioned by the SCCA. If you are a SCCA member, please put your membership number on the registration form. This will avoid duplication of costs to the club for providing weekend memberships. There will be a regalia room at the hotel, auctions at the noggins and door prizes at the banquet. Be sure to register early for this very special MOG! **Registration forms are available on the MCCDC web site** (<http://www.morgandc.com>).



[Email update from prior MOGSouth member from Greenville, SC., Peter Ritch. Now in London. Ed]

Mark,

You lucky guy in Perth, I was about to go there from London. But I am now going to Trinidad for 6 months instead.

Some photos below. Rebuild complete. Did have to strip down the gearbox in Nov, but now back on the road. Am still running engine in.

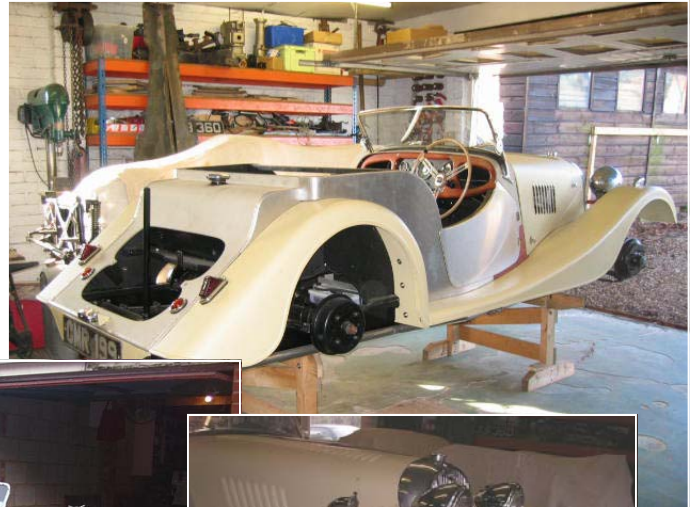
Weather and traffic in UK not good on older cars! - or drivers!

Now been in London for nearly 3 years and achieved one goal - the complete rebuild.

Regards,

Peter

[Keeping the Morgan spirit alive is in all of us. Congrats to Peter and we look forward to his eventual return to the US and MOGSouth]



Peter's Post War Series 1

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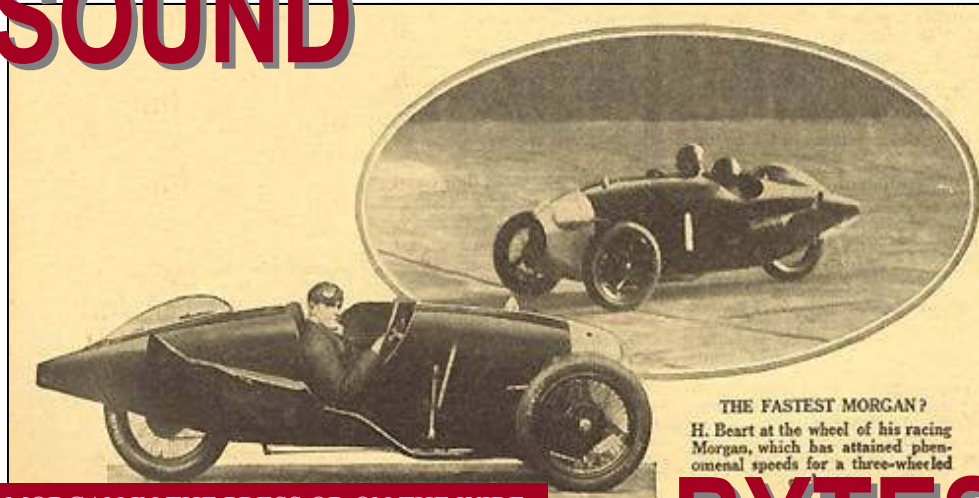
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SOUND



Chris Booth, with the encouragement of Peter Morgan and the factory archives, has created a working replica of the very first Peugeot engined Morgan.

This is the original configuration with the Acetylene Lamp in the center of the gas tank. This proved unsafe and was moved to the side.

MORGAN IN THE PRESS OR ON THE WIRE

BYTES



Chris Booth is well known in the Morgan three-wheeler community and has a unique collection of Morgan 3 wheel cars, dating from 1913 to 1935, on display in a Morgan three-wheeler museum collocated with Falstaff Antiques, in Rolvenden, Kent, UK <http://www.morganmuseum.org.uk>.

Given his passion for the Morgan three wheeler and obvious expertise, Chris is a most appropriate person to attempt to create this replica and as many of you have aptly noted, his success in doing so is truly a magnificent accomplishment. And, it is absolutely wonderful that he was able to make it happen during this 100th year of Morgan history.



It has obviously taken a long time to source the proper materials and fabricate the car from only a collection of grainy old photographs and sketches. I have heard, unconfirmed of course, that the correct Peugeot engine, originally from a Peugeot motorcycle was found, discarded in the trash.

Chris' accomplishment is being heralded not only here, but across the global Morgan community, on video, via the magic of the internet and YouTube.

You can see from the video that Chris is still getting the kinks out of the recreation (and watch the acetylene lamp bounce up and down!) but it is readily apparent that the car is viable.

If you haven't seen the video, simply follow this link.
<http://www.youtube.com/watch?v=larBjh2f4E8>



Photos Courtesy of Dave Young, MTWC

Kenneth Oliver, Memphis TN - - Ken, a member of the Tennessee contingent of MOGSouth, passed away on 27 January 2009. Ken was an enthusiastic supporter of the Morgan car and had a 1966 4/4 under restoration. Our heartfelt condolences to his friends and family.



Library In Need of a Recharge?? Look at what's due out very soon!



Motorbooks is releasing 4 NEW Morgan books in February 2009. Order online. Follow links below!

Morgan Three-Wheelers 1909 - 1952 http://www.motorbooks.com/Store/ProductDetails_41920.ncm

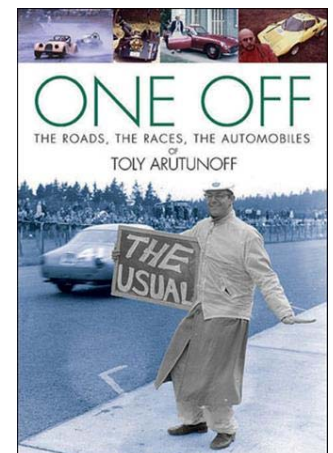
Morgan Four-Wheelers 1936 - 1967 http://www.motorbooks.com/Store/ProductDetails_41918.ncm

Morgan 1968 - 1990 http://www.motorbooks.com/Store/ProductDetails_41919.ncm

Morgan 1991 - 2009 http://www.motorbooks.com/Store/ProductDetails_41917.ncm

One Off: The Roads, The Races, The Automobiles of Toly Arutunoff

Author: Anatoly Arutunoff - Amateur road racer, raconteur and car guy extraordinaire, Anatoly Arutunoff tells a lifetime of his favorite true first-person stories. From his youth in Bartlesville, Oklahoma, to participation at the real Targa Florio, to eventually [winning the SCCA runoffs in his Morgan 4/4](#), to more recent times on the historic rally circuit, Toly makes you think you were there sharing all the adventures and camaraderie. There are intriguing family moments, the exuberance of youth and brushes with greats such as Redman, Clark and Moss plus many lesser known players from the past sixty years who collectively molded the sports car culture that has always surrounded the author. Ride with Toly on the roads and racetracks in America and Europe and share in an experience that is truly "One Off!" **Also Coming out in Feb 2009** http://www.motorbooks.com/Store/ProductDetails_41254.ncm .



[Toly was the first owner of our '71 Plus 8. He bought it off the stand at the Earls Court Motor Show in London and brought it to the US on the QE2. Ed.]

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—driven by Mr. W. G. McMinnies a British driver—won the race at an average speed of 42 miles an hour, in spite of a certain amount of bad luck. Starting fourth, it was not long before Mr. McMinnies forged his way into the leading position. But he was not to hold it for long. Tyre trouble delayed him, and he started again to find that he had dropped from first to fifteenth place. The Morgan was asked to accomplish what looked like a hopeless task—and not in vain. The temporary leaders were overhauled, one by one, until Mr. McMinnies, though hampered by another delay, had recaptured the place of honour and romped home an easy winner.

We can supply exactly similar machines for £115.
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MORGAN MOTOR CO., Ltd., Malvern.



Celebrate 100 Years!

The Cyclecar
Vol. II. No. 37
6 Aug 1913

Two Morgan Three-Wheelers for Sale!

Rick Frazee has two three-wheelers to sell. We have created a web page of information and photographs at:

<http://www.mogsouth.com/RickFrazeesTrikesforSale.htm> .

Here's a bit of information from Rick, if you can't get to the internet . . .

1932 Sports with a water cooled MX engine. The engine # is MX/873 and the trike was last registered in the UK as AGN 201. The engine appears to be ready to run but I have not had time to try to start it yet. It still has a 6-volt system with a new battery which easily turns over the motor when the compression release is used. The lights work, brakes appear to work and the drive train is complete. I had the gas tank welded and pressure tested. The body is not original but fits well, paint is OK, and the wood coach work is pieced together but sturdy. The interior is in useable shape. It has a black tonneau cover and small vinyl cover over the storage behind the seat. The wiring is all newer wires and seems to work. Asking \$18,000.

The copper-colored trike is a **1935 Super Sports** with an air cooled MX2 engine configuration, but with a MX4 block. Engine # MX4 830, and the trike was last registered in the UK as OC 5815. It is a complete rolling chassis, all the body parts appear to be in good condition but are not fitted. The engine appears complete and has compression. The drive train is all there, front brakes work. The seats are leather and with a bit of cleaning will perhaps have nice patina. There are no lights with the car and the windshield is a single Brooklands windscreen. No wiring. The chassis looks to be in good condition but the wood coach work is really patched. Asking \$21,000. Will work a deal for both. Cheers, *Rick*

Contact Rick Frazee, (H) 407-647-1188 or (C) 407-620-0507 , Email - mog4@earthlink.net



1932 Sports



1935 Super Sports

1996 4/4 Zetec 1800 (Last US-imported 4/4)

Unique mint 1996 4/4 mocha/chocolate only 13K-miles, and always garaged:

- 5-speed Bosch fuel-injected & electronic ignition @ 34-38 mpg!
- \$57K+ sticker w/\$12K options
- Brilliant walnut dash, Connolly leather, Nardi wheel, Rivenhood hood/tonneau/curtains, fleece belt, wind deflectors, reading light, 5 badges, rustproofing & chrome/stainless 72-spoke wheels, Brooklands aeroscreens, folding windshield, bumpers, foglights, luggage rack, hood frame, 2 badge bars, 3 mirrors, door handles, stoneguards, threshold plates, demister vent covers, draught excluders, bonnet catch/stop brackets & stays!
- \$4K 9/08 restoration: new Vredestein tires, panhard rod, axle-centering, timing belt, fluids & more.
- Handbook & extensive documentation.



My asking price for this far above-average 1996 4/4 1800 ("as is" without warranty) is below average the low NADA value at only \$44,995 OBO \$40,700.



9/8ths Whitworth

Ongoing Restorations and Such

[Bill Metcalf has had a interesting time restoring the interior of his Plus 4. I thought others with similar projects might benefit from Bill's experience. Questions?? Ask Bill at wmetcalf1@sc.rr.com]

Notes from Bill Metcalf's New Plus +4 Interior Installation

When I bought my Morgan from my brother, the interior was not complete. It only had a seat back, seat cushions, and door panels in an unattractive Naugahyde. In the two plus years of owning the car, much has been done, leaving the most expensive for last. A new leather interior is the first that I completed.

I finally decided to order an interior kit from Morgan spares in black leather. To prepare for the kit, I decided to reroute the gas line to the underside of the frame. I used 1/8" and 1/4" plywood to make new panels for the areas that would be covered with leather (door panels, inside quarter panels, wheel arch sides and tops). I also made 1/8" panels for the foot well sides (3 per side). They were covered with black automotive grade upholstery vinyl. I used this same material to redo my side curtains. I also covered the two vertical spaces in back of the seat with the same vinyl. Contact cement was used for all of these areas and panels.

After three months, my kit finally arrived from the Malvern factory via Morgan spares. The finished pieces that came were all gorgeous. I had the factory finish the seat squab. The transmission cover fit perfectly. Before installing the transmission cover and drive shaft cover with the finished leather, I covered both with 1/4" sheet closed cell foam for both heat and noise insulation.

When I laid out the remaining leather pieces, I realized that in a 1964 + 4 roadster, the area in back of the seat only gets partially finished. The wheel arches and part of the quarter panels are just painted black. In newer models, the back is finished in leather. I decided to cover all the areas. There was only enough leather to cover all but the sides of the wheel arches, although the quarter panel pieces had to be two pieced because the small amount of extra leather that came with the kit.



Starting was the hardest part. I had never done anything like this, and I was nervous about ruining the pieces as there was no extra leather. The door panels were a good place to start. First I covered the surface with 1/8" closed cell foam by using spray contact cement. Next the leather was placed over the panel and stapled to the back with 1/4" staples using an electric staple gun.

The tops of the doors were very difficult. The rubber pieces needed to be trimmed. Getting the leather tight took some time, but the end result was very good.

The next area I worked on was the door/rocker sills; that area is a funny non-uniform shape. I cut 1/4" pieces of foam and formed a piece to go under the top piece or (1" x 12" x 36" est) closed cell foam. The top piece of foam was glued with contact cement to the side edge of the rocker board. After the foam is glued, the leather piece for the rocker/sill is tacked to the top of the rocker board with 9/16" upholstery tacks right next to the metal edge of the tub. Next both the foam and the leather are rolled over the edge and stapled to the floor board. It must be stretched evenly and tight. I replaced the staples with 1/2" No. 6 stainless steel (ss) pan head screws with escutcheons every two inches to facilitate later removal. In the front, the leather was folded under and covered by one of my pre-made panels. The finished panels are now fitted with stainless





steel screws and escutcheons. The kit came with rubber matting with one edge covered with leather, but my panels make it look better. There also was rubber matting for the fire wall.

The last process on the sill is installing the polished stainless steel piece on the sill to cover the leather edge. It is nailed with stainless steel nails that came with the threshold pieces. Next came the Hydrem banding. After fitting, they were nailed on the ends and screwed every two inches so they may be removed easily. Rugs were fitted to the foot well and glued to 1/8" plywood. The floor or the back area also was fitted with carpet.



[Bill, the results are stunning! Thanks you. Ed.]

Article and Photos Courtesy of Bill Metcalf



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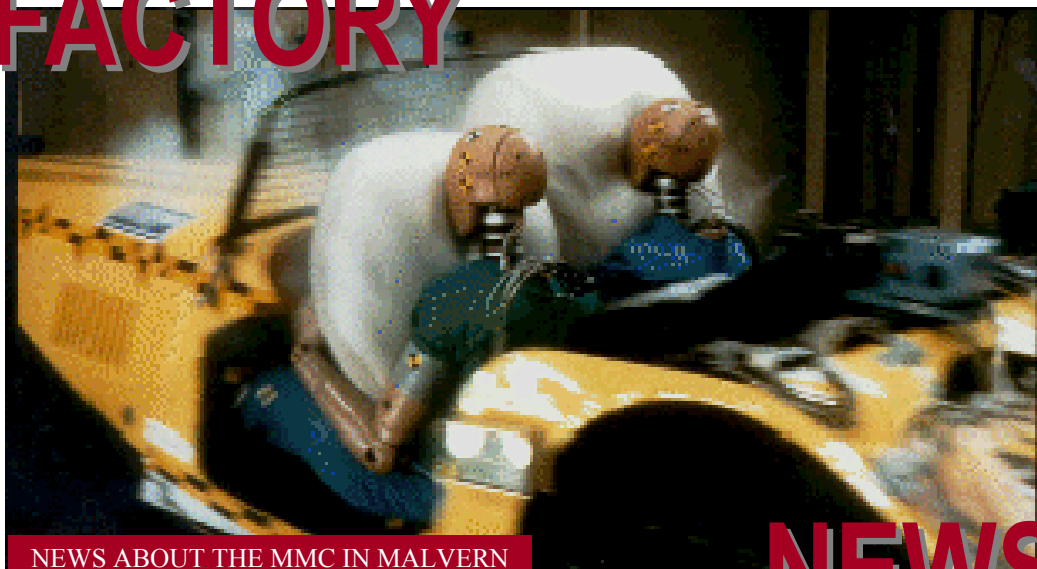
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FACTORY



The Morgan Factory has announced the **SuperSport Junior**, a **Limited Edition 2/3rd Scale pedal car**.

Only 500 will be built, so if you want one, you'd better get your name in the queue.

The car is to be built on the factory line along with the production cars, and is suitable for six to 13 year olds.

NEWS ABOUT THE MMC IN MALVERN

NEWS



Per the MMC Brochure 'In 1909, HFS Morgan designed and built his first iconic Morgan 3 wheeler. To recognise this achievement 100 years later the Morgan factory is proud to announce a limited run of 500 Centenary pedal cars.

Built alongside its bigger brothers at the Morgan factory, this 2/3 scale masterpiece shares the same quality materials throughout, is crafted from light weight aluminium, and features an imitation cast V-twin engine, tubular chassis and hand formed louvres.



Suitable for 6 – 13 year olds, this authentic and lifelike 3 speed crank pedal car is similar to a recumbent bicycle, and should offer exciting performance with low effort.

With working lights and hand stitched adjustable seating, the Supersport Junior will not only deliver hours of enjoyment for the younger members of the family, but become a collectors item in years to come.

Total price £2,510 excluding VAT and delivery. Colour choice plus leather upholstery £250.00.



Charles Morgan raised the Centenary flags at the factory on the 5th January to an enthusiastic crowd of employees. This moment in Morgan history officially recognised the achievements of the Morgan Motor Company and its committed workforce.



The first customer cars of the Centenary were handed over on the 2nd of January 2009, following a brunch at the new visitors centre, which was enjoyed by 120 guests.





WWW.MORGANWEST.NET

Ordered and available:
The very first

2010 Morgan Aero 8 Series IV 4.8 Automatique!

Bentley Porcelain pearl metallic/Black leather seats with Red Ostrich leather diamond pane quilted seat inserts, upper door panels, upper steering wheel and steering column surround and transmission cover; Black mohair top; six louvred (as in Series 3, non Aero America) front wings, fully louvred bonnet halves, silver finish wheels with polished outer rims, body coloured side mirrors, Factory side exhaust or place your own personally commissioned Aero 8 Series IV!

2005 AERO 8 BMW Cool Blue exterior Magnolia leather w/blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot w/contrasting piping, New high end sound system, Approx. 8,000 miles, This car is detailed to absolute perfection! It is the most perfect Aero 8 extant-you can be the benefactor of this kind of care

'05 ROADSTER, Rosso Corsa exterior/ Biscuit leather interior, tan fabric weather equipment, Factory Air Conditioning, stainless steel wire wheels, 757 miles from new, Pioneer stereo CD, stainless steel crossmember covers. Absolutely as new!

'05 ROADSTER, Roadster, Silver body/Dark blue wings/light grey leather, 1,100 miles, dark blue cloth weather equipment, stainless steel wire wheels, as new, simply stunning example of Morgan's finest product!

'03 Plus 8 35th Anniversary Edition Dark Jaguar Blue exterior, Stainless steel wire wheels, Stainless LeMans '62 overriders, Blaupunkt stereo CD, Photo Build Record, Badge Bar, Stainless luggage rack Tonneau and side screen storage bag, K and N intake air filter, RPI SuperChip, Griffin alloy radiator, Knock sensors, Magycor carbon fiber plenum air intake trumpets, Stainless steel exhaust and full header system, Done the way a Plus 8 should be!

'03 Plus 8 35th Anniversary Edition, Ivory/ Black, 5,700 miles, One owner car from new. LeMans'62 overriders; Kenwood stereo CD; stainless steel wire wheels, badge bar, black leather bonnet strap backed in black mouton.

'03 Plus 8 35th Anniversary Edition, Vin# R13153, 6650 miles, red with tan leather, factory lightweight alloy wheels, luggage rack, tan factory spare tire cover, badge bar with 3 badges, tan mohair



(310) 998-3311

top, bonnet strap with mouton, hood/ bonnet prop rods, Pioneer stereo, tan mohair tonneau, tan mohair side curtain bag, car cover. Very collectible Plus 8s.

'02 Plus 8 Polaris Silver/Medium Blue leather; 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, badge bar; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build record; stainless steel luggage rack.

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

'67 4/4 Chassis #B-1325 Fully restored 2002. Emerald Green Red Interior & matching Red Wire wheels. Less than 4,000 miles on restoration. New chrome/stainless wire wheels, New mohair twilfast top, New alloy competition valve cover; Factory Red leather interior New Floor mats and padding Green & Red Full Tonneau and Newer Style Side Curtains Black Vinyl top Lined Leather Bonnet Strap Restored Wyre Wheels All receipts Since Purchase.

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

'62 Plus 4 SuperSport Roadster BRG/ Tobacco leather Super Sport Bucket seats; restored twice, early in life by original selling dealer, Fergus Motors, last time, early-mid '80s by Morgan dealer in Ontario; 14th SuperSport built, LHD, alloy high body, beautiful looking/beautiful driving example.

'55 Plus 4 Roadster Twin Spare Extremely rare example restored by Malcolm Schmeer to an excellent show/driver condition. Finished with a stunning yellow exterior and brown leather.

'55 Plus 4 Four Passenger Drophead Coupe Blue with tan interior, US supplied, 3 owner car from new; all number match, LHD, "Snobmog"; 1 of 51 ever constructed Beautifully kept example // SALE PENDING

ZOLFE

WWW.ZOLFEWEST.NET

'34 MX FAMILY Arriving soon from UK/2nd owner-recognized as possibly the nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, correct mechanical

dipping headlamps, original nitrocellulose lacquer paint-irreplaceable! The body was repainted in the 70's by a coach painter, and traditionally lined in red just as it had been originally. The paint finish is nitrocellulose lacquer. All upholstery is the original rexine and the hood and side screens are in the original duck material, having never been re-trimmed.

'31 AERO SUPER SPORT, JAP powered 10 year, every nut and bolt restoration, Yellow, black wheels, grey/black leather interior. Fresh mechanical components electrical system upgraded to 12 volts. Rarest of all vee twin production Morgan trikes.

Finally arrived, as made by Toye, Kenning and Spencer, est. 1635 AD, of the very finest enamels and cloissene and chrome. Numbered 001 - 100 so very limited availability! Priced at US \$145.00 plus P and P, sales tax if in California.



Looks as good on the mantle or bookcase as on the car! Get them while they are available!

To order, email: Suzanne@morganwest.net

other marques

'66 AUSTIN-HEALEY 3000 Mrk III

'65 AUSTIN-HEALEY 3000 Mrk III

'57 PORSCHE Speedster Custom

'59 TRIUMPH TR3a

Morgan
WEST

Authorized Morgan Motor Car Dealer

Dennis@morganwest.net Managing Director
3003 Pico Boulevard, Santa Monica, CA 90405



1909



The **Morgan Centenary** is here! This is the year we have all been waiting for. Some will go to the UK for festivities while some will celebrate here in North America. We have tried to capture all the events in the **MOGSouth** region (highlighted in **BLUE**), as well as, all the special US based events that will celebrate the Morgan Anniversary.

2009 US CENTENARY EVENTS

2009



- **Gold Coast British Car Show**, 15 Feb 2009, Pompano Beach, FL (**Morgan** Class)
- **Amelia Island Concours d'Elegance**, 13 – 15 Mar 2009, Amelia Island FL (**Morgan** Class - Tentative)
- **Orlando All British Car Show**, 4 Apr 2009, Winter Park (Orlando) FL (**Morgan** Featured Marque)
- **SVRA Elkhart Lake**, 15 - 17 May 2009, Road America, Elkhart Lake, WI (Peter **Morgan** Memorial Race #2)
- **Atlanta British Motorcar Day**, 16 May 2009, Berry College, Rome, GA (**Morgan** Featured Marque)
- **MOGSouth Spring Meet**, May 15 - 17, 2009, Chattanooga, TN / Rome, GA Host - TBD
- **Wine Country Classic**, 29 – 31 May 2009, Infineon Raceway Sonoma CA (**Morgan** Featured Marque)
- **SVRA VIR Gold Cup Race**, 12 -14 Jun 2009, Danville, VA, (Peter **Morgan** Memorial Race #3)
- **Greenwich Concours d'Elegance**, 6 – 7 Jun 2009, Greenwich CT (**Morgan** Class - Tentative)
- **Ault Park Concours d'Elegance**, 14 Jun, 2009, Cincinnati, Ohio (Special **Morgan** Display)
- **MCCDC MOG 39**, 2 - 5 July 2009, Staunton VA
- **Keeneland Concours d'Elegance**, 16-19 July 2009, Lexington, KY (**Morgan** Featured Marque)
- **Pittsburgh Vintage Grand Prix**, 18 – 19 Jul 2009, Schenley Park, Pittsburgh PA (All **Morgan** Race - Tentative)
- **Pittsburgh British Car Day**, 18 Jul 2009, Schenley Park, Pittsburgh PA
- **Meadowbrook Concours d'Elegance**, 2 Aug 2009, Troy, MI (**Morgan** Featured Marque)
- **Pebble Beach Concours d'Elegance**, 12 - 16 Aug 2009, Monterey CA (**Morgan** Class)
- **The Masterpiece Concours d'Elegance**, 22-23 Aug 2009, Milwaukee WI (**Morgan** Featured Marque)
- **SVRA Watkins Glen**, 10 -13 Sep 2009, Watkins Glen, NY (Peter **Morgan** Memorial Race #4)
- **VSCDA Elkhart Lake Fall Festival**, 11 - 13 Sep 2009, Elkhart Lake, WI (**Morgan** Featured Marque)
- **MidWest MOG Concours d'Elegance**, Sep 2009, Auburn Cord Duesenberg Museum, Auburn, IN (**Morgan** Featured Marque)
- **MOGSouth Fall Meet**, 16-18 Oct 2009, Greenville Spartanburg, SC Hosts: McOmbers, Gaskins, Tulebitzes
- **EURO Auto Festival**, 16 - 18 Oct 2009, BMW Plant in Greer, SC (**Morgan** Featured Marque)
- **Winter Park Concours d'Elegance**, 25 Oct 2009, Winter Park FL (**Morgan** Featured Marque)
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 1 Nov 2009, Hilton Head Island SC
- **MOGSouth Christmas Party**, 5 Dec 2009, Location TBD

**** For UK Centenary Events see www.morgan-centenary.co.uk****



COOL NEW STUFF FROM SUPERDAVE'S GARAGE ...



**Rear finned alloy
brake drums. Bolt on.
No modification
needed!**



**Fuel cell installations, no
modification to your car,
compatible with stock
fuel gauge!**



*Vinyl "100 Year"
transfer. Great late
stocking stuffer. 6" wide
\$6.50 plus postage, 18"
wide \$24.50 plus postage.*

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. 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 car badges - call Lance at (678) 513-8941

**Don't Forget to Renew your MOGSouth Club membership! Do It Now!
Send Your Dues to Randy, only \$25. Make checks out to MOGSouth.**

We continue to use the Email contact list for communication and distribution of our news letter, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. To get the free Adobe Acrobat Reader, you can download it (Acrobat Reader, V6 or higher) from <http://www.adobe.com>. If you have problems reading the newsletter call Mark Braunstein at (407) 322-5060. If you need to update your email address, send it to mogsouth@yahoo.com.

Many thanks to those that have contributed articles and photos to this issue and to Andrea Braunstein for her grammatical check. Articles and photos are always welcome and solicited. We also would like inputs for the 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. 1/09
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

