

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/12

2011 Was a Year to Remember . . . 2012 Looks to be **Even** Better!! Are **You** Ready??

This past year was a really big year for the Morgan Motor Company. It seemed that a new model was announced almost every week, and Charles Morgan was getting each, and every, award the UK had to offer! Now, opinions aside, the year was a positive one for our little car company in Malvern and I believe that 2012 will be even bigger.

There was, and continues to be, a significant amount of chatter in the press about the new Three Wheeler. Given that the classic Morgan three wheeler was such an iconic part of automotive history, and very appropriate for its time, but now it's so very much out of main stream of automotive sensibilities that it truly appeals to deviant side of many of us. Morgan owners, as it's has been said, are somewhat eccentric in our automotive preferences. This, and the fact that is may be the only new, and for many . . . affordable Morgan that makes it to this side of the Atlantic in the foreseeable future. So, in 2012 we'll hopefully be seeing new Three Wheelers on the road, and the few Aero Super Sports I've seen at the dealerships.

Most of us however will continue with on with our 'vintage' Morgans, and be pretty pleased about it!



Photo Courtesy of Brands Hatch Morgans

Photo Courtesy of Morgan Motor Company

So if you thought 2011 was a big year, you better believe 2012 is going to be bigger still. Certainly for the MMC but also for all of us. Events in 2012 include;

- The United States presidential election will be held on Tuesday, November 6, 2012. Many of the political primaries occur in the next few months; South Carolina, Florida, Georgia, Alabama, Mississippi. North Carolina's primary is not until May. Perhaps Charles will get nominated (*just another award for his mantel . . .*) no wait, I think the President has to be born in the US. Oh well, maybe we'll see a few Morgans in the victory parades??
- Geneva Motor Show 2012 - MMC confirms that there will be three new models and concepts launched alongside the recently released 4/4 75th Anniversary Edition, the Roadster 3.7 and the new Morgan 3 Wheeler. 8 – 18 March 2012.
- Morgan returns to Le Mans to commemorate the 50th anniversary of the Morgan Class win with the Morgan badge anointing an OAK Pescarolo LMP2 car. The 24 Heures du Mans at the Circuit de la Sarthe, France runs 16 - 17 June 2012. I know there is a contingent of US Morgan owners shipping their cars and going over to watch.
- The city of London is the host city of the XXX (*no not what you are thinking . . .*) Olympic Summer Games, to be held 27 July - 12 August 2012.
- MOGSouth goes to Natchez, Mississippi for the Spring Meet. We should be the biggest thing happening in those parts since . . . well, the US presidential primary.



Jacques Nicolet (OAK) and Charles Morgan - photo by Jan Sedlacek - www.digitlightphotography.com



Summer Olympic Mascots. Why do the mascots have just one eye?
Guinness??

And, of course, according to Mayan calculations, the current cycle of the world is due to end in December 2012. It must be true as there is even a web site! <http://www.endoftheworld2012.net/> So, given the impending end of the world, you had better take advantage of the MOGSouth events for 2012 and get in that last minute Morgan adventure. If the end doesn't actually occur as predicted, you can just look back on 2012 and smile, knowing it was a good year, perhaps even great! Morgan year.

I don't normally like to reprint the writings of others I find circulating out in the press or on the internet but the sheer volume of material and the amount of attention that the MMC is getting these days made me take notice. I don't know just how much of this gets in front of the typical MOGSouth member, so this issue of the newsletter is a really a collection of snippets I've come across that talk to the MMC activities of late and provide us with some sense of what is happening back at the mother ship. Many of us have been at this for a long time and don't really pay much attention to the clatter at the factory, but with all the new models and continued swirl around the new Trike, I thought I would get a bundle of drivel together. If nothing else, you can sit in front of the fire with a cup of coffee and enjoy the read.

And, when you do, pause a minute and resolve to get your Morgan out and about in the coming year, and better yet plan to join the rest of us for the MOGSouth events planned for 2012. And if you can't get to one of those we already have planned, put together one of your own, invite all of us, and we'll come to you!

Cheers, *Mark*

NATCHEZ, MISSISSIPPI, 19 - 22 APRIL

2012 MOGSOUTH SPRING MEET UPDATE !!!

The 2012 MOGSouth Spring Meet will be in and around Natchez, Mississippi the weekend of 19 - 21 April 2012.

Joe and Cynthia Speetjens are our hosts for the MOGSouth Spring Meet and have provided the following details.

The event HQ is **The Natchez Grand Hotel at 111 Broadway Street, Natchez, Mississippi 39120. (601) 446-9994.** The hotel is holding a number of rooms for MOGSouth. 15 Rooms for Thursday, April 19th, 30 Rooms for Friday, April 20th, and 30 Rooms for Saturday, April 21st.

Reservations must be made by each individual guest by calling 1-866-488-0898 or 601-446-9994.

To receive the group rate, callers MUST identify their affiliation with this event (MOGSouth Spring Meet and/or Morgan / Rolls Royce Meet). Rates cannot be changed at check-in or check-out for guests who fail to identify their affiliation at the time the reservation is made or make their reservation after the block rate has been released. A valid credit card is required to make reservations.

<u>Room Rates</u>				
Guest Rooms:	Single	Double	Triple	Quad
Standard Rooms:	\$ 99.00	\$ 99.00	\$ 109.00	\$ 119.00
Standard Rooms (RV):	\$ 109.00	\$ 109.00	\$ 119.00	\$ 129.00
Suites:	\$ 129.00	\$ 129.00	\$ 139.00	\$ 149.00

An added value package, included on each billing folio at \$7.95 per night, includes: Hot Breakfast Buffet, Nightly Wine Reception 5 - 7 pm, Unlimited wired and wireless Internet, Unlimited local and long distance phone calls, guest laundry, fitness center, business center, on- site parking. The hot buffet breakfast is available to guests from 6:30 a.m. until 9:00 a.m., Monday through Friday, and from 7:00 a.m. until 10:00 a.m., on weekends.

Children under 18 may stay free in their parents' room using existing bedding. All rates are subject to state and local taxes (3% City, 7% State, \$2 Occupancy Assessment). Check-in/Check-out. Check-in time is 4:00 p.m. and check-out time is 11:00 a.m.

The hotel will make every effort to accommodate early arrivals and late departures. Requests will be handled on an individual basis and will depend upon the hotel's availability.

Cancellations. The individual agrees to forfeit one (1) night's revenue of room, tax, and associated fees should their reservation not be cancelled 72 hours prior to the scheduled date of arrival.

We will publish additional details as they become available. The Speetjens are planning a great event so get your calendar updated to block the dates and make your hotel reservations early. The tentative weekend plan is as follows.

Friday, April 20th: Arrive and tour antebellum homes (we hope to get some private showings lined up)

Friday, April 20th, evening: Nogin at hotel, dinner on your own.

Saturday, April 21st: Motor tour through Natchez and surrounding areas. This will be a relatively short tour with lunch at the famous Lorman general store and ending at the famous Longwood plantation.

Saturday, April 22nd evening: Bar-B-Que in the courtyard of one of the local attendees.

Sunday, April 23rd: open

For questions, please contact Joe directly:

Speetjens@mac.com
[601-954-1368](tel:601-954-1368)



NEWS ON THE STREET - NEW MORGAN MODELS !!!

Excerpts from the virtual world . . .

RE- BODIED AERO NAMED "THE PLUS 8" *Malvern UK, Jan 2, 2012, mogwire.com.*

The latest version of the Aero (see images) will be presented at the Geneva Show in March. As posted for the last months, the May 2012 Dealer's meeting was advised that the MMC would try to sell the BMW 4.8 engines left over from the Aero Super Sports Limited Edition by bodying them in a faux classic (trad) shape. There are no other upgrades or changes reported. However, privately staff suggest that the lighter trad bodying may increase the power-to-weight to 330 bhp a tonne, a marked boost over the Aero SS. Mr. Morgan surprised observers by writing that he ordered "450" of the engines for his future production. (BMW stopped the 4.8 production for its own cars in 2010) Dealers have been told that deliveries would begin after the Show, though images show production has begun. The UK invoice matches the price posted here last May at £90K with a £20K deposit, or 30k less than the Super Sports. Mr. Morgan has named this Aero the "PLUS 8" and, in a letter to USA's Format, wants it considered one of the Classic Range rather than an Aero. Plus 8 residuals are now high in the UK and Europe.



NEW MORGAN PLUS 8

I AM BACK ! *Melvyn-Rutter.net*

The Morgan Company will be building the Plus 8 once more. Powered by the 4.8 litre BMW engine used in the Aero range, it uses a version of the Aero SS aluminium chassis which is incredibly strong, offering superb handling and speed. Available in manual or automatic versions, starting at a cost of £71,000 plus VAT at 20%, plus on the road costs. Choice of colours available. Enquire today. Melvyn will be organising a factory visit early in 2012, would you like to come? Email



MORGAN PLUS 8 - THE NEW ONE!

Aeroman (TalkMorgan.com Moderator)

I went to Chris Lawrence's Memorial Service today and very moving it was too. A suitably dignified service with interesting speeches by a number of different speakers, including Charles. An amazing collection of cars outside the Abey, including TOK 258; an SLR (258 TOK); a Monica and the Deep Sanderson 'Twinny' amongst others, including Charles' AeroMax.

After the service I went back to the Works and saw the progress on a number of current projects, or should that read new cars? [...] they had just finished the first pre-production prototype Plus 8+ (or whatever they decide to call it!) and it was hidden away in the Aero shed, in amongst a number of other Trads. Well after a special request, it was agreed that I would be one of the very first to drive it and it was brought out.

As this is a pre-production model, many of the items on show are not necessarily those of the production car, and many final spec decisions have not yet been taken. Thus, this car has Aero SS wheels and seats and these will not necessarily be on the final version. The front wings are not Superformed (but will be) and are produced in the Works on this car, etc, etc. I'm sure you get the picture, though the car having been stored in a dusty environment could have done with a wash!

First impressions are very positive and especially from the side view the car does not look any bigger than a Roadster.

From the front the wider windscreen gives the game away, but the car does not look ungainly in any way. The same from the rear, it does look like a slightly larger 4/4 Sport and whilst the exhausts look the business and sound great, side-pipes a la Aero SS will also be available, so that option is really a no-brainer! The interior is not completely set in stone as yet, but this does give you some idea of the 'look.'

Now the \$64-thousand Dollar question is how does it drive? Well in many ways like an Aero with a Trad body! No surprises there then, it does feel really well planted and also very light and without the same slight roll-oversteer you get with most post Series I Aero's, but there is now doubt that it is fast and there is certainly nothing much wrong with the set-up straight out of the box. [. . .] **Aeroman**



MORGAN AERO COUPE www.allonwhite.co.uk

A new version of the Aero SuperSports goes into production in 2012 and will be displayed for the first time at the Geneva Motor Show in March. This is the Morgan Aero Coupe and is an attractively priced, hard top version of the SuperSports.



The Aero Coupe promises to be an excellent Grand Tourer, providing superb performance, high levels of comfort and the practicalities offered by a hard top and large boot.

[This is an extract for the recent MMC Case Study for the European Business Awards. An interesting perspective on the company and worth a read. According to their web site, a Country Representative is 'chosen by our judges as being a beacon of best practice in their nation'. Ed]



Country Representative - UK

European Business Awards 2011

Charles Morgan - Morgan Motor Company Ltd

Morgan Motor Company Continuous Innovation Drives This Traditional Company into the 21st Century

To Download the full report click here [Full Morgan EBA Report](#)



Words from the Judges *"Innovation and global expansion are keeping this iconic brand as relevant today as it was 100 years ago."*

The Morgan Motor Company has had long and distinguished history, making its very first public appearance in 1910 at the Olympia Motor Show. Today, over 100 years later, the company is still going strong, experiencing year-on-year growth despite recent global economic downturn. Its success can be attributed to Morgan's commitment to innovation and modernisation. The specific aims of the business may have changed over the years, but Morgan has never lost sight of its overall goal, to build cars that are fun to drive.

It is Morgan's continued introduction of new models, investment in sustainability and plans for global expansion that have led the European Business Awards 2011 to select Morgan Motor Company as one of only 25 Country Representatives in the UK.

[...]

"In our industry, the old adage 'innovate or stagnate' has never been truer. At Morgan, we are committed to bringing out a new model every two years and we continuously have projects in the pipeline that are designed to meet our customers' diverse requirements."

Responding to customers is an ability that sets Morgan apart from its competitors. With R&D on site, a highly-skilled workforce and flexible manufacturing systems, the company can react quickly to market trends. It can easily produce limited editions to satisfy particular customer or country requirements.

The company invests 20-30% of its net profits in R&D which although high, is deemed necessary to ensure its new models are developed to global

standards and existing models are updated to meet both performance and safety requirements.

It is company policy to introduce a limited edition at least once a year. Most recently, the company produced a limited edition of 100 coupes called "AeroMax", followed by 200 super sports cars, the "Aero SuperSports".

The revival of the Morgan '3-Wheeler' shows that the company is inspired by its successful past when designing for the future. Morgan's original '3-Wheeler' was both celebrated and revered until it ceased production in the 1950s.

[...]

"Our growth, especially in the past three years has been limited by caution. We have always had a policy of financing growth through internal profits which has reduced our reliance on any external investments and helps guarantee our stability.

Looking to the Future...

As leader of the "LIFECar 2 Project" and a member of the "YaMog" consortium, part funded by the Engineering & Physical Sciences Research Council, Morgan Motor Company aims to manufacture a low emissions sports car in 2012.

[...]

In 2010, the super-efficient Morgan EvaGT four-seater saloon concept car was shown at Pebble Beach, California. Demand has been proven with almost 2000 interested parties and over 100 deposits taken.

Morgan's goal is to make the lightest cars in their class. It is embarking on a project to produce outer panels from magnesium which can be 20% lighter than aluminium. Though there are technical challenges in this, it is hoped that Morgan's luxury models will be produced using magnesium body work in the near future.

Morgan is also committed to producing an electric

car with zero emissions. The company is currently working in collaboration with five universities and electrical control systems specialist, Zytec. **The plan is to launch the production car in 2013 at the same time as a petrol version, which will be powered by a BMW straight 6 turbo-charged engine.**

[...]

The company is committed to using the latest software to communicate effectively with customers and has been developing new ways of making sure that its customers feel valued. The factory visitors' centre is used on a regular basis to entertain and stimulate customers with over 20,000 people per year visiting the company's base in Malvern.

[...]

"I am very proud that Morgan Motor Company has been selected as one of the UK's best medium size companies. It's certainly enough to be in the short list, but a win would accelerate our plans to move into the new emerging markets of China, India and South America. May I thank HSBC for all their help in our plans for the cautious expansion of a famous and respected UK manufacturer."

Charles Morgan, Chairman



2012 MORGAN PLUS 8 *Dec 2nd, Posted by Morgan Car News*

What do you say when Charles Morgan, of the Morgan Motor Company, asks you if you'd like to drive the companies latest V8 powered sports car? Well, anything other than "yes please!" would be extremely rude.

Here, in brief, are my initial impressions of the 2012 Morgan +8; The first things that impresses you about the reborn Plus 8 are both the ride quality and steering feel. After spending many hours behind the wheel of a standard Aero 8, an Aeromax and a variety of Classic Morgans, the new +8 went straight to the top of the pile in terms of steering precision. The poise is aided by the chassis being closest to the Series 1 Aero and thus with the minimal overhang of the Plus 8 bodywork, the car feels both nimble and lithe (this is also helped by the fact the 2012 Plus 8 will have an excellent power to weight ratio).

This power to weight ratio also meant the Plus 8 felt extremely quick – acceleration was always rapid (no need for the right gear or the right RPM, the torque seemed to mean the power was always on tap) and it was only the rules of the road that restricted your ability to proceed at a physics bending pace; all the above was only exacerbated by the superb handling adding huge confidence, even on a slightly damp British winter road. A quick nod should also be made to the exhaust note, which in typical V8 fashion is there to egg you on – in the new Plus 8, you cannot help but fall in love with the idea of pressing down on the accelerator, simply to hear the tune it plays.

Aesthetically, the 2012 Morgan Plus 8 is a very purposeful looking Classic. The rear and the front perspective afford it a wonderfully wide stance; in the Black bodywork of the development car, the Plus 8 possesses an attractively menacing quality, more subtle than many performance cars but with plenty of presence. The profile is more difficult to judge because I simply don't like the wheels on the development vehicle and therefore, tried to imagine it with another set in situ. Were a set of Classic Morgan wheels fitted, I think you'd be hard pressed to tell it apart from the rest of the range from afar (which given the heritage of the profile, is certainly not a bad thing!). I will watch, with interest, which wheels MMC choose to fit to the production cars because I believe getting them correct is essential to completing the package. I'm sure the company will devise a suitable solution; their Sport line for the Classic range has proven they understand simple beauty and the elegance of clean lines.

Whilst not fair to judge a development vehicle on fit and finish, the interior was a nice place to sit, the cut down doors adding to the elbow room. The dash was still a work in progress but was coming together nicely: blending Classic and modern with panache. The hood seemed substantial and consideration has been given to the side screens and the fit of them when the Plus 8 is at speed. As it stands, the development car was rattle free and felt very solid and well put together. I look forward to sitting the finished product but all signs point to another Morgan cabin that is a pleasure to spend time in.



I believe that gives a fair reflection of my opinion on the new Morgan Plus 8. It is quite easy to fall under the spell of this wonderful vehicle and even in development form, it is an extremely attractive package. Once the development process is over and the car has reached the public, I believe the Plus 8 will sell itself; the words of others, such as myself, will become superfluous to the individuals experience behind the wheel. This is a Morgan which needs to be driven to truly appreciate the depth of its potential and the magic it is capable of.

Morgan Revives Three-Wheeler as New Weapon in China Push

Simon Dawson/Bloomberg @ bloomberg.net

Founded by Charles Morgan's grandfather, the carmaker says it seeks to create a sense of "automotive theater" around its models, which take 12 days to assemble, setting them apart from luxury marques such as Aston Martin and Volkswagen AG's Bentley.

Founded by Charles Morgan's grandfather, the carmaker says it seeks to create a sense of "automotive theater" around its models, which take 12 days to assemble, setting them apart from luxury marques such as Aston Martin and Volkswagen AG's Bentley.

In a red-brick shed at the foot of England's Malvern Hills, Morgan Motor Co. is preparing an unusual assault on the growing Chinese auto market.

Managing Director Charles Morgan said the 100-year-old company has created a model that will stand out from the crowd in Asian showrooms. That's partly because the M3W is hand-built, wood-framed and based on a 50-year-old design -- and mainly because it has three wheels.

"Try to sell a Ferrari and you're up against Lamborghini, the Audi R8, Lotus, McLaren," he said. "Send a Morgan three-wheeler there and they'll know the difference."

Morgan, known for retro designs harking back to the England of local composer Edward Elgar, is betting on the M3W to spur Asian demand as slowing economies crimp European and U.S. sales. The company said it has been approached by 20 potential Chinese dealers this year for the 25,000-pound (\$39,000) successor to a series of three-wheel models it stopped making in 1952.

Other top-end automakers are also targeting China, where luxury sales may jump 39 percent in 2011 to 939,000, surpassing Germany as the No. 2 market after the U.S., said Jenny Gu, a Shanghai-based analyst at research firm LMC Automotive. British sports-car brand Lotus, a unit of Malaysia's Proton Holdings Bhd, added its first Beijing dealership in October, even as Chinese consumer demand is forecast to slow as the economy grows less quickly.

'Automotive Theater'

Founded by Charles Morgan's grandfather, Morgan said the company seeks to create a sense of "automotive theater" around its models. "Products that combine design and authenticity are very attractive to the connoisseur, and Morgan appeals to somebody who wants those real materials," Morgan said in an interview at the company's base in Malvern Link. The family-owned company has chosen to remain a niche manufacturer and avoided overreaching to chase higher volumes, he said, something that led to the collapse of other U.K. carmakers.

The M3W, unveiled at the Geneva Motor Show in March, has just entered production with a backlog of 800 orders and reaches dealers next year. The open-top two-seater is powered by a two-liter Harley Davidson (HOG) motorcycle engine made by S&S Cycle Inc. of Wisconsin, and will reach 60 miles per hour in 4.5 seconds before topping out at 125 mph, all at 50 miles to the gallon.



'Large Dose of Nostalgia'

Morgan said it is targeting 1,500 deliveries in 2012, 50 percent from the three-wheeler; it said it expects to sell almost 1,000 this year, including 100 M3ws. The model joins four-wheeled designs that include the 125,000 pound AeroMax, which has a 367 horsepower V8 engine and can reach 170 mph, and the "Classic" range of 1930s-styled roadsters.

"They're moving a little bit more towards the 21st century while retaining an extremely large dose of nostalgia to ensure that their products remain unique," said Andrew Jackson, an analyst at Datamonitor in London. "It'll certainly produce an interesting offering for China, where there seems to be quite an appetite for vehicles with a strong brand identity."

The company will open its first Chinese dealers in Beijing and Shanghai next year and will also offer the three-wheeler via a Harley Davidson Inc. outlet in Hong Kong with the aim of selling at least 50 cars in the first year and 150 after three.

The push in emerging economies amounts to a "contingency plan" for coping with the weakness of traditional markets, with sales slow in the U.S. and "worse than flat" in Europe, said Morgan, 60, who joined the firm in 1986, when it was making 450 cars a year, after 10 years as a TV cameraman specializing in war reports. He succeeded his father Peter as chief in 1999.

Europe's Woes

"At least in China and India you know they've got money," he said. "We've got a dealer in Greece, but I don't think we've sold a car this year. If Greece expands into Italy, into Spain, into France, then we've got problems. Europe is on its knees and anything could happen. People could just stop buying." Morgan is also counting on the M3W to spur sales in the U.S., where it will be sold as a motorized tricycle to avoid a car import license.

The sales pitch to China will play on Morgan's Englishness and dedication to traditional craftsmanship.

Ash frames, which the company said are best at absorbing energy, are built by carpenters at a site across the road from that founder Henry Frederick Stanley Morgan established in 1909, a mile from the house where Elgar wrote the Enigma Variations a decade earlier.

The company contracts tasks it's not expert at, Morgan said, sourcing engines from Bayerische Motoren Werke AG and Ford Motor Co. (F) and gearboxes from Mazda Motor Corp. (7261), as well as airbags and brakes and from Continental AG (CON) and Robert Bosch GmbH.

"A product like the AeroMax or the three-wheeler has an immediate visual appeal," Morgan said. "Some would argue that they're really beautiful. And unlike most cars that are interesting for six months, when you come back from paying for the petrol the interest remains."



A note from John Tuleibitz - *'I just came across this ad in a 1983 magazine. Thought you might enjoy it. Libra Motive was still around in 2001 when I visited them, but disappeared sometime after that. Maybe the female Morgan drivers boycotted them. [Rob Wells of Libra Motive and Rick Bourne of Brands Hatch Morgans merged to form Librands in the 80s. 'Lib' from Libra Motive and 'brands' from Brands Hatch make up the Librands name. Ed.]*

thoroughbred & classic cars july 1983

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LES BARTON



Hello Morgan Friends!

I am extremely honored to be this year's recipient of the Mother Courage award. Although I have never owned a Morgan I feel the car and all the mystique that surrounds the marque are an essential part of who I am. My parents went on a Halloween rally in the +4 and I was born on November 2nd (my mom was dressed as the Great Pumpkin). My clearest memories from my childhood involve Morgan Club events in California and New Jersey and of course there was the yearly pilgrimage to the 4th of July event.

In retrospect the wisest car purchase my Dad made on a whim was the SLR. That began our life in racing which has rewarded us with great friends and great memories beyond our imagination. Fast forward to five years ago when Virginia International Raceway featured Women in Racing at their Gold Cup event. At lunch one day Dad suggested that I race the Morgan in that event. I was stunned and quite frankly terrified. The Morgan as a racecar I thought was always mystically out of reach. I look back at that event with a little humor at how scared I was because now the Morgan and I are one. I know it sounds a little silly but it's true. Racing the Morgan is truly joyful if not always entirely predictable and I know that's how you feel about driving your cars even around town.

I am lucky to have known Nancy Lee quite well and I remember her as a classy but tough lady who didn't stand down from a challenge nor did she ever miss an opportunity to have a good time.

So when I buckle in again this February at Road Atlanta I will have her spirit in mind. As I dive into the esses I will channel her courage and her great love of life. I hope to see you there as I come down the front straight because personally I believe there is no greater sight than a Morgan at full speed and there is no greater feeling for me than to know I have friends and family at the fence cheering me on. Thank you again – I am truly humbled.

See you at the track! *Stacey*



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9/8ths Whitworth

Ongoing Restorations and Such

[I finally had to stop my procrastination and get on with replacing the clutch in the 4/4. Not a hard job, but I had a few other things to do first . . . Mark]

Clutch job on the 4/4 . . . 80K Miles and 30 Years . . . I guess it's time.

Many of you may have noticed that the Morgan 'driver' of late, at least here in the Braunstein family, has been the '71 Plus 8. My normal mode is to take the '81 4/4 out for local jaunts and the use the Plus 8 for the longer Morgan runs. A couple reasons for this. The 4/4 is a propane car and with the decrease in propane pumping due to the propane 'bottle exchange' for BBQs, I can't really travel too far a field without knowing where to get fuel. Also, the '71 Plus 8, although older, has half the mileage of the '81 4/4. Lately, however, the 4/4 has been relegated to the garage in need a clutch. And it sat there for the better part of a year. I have been slow to get the required parts and really lacked the motivation to tackle what is really not too tough of a job.

Finally, with the offer of assistance (or was that insistence?) from Aaron, a coworker here in Florida, I got the necessary parts ordered. I needed the clutch assembly (pressure plate) and clutch disc, and of course a pilot bearing. I didn't want to go to the UK for something simple like clutch parts, so I looked on the web. It was a bit odd, as I would have though the Crossflow would have been a easy engine to buy parts for, but I had a hard time locating what I needed. I finally went to Pegasus Auto Racing Supplies (1-800-688-6946) as they provide racing products for Formula Ford. Now that Formula Ford has changed engine blocks to the more modern Zetec/Duratec, finding parts for the Crossflow may get harder still. They didn't have the throw out bearing which I should have also replaced, but I don't think it was needed.

Pegasus 163-40	1.6L Clutch Alignment Tool, 7/8 x 20
Pegasus 163-05-STK	1.6L Ford Clutch Assembly, Stock (No Disc)
Pegasus 163-06-STK	1.6L Ford Clutch Disc, Stock
Pegasus 161-10	1.6L / 2.0L Pilot Bearing for Clutch Shaft
Local Autoparts store	1.6L Ford Exhaust manifold gasket
Melvyn Rutter	Exhaust manifold studs and bolts

*About 350\$ for parts
w/ taxes and shipping.*

The first step in the process was to disconnect the battery and turn of the propane fuel. The propane tank had a fuel cut off valve under the rear of the tank, which made this job pretty easy. Then we removed the bonnet. I put a few old towels between the two halves and then squeezed them together with bungee cords. The front brass mount was removed and the bonnet lifted off and set to the side, sitting vertically.

Then we disconnected the main propane feeder line going into the propane fuel system (carburetor, vaporizer, etc.) that was still mounted on the intake manifold. The hot water hoses that flowed for the engine to heater were disconnected next. Then the electrical connections. The power to the starter motor and electrical lines to the alternator, as well as the coil and ballast resistor, t allow us to remove them from the engine bay all together. We also removed the dip stick and tube, as well as the radiator overflow bottle to clean up the engine bay. The only real problem we encountered were the thirty year old studs and bolts connecting the exhaust manifold to the block. The nuts hadn't ever been removed and a few of them were locked (rusted) so tight to the studs in the block, that the studs backed out as we tried to remove the nuts. Finally the exhaust manifold was loose. I decided to replace all the studs and bolts, so new studs and bolts were ordered from Melvyn Rutter (again, I couldn't find them locally.)

I marked every electrical wire with masking tape and (what I thought was) a permanent marker. I also put all removed nuts, bolts, washer into little plastic bags with bits of paper indicating their purpose and source. It turned out to be a bit more challenging later on when we reassembled the engine. Some of the markings were no longer legible or I no longer understood what I had written, so be very explicit (and legible) when marking everything.

We next removed the starter motor, the alternator, and dropped the exhaust pipe and muffler from the hangars to give us



Words and Photos Courtesy of Mark Braunstein



maneuvering room. We drained the radiator and removed the upper and lower radiator hoses. Finally, we removed the grill, the front cowl and the radiator. I thought that we might get away with not having to removed the grill, cowl and radiator, but there wasn't sufficient room and an email from Rick Frazee confirmed that it had to go.

Finally we unbolted the bell housing from the transmission. We had the engine connected to a engine hoist using high strength straps. We wiggled and tugged on the engine but couldn't get it to separate. Finally, we put the floor jack under the transmission and raised it a bit allowing us a bit of an angle. The engine finally gave way with the transmission shaft sliding free of the pilot bearing. Then with lots more wiggling and tugging we lifted the engine free from the car. The old clutch pressure plate and clutch disc were easily removed but we couldn't get the pilot bearing out with the tools I had. We went to the local auto parts store and borrowed their 'pilot bearing extraction tool.' The extractor did have the look of lots of 'user' modifications. It worked but appeared to be better suited for larger pilot bearings. Finally, the old one was out and the new one inserted. The old pressure plate was somewhat wavy and the clutch disc material was definitely worn beyond use. The new parts went on easily and then it was reassembly. Easier said than done . . . As I mentioned before, some of my well intentioned parts markings were definitely inadequate and some skilled thought (guessing) was required. I suppose if you do this enough or have more skill, it would be more obvious, but for me . . . always an adventure.

It took two of us roughly 7 hours to pull the engine and about 4 to get it back in. Another 2 to hook the engine ancillaries hooked up. So it could be done in a weekend, if you have help. I wouldn't want to tackle the job alone. There were too many times that another set of hands was needed. The test drive went great . . . *This 4/4 is a wonderful car to drive . . .*



MORGAN WANTS & SELLS



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

Plus 8 Parts For Sale !!!

Pair of early Plus 8 wheels \$750.00. Factory luggage rack \$150.00 (also fits Plus 4 series 4). Plus 8 bumper (fits front or rear). Pair of side curtains \$75.00 and some misc parts. If you know of anyone who might be interested, I have two boxes of assorted car magazines dating back to the mid 1960s thru 1990. Car, Car & Driver, Sports Car Graphic, Road & Track. Jerry Munn 904-387-0172

Have a Need for Power ? Plus 8 Engine For Sale !!!

Buick / Rover 293 CID (CID x 16.39 = cc = **4.8** liter), Cross bolted block with top hat liners, professionally flowed / ported 300 Buick head, 300 crank, etc. Less than 400 miles. Complete from water pump to clutch. Start it, hear it run, and drive it! Make offer. Richard 703-536-6460 (Arlington VA)



Trike Trailer for Sale !!

Get it Cheap at \$500. Ray Morgan wants to sell the trike's trailer. Visit Ray's web site www.vmcars.com or call him at 404.355.6605, or send him an email at ray_morgan@comcast.net



MogSouth/GatorMog at Winter Park Concourse, Florida



Preparing for the tour



Frazee's leading the pack



Starting grid at Sebring



Mog Judges 3-5 from right

We had been invited, during our visit earlier in the year, by Rick & Sam Frazee to join them once again at the Winter Park Concourse and scenic drive. The drive was on Saturday 5th November for which Rick and Sam offered us the use of their 1970 Morgan +8, a hard choice had to be made either to take up the offer or use our hired soft top Mustang, the +8 won.

The 10th Annual Winter Park Concourse d' Elegance was held on Sunday 6th November. This year Mark & Andrea Braunstein and Rick and Sam Frazee invited the Atlanta Morgan Club, MogSouth, to make the Concourse their fall gathering. The event grew with Morgan's arriving from all over the US. Bill Button drove his +4 from Seattle, Washington State along with his friend Loretta Nelson as his navigator we flew in a few weeks before the event for a holiday. Head Judge, Bob "Kermit" Wilson and wife Lynn came down from Chicago to judge along with help from Tom Coryn and me. 30 Morgans arrived on Friday at the Best Western Mt. Vernon Inn Winter Park Florida for a weekend of Morgans and getting together with new and old friends.

Partying began on Friday evening with a barbeque provided at the Frazee's home, forget the regular BBQ this thing came on its own trailer and looked more like a water bowser. The food was great and the liquid refreshments flowed steadily. We met lots of Morgan folk and made many new friends. Saturday morning started early with the Concourse Tour around Orlando area and then up scenic roads to Sanford finishing late with a Mexican themed party at the Braunstein's home.

On Sunday morning 28 Morgans lined the corner of New England & Park Ave. (3 of them Trikes) where a spot of English weather brought authenticity to the show. Rick tells us Florida has never seen that many Morgans gathered in one place.

Mark & Andrea's, 1938 4/4 DHC (Uncle George's Winter Carriage), won the Spirit Trophy. Pat & Judy (brother Chris subbing for Judy) Buckley's, 2005 Roadster won the Morgan Factory Centenary demitasse tea set furnished by the Morgan Factory courtesy of Florida, Morgan Dealer, Hugh Bate. There were 6 Morgan classes and the scoring was extremely close for all. The event rules prevented a couple of very deserving Morgan's from taking their class but the winners were all very well deserved and a credit to their owners.

The Winter Park Concourse has become a very prestigious event since it began in 2002 with all kinds of cars attending, ranging from: Aston Martin, Ferrari, Lamborghini, Jaguars including a very nice Swallow Side Car Co SS, Healey, MG, Mercedes, Porsche, Ford, Chevrolet, Cord, Rolls Royce there were even two very rare DuPont motors (I believe only 38 were produced) and on and on to a BMW Isetta bubble car "towing a mobile coffee stand" and of course Morgan.

On Monday morning those staying at The Mount Vernon gathered to say their goodbyes to the Morgan owners headed home then set off for the GatorMog-organized trip around the state to Key West and back. Our home is situated half way between Orlando and Sebring, the first stop, so we joined the convoy at Sebring. 18 Morgans and 2 tin tops, our Mustang and the support van arrived for lunch at Historic Sebring Race Track where we were allowed a photo opportunity in front of the Pits and 3 laps of the track after a hearty lunch at The Château Élan (track side hotel). The final Monday stop for the night was West Palm Beach Morgan Dealer, Hugh Bate's, Chariots of West Palm Beach, where we were welcomed with a lovely cocktail party with Italian meats, cheeses, breads and warm sea food snacks.

Tuesday was the second longest driving day arriving at the Best Western Key Ambassador as dusk fell just in time to catch the stunning sunset. After a quick wash and brush up we gathered by the pool for a Pizza Party with plenty of wine and beer. Wednesday was a free day for all to explore Key West, watch the High Speed Offshore Boat Races, play tourist along Duval Street, visit the "Little White House" and Hemmingway's house and a gathering at Mallory Square for the sunset.

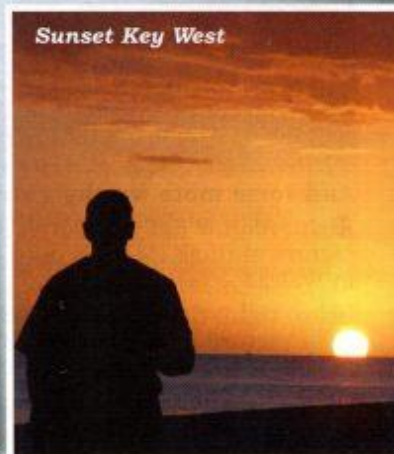
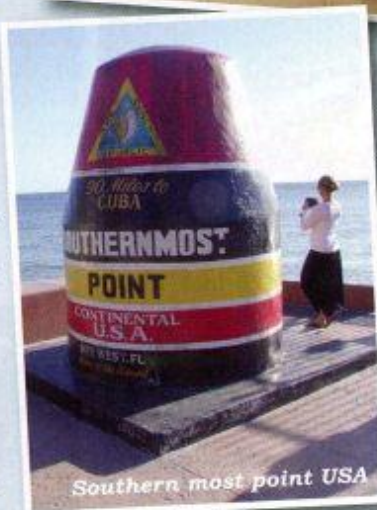
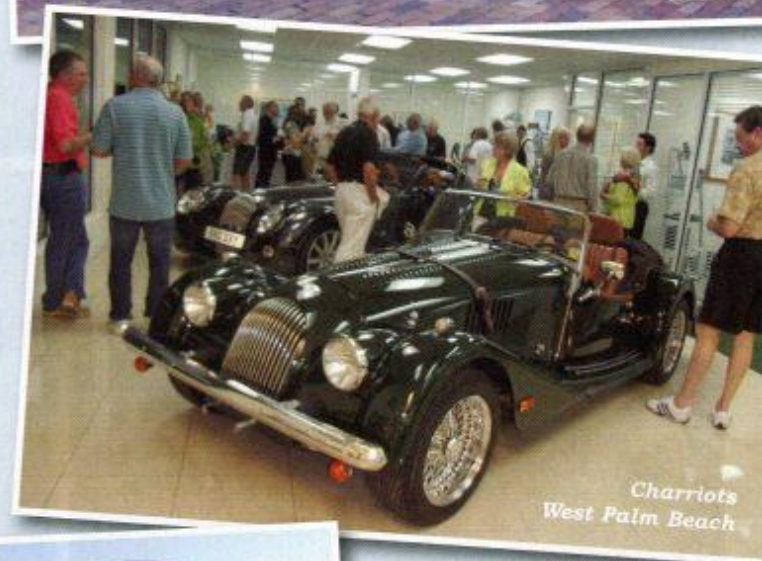
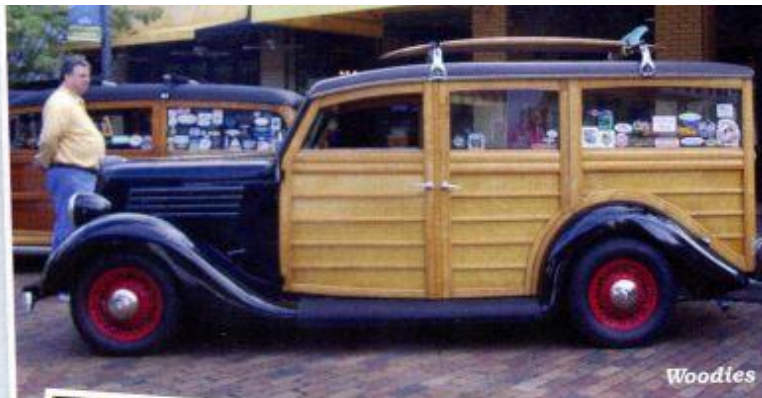
Thursday morning we had to wave the group off as we headed for Miami Airport and Home for a family wedding at the weekend. The rest of the group headed north from the Keys through the Everglades stopping for lunch along Tamiami Trail then an airboat ride and alligator excursion. They then headed to Bonita Springs for the night with a dinner organized by local Ft. Myers, Morgan owner, Joan Maupin.

Friday there was an invitation to tour the Collier Automotive Museum in Naples where we understand several more Morgan owners from around the world joined the party. This private museum is open by invitation only so we were sorry to miss it. Friday night they finished in Bradenton just above Sarasota.

Saturday was the final morning of the tour, capped off with a breakfast invite at the home of Morgan owners Lionel & Lisa Olmer who we met at the Concourse (sorry we missed out). Then the last leg back to Orlando and onwards to homes around the US.

November 12th is the date for 2012 Winter Park event. Well worth a visit should you be in Florida next year.

**Ian & Barbara Shelmerdine [MSCC 1050]
With a spot of help from Rick Frazee**



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1958 Plus 4
Blue on Blue,
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Call **SuperDave** to discuss (770) 330 - 6210

First Morgan dealership opens in China <http://www.inautonews.com/>

The British car company Morgan Motor Company Limited has recently announced that it will open its first dealership in Beijing, China. According to the car manufacturer, China is a key market for Morgan Motor Company Limited and the first dealership will be opened in Beijing, where the automaker will sell models like the Aero, the Roadster, the Eva GT and the 3-Wheeler. Besides these vehicles, the automaker is expected to bring more models to the Chinese auto market in the nearby future.

"China is a key market for Morgan Motor Company and we are delighted to have appointed Morgan Cars Limited in Beijing as part of our long term strategy to bring the Aero, Roadster, Eva GT and 3-Wheeler to China", as the company's MD, Charles Morgan, recently said during an interview.

The Morgan Motor Company is a British automaker founded back in 1910 by Harry Frederick Stanley Morgan (HFS) and it was run by him until 1959. The car manufacturer is based in Malvern Link, an area of Malvern, Worcestershire, and has a total of 163 employees. All their cars are being assembled by hand and in 2007 the company produced 640 units. The automaker's revenue was estimated to 27 million GBP a few years ago.



Great Morgan Videos on the MOGSouth Web Page

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> and put the following text strings (in red) into the Search Box.

3 Morgan Cars Entered in the MSCC TECHNIQUES SPEED CHAMPIONSHIP (interesting Morgan runs in anger)
Morgan Plus Four (It's the one that is 2 mins 42 secs long. Randy Johnson's Plus 4 and an old Cream song, Crossroads)
How Spark Plugs Get Power (Part 1) (I guess I'm weird but I found this Moss Motors series interesting and informative.)
How Spark Plugs Get Power (Part 2) and How Spark Plugs Get Power (Part 3)
Morgan Plus8 (This is a sneak peek at the new Plus 8)
Morgan Centenary Celebrations 2009 Part1 (Morgans in a row. Lots and Lots of Morgans. It's a long row.)
Morgan Centenary Celebrations 2009 Part2 (More Morgans in a row.)





Isis Imports Ltd. can now dramatically enhance your Morgan's performance - Plus 4, 4/4 or Plus 8. Options include engines from 175 to 505 bhp, 5 or 6 speed gearboxes, coil-over rear suspensions or complete restorations. Contact Isis for more information.



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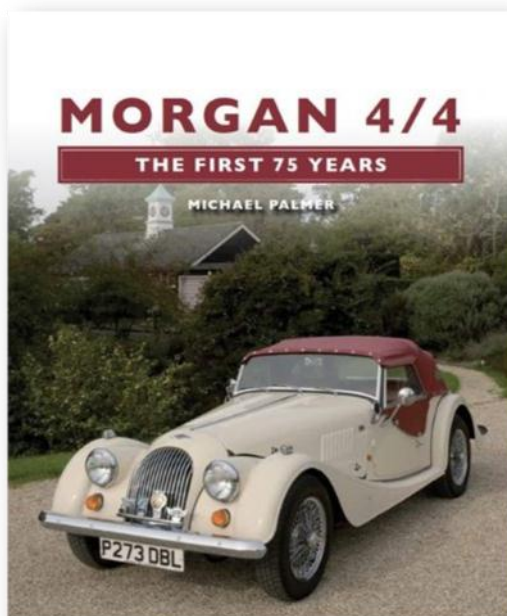
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Morgan Library Additions

Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". David had a Holiday Season discount. He may still honor it. Contact David Crandall at mogdriver@gmail.com for details and see if you can still get the discount. Tell him just having a Morgan makes it a Holiday all year!



Morgan 4/4: The First 75 Years

By Michael Palmer

"At the core of Morgan motoring lies the Morgan 4/4. It is the great grandparent of the rest of the 'traditional' Morgan range.

Representing the best of the traditional British sports car, it combines modern performance and reliability with iconic styling that recalls a golden age of motoring. In this fascinating and in-depth account, Michael Palmer examines the car's history, design, development and manufacture."

Hardcover: 192 pages

Publisher: Crowood Press

Language: English

ISBN-10: 1847972888

ISBN-13: 978-1847972880

Available from the Publisher at <http://www.crowood.com/> or Amazon at <http://www.amazon.com/> [FYI. Amazon has had problems, so my suggestion is to go directly to Crowood. Ed.]





MORGAN MOTOR COMPANY NEWS

Lots of news out of the MMC these days. A delay in the production of the EVA/GT has been announced. The New Three Wheeler demonstrators have hit the UK dealers.

But MMC is not myopic with new Anniversary 4/4s, and new 'Plus 8s' and Coupe based on the aluminum chassis of the aero. See articles elsewhere in this newsletter. We hope that some of the legislation proves fruitful and we see new Morgans here in the



NEW ANNIVERSARY 4/4 (UPDATED) - Malvern, UK - The new 4/4 Anniversary Morgan was mentioned last issue but without any details. The detailed specs are below and a few photos of the car, courtesy of the MCC as printed in the MSCC Miscellany.

Only offered in 3 Colors Sport Black, Sport Red, or Old English White, Matt Black Stripe down bonnet with unique body '4/4 75' Graphic. Reclining sports seats. Black 15 inch wire wheels and grill. Black leather interior with Black PVC and hood. Leather door pockets. Tawny Ash Dashboard with wood rim Moto Lita steering wheel. Narrow 4/4 Wings

1999cc Ford

Power *[for torque for us yanks]* 187nm (140lb/ft)

Performance 0-62 7.2 seconds

Top Speed 118 mph

Dry Weight 920 kgs *[for 2028 lbs]*

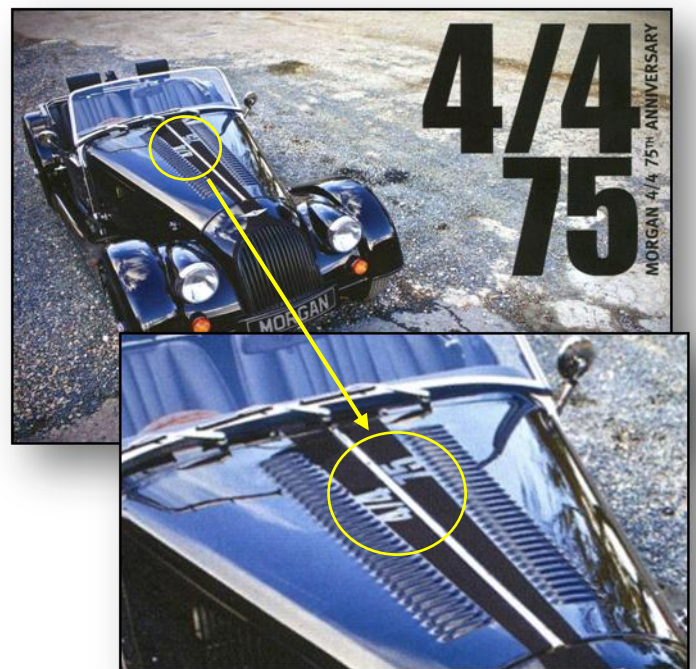
Fuel consumption -

Urban 27.9 mpg Extra Urban 50.8 mpg

CO² 162g/km

£32,292 + Vat = £38,750

[at the 1 Jan 2012 exchange rate \$60,105]



'unique body graphics'

PRODUCTION DELAY FOR THE EvaGT - Autocar - 15 Dec

<http://www.autocar.co.uk/>

Morgan Motor Company has delayed the launch of its planned 2+2 coupé, the Morgan EvaGT, for more than two years *[...]* having showed off the preliminary design at the Pebble Beach Concours d'Elegance in the US back in 2010. But it is *[still]* developing magnesium alloy technology that it wants to incorporate into the new machine's design. With that in mind, Morgan now says the EvaGT will be revealed at the Geneva motor show in 2014 *[...]* Morgan has secured funding from the Technology Strategy Board (TSB) to allow it to participate in and manage a £1.4 million collaborative project to use revolutionary materials in a chassis application.

The project aims to develop appropriate technologies to enable magnesium alloy to be used as the primary material in the construction of a body-in-white structure for the EvaGT.

It is hoped that the use of magnesium, which is 30 per cent less dense than aluminium, would improve the structural performance of the chassis at a reduced comparative weight.

2012 Morgan ThreeWheeler

Accepting orders and deposits.



Morgan
WEST
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2010 Aero



4/4 Sport Competition

Coming to America?
Deposits now
being accepted.



NEW MORGAN 60TH ANNIVERSARY BADGES

The complimentary dash plaques that comes with every MorganWest supplied 20. It's one of the little accessories that will make your Morgan a MorganWest car.

2012 MORGAN EvaGT

// Order yours now!

2011 MORGAN Aero SuperSports Porsche Medium Ivory exterior // In stock now!

2011 MORGAN Aero SuperSports Our very last one! Bentley Silver Lake Pearl Metallic/Muirhead Portland Grey. Silver wheels.

2010 MORGAN Aero SuperSports Graphite Grey Metallic Exterior/Scarlett Red quilted leather interior/Gloss Black top/Gloss Black wheels.

2010 MORGAN Aero SuperSports Kilimanjaro Sand Metallic

2005 MORGAN Roadster, Aston Martin Racing Green Metallic, Cognac leather, 39 actual miles!

2005 MORGAN Roadster Amazon Green Metallic/two tone tan interior/Green fabric top, 5,800 miles, as new

2005 MORGAN Roadster Pollen Yellow exterior

2005 MORGAN Roadster Connaught Green 1,500 miles Tobacco leather

2005 MORGAN Roadster Connaught British Racing Green 2.5k miles // Arrives soon

2003 MORGAN Plus 8 35th Anniv. Edn. BRG Metallic/two tone 2.4k miles

2003 MORGAN Plus 8 35th Anniv. Edn. Merlot Metallic/pale grey and black two tone interior/grey fabric top, A/C.

1998 MORGAN Plus 8 Royal Ivory, 13k miles

1968 MORGAN Plus 4 Four Seater BRG/Black

1964 MORGAN Plus 4+ 2009 Pebble Beach Concours d'Elegance. SS spec

1952 MORGAN Plus 4 LAB 274 'The Dellow Morgan' please bid at the upcoming Gooding and Company Auction, Scottsdale, January 21-22, 2012

other marques

2011 ZOLFE GTC/4

2011 PERANA Z Arriving Soon

2003 JAGUAR S Type R

1973 CITROEN SM // Huge Price MarkDown

1966 MORRIS Mini

1963 TRIUMPH TR3B Hardtop

1954 JAGUAR XK120 MC DHC

Jun 12, 2012



2011 Perana Sports Car Z-One
American muscle...Zagato design. Reserve yours!

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2011 Allard
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1909



Well we finished 2011 with a Bang! Now it's time to ring in the New Year and plan our next great Morgan Adventure.

I have compiled a list to help you sort through it all. Good Luck!

If you see an event we need to add to the 2012 Calendar send us an email.

2012 US (and a few International) EVENTS

2012



- **HSR Palm Beach Grand Prix**, Feb 16 – 19, Palm Beach International Raceway, FL
- **VDCA Winter Games at Road Atlanta**, Feb 18 - 19, Braselton, GA
- **Boca Raton Concours d'Elegance**, Feb 24 – 26, Boca Raton, FL
- **NASCAR Daytona 500**, Feb 26, Daytona, FL
- **Sebring Endurance Classic Weekend**, Mar 2 – 4, Sebring Int'l Raceway, Sebring, FL
- **82st Geneva Motor Show** - New Morgan 'Plus 8', Mar 8 - 18, Geneva Switzerland
- **Amelia Island Concours d'Elegance***, Mar 8 – 11, Amelia Island, FL
- **12 Hours of Sebring**, Mar 14 – 17, Sebring Int'l Raceway, Sebring, FL
- **HSR Racing**, Mar 22 - 25 Roebing Road, Bloomingdale, GA
- **Orlando All British Car Show***, Mar 31, Meade Garden, Winter Park, FL
- **VDCA The Wild Hare Run**, Apr 13 - 15, Virginia International Raceway, Alton, VA
- **MOGSouth Spring Meet, Apr 20 - 22, Natchez, MS, Joe & Cynthia Speetjens Hosts**
- **Walter Mitty***, Apr 27 - 29, Road Atlanta, Braselton, GA
- **Atlanta British Motorcar Day***, May TBD, Berry College, Rome, GA
- **VDCA Jefferson 500**, May 17 - 20, Summit Point Raceway, Summit Point, WV
- **16th Annual Triangle British Classic**, May 19, 2012, Raleigh, NC
- **96th Running of the Indianapolis 500**, May 27, Indianapolis, IN
- **MCCDC MOG 42***, Jun 1 - 3, The Mimslyn Inn, Luray, VA
- **Ault Park Concours d'Elegance**, Jun 10, Cincinnati, OH
- **Mid-Ohio Vintage Grand Prix**, Jun 21 – 24, Mid Ohio Sports Car Course, Lexington, OH
- **Keeneland Concours d'Elegance**, Jul 19 - 22, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix***, Jul 21 – 22, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 29, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 19, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, Sep 6 – 9, Watkins Glen Int'l, Watkins Glen, NY
- **HSR Atlanta Historic Races**, Sep 13 - 16, Road Atlanta, Braselton, GA
- **Atlanta British Car Fayre***, Sep TBD, Norcross GA
- **MOGSouth Fall Meet, Date/Location TBD**
- **VDCA Atlanta Motorsports Park**, Oct, TBD - *New Track!
- **EURO Auto Festival***, Oct 20, BMW Plant, Greer, SC
- **HSR Savannah Speed Classic**, Oct 25 - 28 Hutchinson Island, GA
- **Hilton Head Island Concours d'Elegance***, Nov 2 - 4, Hilton Head, SC
- **Winter Park Concours d'Elegance***, Nov 8 - 9, Winter Park, FL
- **HSR Daytona Historic Races**, Nov 8 - 11, Daytona, FL
- **Formula 1 United States Grand Prix***, Nov 18, Austin, TX TBD
- **MOGSouth Christmas Party, Dec 3, Location TBD**
- **VDCA Annual Season Finale**, Dec 7 – 9, Roebing Road Raceway, Bloomingdale, GA

Events shown in **Red Text** are MOGSouth sanctioned events, and those shown with an * will have MOGSouth participation.



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Morgan Motors
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MOGSOUTH REGALIA - Dave Bondon has graciously offered to take over the MOGSouth regalia from Lance. Look for an email regarding what we regalia items we have and what items we are working on. There are still a few MOGSouth regalia items available but the stock of some regalia items have been depleted. Most notably, we are out of ~ **CAR BADGES** ~ Dave Bondon is checking on new sources for the badges. New members without car badges - call Dave at (770) 330 - 6210 or send him an email at dbondon@bellsouth.net. Also, if you have ideas about regalia items that we should consider, give Dave a call or send Randy an email at mogsouth@yahoo.com.

Have You Sent in Your 2012 Dues?? If Not, Send your Check to RANDY!

We use the Email contact list for communication, 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. Download Adobe Acrobat Reader free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060, or update your email by sending it to mogsouth@yahoo.com.

Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/12

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

