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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/08

## The Geneva International Motor Show 6 - 16 March 2008

**I**t was all about the Lifecar. How could a diminutive and quite obscure automobile manufacture in England collaborate so convincingly on a 'green' automobile, and all at once become the darling of the eco-social movement? I have to say they made a convincing statement as they were all over the motoring press with Lifecar unveiling. Morgan says the point of the LifeCar is to show "a zero-emission vehicle can be fun to drive." Well, the driving experience is yet to be fully sorted, but Morgan's Matthew Parkin thinks the 22 kilowatts of power (29.5 horsepower) generated by the four-stack polymer electrolyte membrane fuel cell will "provide all of the cruise capability we need," he remarked to BBC News. The Factory is purporting that the LifeCar will do 0 to 60 "in about 7 seconds" and reach an estimated 90 mph. "It's nearly there and the plan is to drive it when the show is over," Parkin said.

The car is clearly influenced by the Aeromax and many of the same styling cues are evident. Morgan is in a UK government funded consortium tasked with developing a prototype of a hydrogen fuel cell car and the fact



Lifecar Photos Courtesy of the Internet on <http://flatopnik.com/>

that it is not the normal exotic, eco design exercise that the general public has problems envisioning, only helps to makes a positive statement, about the viability of the science.

A car that one can get excited about, one with an eco-friendly, zero carbon footprint, that looks this evocative, is something we could really envision in our drive way.

Realizing the vision won't come cheap however, or at least not just yet. The concept was in part funded by the British Government and cost close to £2M or nearly \$4M US Dollars. How much of that amount was actually funded by Morgan directly is hard to tell. The strong reaction and the positive press are certainly welcome and should result in renewed interest in the Morgan line. Just how this translates to the bottom line is something only time will tell.

Given the strong press and positive reaction to the project, the Factory leadership is not ruling out the possibility of the Lifecar being produced someday. My take is that day is quite far off. I believe the technology will have to progress significantly to a point where it is affordable, and then there is the problem of a hydrogen fuel distribution system.

I'm personally very sensitive to this issue of fuel distribution, as I have experienced the general reduction (in the United States anyway) of the distribution of propane as motor fuel. Many locations have given up their propane tanks and pumps and gone to the more economical propane bottle exchange. This eliminates the need for pumps and storage tanks at the retail level. This works well for your propane fueled Grill but it doesn't help me, when I am looking for to fuel my 4/4.

The newly announced Morgan 4/4 Sport was also on the stand in Geneva. It is shown here in Gray with the dark painted wheels. The color combination is very striking, but much appears to have been designed out of the car, I suspect to the reduce the overall purchase price. Some notable eliminations include the wing lights, many of the louvers on the bonnet, the bumpers and brackets, but do notice the eared spin offs on the wheels. It will be interesting to see the details of this new model when they're released by the Factory.

The very successful 4 Seater can also be seen in the photograph adjacent to the 4/4 Sport on the show stand. It would appear that the Factory put on a really good show

in Geneva with a fairly complete display of products, to include the much ballyhooed Lifecar, the newly unveiled 4/4 Sport, the popular 4 Seater, and undoubtedly, an Aero 8. In my opinion, this was a fairly respectable showing for the little company from Malvern. We may not always agree with their direction or thinking, but we all have to be pleased that the Morgan Motor Company is still viable in this undeniable world of automotive tangents. Once again, I have to raise my glass to them. Well done! Good Show!



MORGAN LIFECAR



HYDROGEN FUEL CELL



MORGAN 4/4 SPORT

Lifecar Photos Courtesy of the Internet on <http://jalopnik.com/>

Sport Photo Courtesy of the Internet <http://>



# MOGSouth Spring Event TARHEEL TOUR GREENSBORO, NORTH CAROLINA MAY 23-24, 2008

**GREAT TURN OUT EXPECTED !!!** Based on the number of folks that have already confirmed, the MOGSouth Spring Meet looks to be another great event! If you haven't as yet signed up, do it NOW! The rooms are being snapped up quickly!

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



Proximity Hotel in Greensboro, North Carolina

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

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



Chinqua Penn Plantation

Late in the afternoon we will proceed to the historic Yancey House for dinner ([www.yanceyvillage.com](http://www.yanceyvillage.com)). After dinner we'll return to the Proximity.

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

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



Historic Yancey House Restaurant

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

*Andy*

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

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

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

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

Please select your preferences for the Yancey House

Qty \_\_\_ : Heart of Ribeye, \$26

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

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

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

**Mail to Andy Leo, 5124 Kinderston Drive, Holly Springs NC, 27540, or call me at 919-552-9199**



# AMELIA ISLAND CONCOURS d'ELEGANCE

*13th Annual  
7-9 March 2008*



1933 MG Supercharged J3 w / Alloy Body

**T**he 13th annual Amelia Island Concours d'Elegance was held at the Ritz Carlton Hotel on Amelia Island, March 7-9, 2008. This event has become the premier Concours on the East Coast and one of the most prestigious car shows in the United States. It's popularity is growing as we observed by the increasing crowds.

This year we traveled to Amelia in convoy with Rick and Sam Frazee in our two early Plus 8s. We planned a Friday drive up to Fernandina Island but, as they say . . . the best laid plans . . . Instead we anxiously watched the weather radar show a huge mass of torrential rains and potential tornados directly in our path. So we asked ourselves that perennial Morgan question . . . top or no top? Well, we had to opt for the top as the ladies were with us, but we kept the side curtains packed. Tornado or no tornado, we weren't putting on those side curtains.

Off we went . . . feeling a bit like storm chasers, with our bubble a bit left of center . . . into the storm. Luckily we made it a good hour before we hit the **rain, the wind and the cold**. The rain came down hard, then light, then hard again. My legs got slightly wet from the drips but my side, the one to the weather, got drenched. The wind buffeted the cars and the construction scars on I-95 contributed to the jarring ride. And, to top that, it was amazingly cold. It must have cooled some 20 or 30 degrees once we engaged the weather head on. We soldiered on best we could, through a gas stop, and then finally we decided on a lunch break to thaw out and dry off.



Words and Music Mark Braunstein



The rain actually let up a bit while we ate and when we headed back out it was almost bearable, albeit still quite cold. Just another hour to go and we were there.

Andrea and I have been making hotels reservations in Fernandina Beach each year, very soon after the event (given the high demands on the locale), so we had a room at the Hampton Inn on the waterfront (not that we could see it from the room, but the room was quite nice). Rick and Sam booked a B&B and were just a block away. Fernandina Beach is a quaint little town with a myriad of antique shops, quirky beach fashions, historic B&Bs and a good number of small but delightful restaurants and pubs. Once into town, we walked everywhere we went.

After a brief nap and a clean up, we were off to dinner at La Bodega Café. This quaint restaurant was just up from our hotel but directly across the street from Rick and Sam's B&B. It was still cold and very windy so coats were definitely required, but the rain appeared to have left us. Luckily, Andrea guessed correctly and requested an inside table. A great dinner, a few beers, and then we were beat.

Saturday, in Amelia is always low key for us. We plan very little and strive to do less. We slept late and got a light breakfast at the hotel. Then we went down to dry the car out. Well, the rain had gone but now we had the wind. Sustained winds of 25mph and gusts into the 40s! And, again, it was cold. Regardless, the top came off, after a bit the elbow grease and lots of towels, the beast was once again dry and almost presentable. We soon found Rick and Sam (or I should say, they soon found us) and we scooted off for the Ritz Carlton.

Saturday is the day for the RM Auction and the day we like to peruse the offerings in the tent before the cars are rolled onto the podium for auction. We walked around looking at the cars for sale but staying wide of auction tent for fear we'd gesture and buy a Bugatti. There were a few cars I would have considered, a maroon MGA, a lovely little Fiat Cabriolet, even a MG PB Airline Coupe would have been nice to take home. It appeared that the public's hunger for the big brass cars has waned somewhat as we heard several didn't draw the prices they should have.

On Saturday, we also enjoy seeing the of wares of the Automobile Fine Arts Society, AFAS. The AFAS art is always great and I only wish I had the bank account that could equal my tastes. Rick and Sam spent some time chatting with a memorabilia vendor, about their own antique gas pump. Then back to Fernandina Beach. We had another lovely dinner at Espana, and few more beers in the pub attached to Rick and Sam's B&B.

Sunday the wind was gone, but it was still quite cold. We paid our money and parked in the designated lot. We caught a ride to the hotel in a Toyota van, and then stood in line waiting for the gates to open. While standing there, we saw Pete Olson and friend and they joined our ranks. Rick and Pete shared trike stories and we all chatted about common acquaintances and of course, Andrea's favorite, auto parts.

I can't really do justice to the amazing display of automotive art displayed in all their grandeur



1950 Martin Stationette



1953 MG TD Sports Speciale Race Car



1935 MG PB Airline Coupe

on the grounds of the Ritz. The cars are truly lovely and I would love to be a true connoisseur that could explain the logic behind the intricacies of each design, but all I could really do was stare in awe and appreciate the visual appeal of it all. Unlike other years where the grandness of the large, ostentatious cars appeal, I found myself attracted to the small cars that had a clear sense of purpose or raison d'être, beyond just the flamboyant. The MG race car collection was one I was quite attracted to. It wasn't the sheer expense or the opulence, but really the small, sometimes overlooked details that caught my eye this year.

I also liked the class of 'cars you have never seen before'. Some very interesting prototypes and some other really strange things. Speaking of strange things, there were no Morgans on the lawn this year, and our two Plus 8s were the only Morgans we saw all weekend. Although, we did run into a few folks who mentioned past affairs with the Malvern maven.

As I was floating around looking for ambiance photos, Rick noticed quite an interesting event. The Concours organizers had arranged a group of young folks into a 'judges in training' cadre and allowed them to evaluate one of the Bentleys on the field. What a wonderful idea to break in the next generation. Something we might need to try at one of our upcoming meets. We left Rick and Sam at the Concours and headed back on our own. I had to be back to work on Monday, but Rick and Sam had planned to stay another day.

The drive home after the show was relatively quick and uneventful but the recollection of the weather remained. We had it all, **the rain, the wind and the cold**. I guess Florida is not always palm trees and sunshine. Good thing we had our coats. I am still shivering.



Young 'Judges in Training' - Blue Coats w/ Pink Hats

*Mark*

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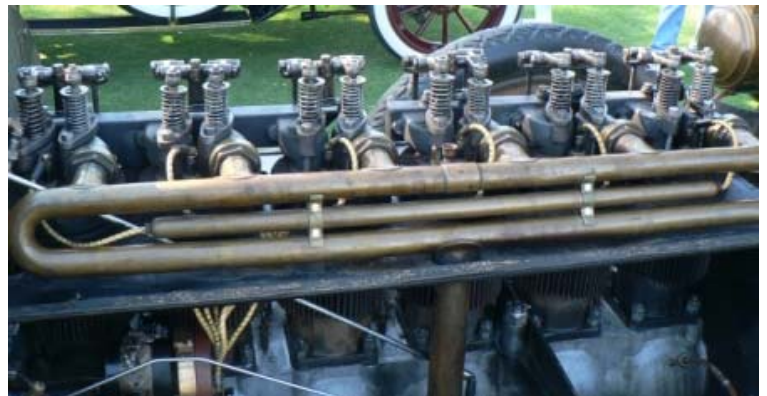


*... details*

**AMELIA ISLAND  
CONCOURS D'ELEGANCE**



*13th Annual  
7-9 March 2008  
Amelia Island  
Florida*







# FACTORY NEWS

The biggest real news out of the factory of late, is the recent announcement of a newly configured 4/4 called the 'Sport'. The Factory is looking for a model to round out the bottom of the product range and provide a less expensive car, and the Sport aims to fill that spot.

It would appear to be offered with out wing lights or a spare. I haven't heard specifically however, I suspect the car is adorned with run flat tires and a can of air is offered in lieu of the spare, or simply the spare is an option. The traditional spare tire opening is covered by a plate. Alternatively, they could provide a small 'donut' as a spare and want to cover it, as it would not be attractive.

The Sport is also rumored to have the latest Ford 1.6 liter motor. I do find the painted wheels appealing and if a lower priced car can attract new buyers, I'm all for it.

In other news, the Aeromax has begun production and cars are starting to appear. The photographs below, courtesy of Lorne Goldman and emog, show a very striking automobile, although it is hard to tell what has been altered from the original prototype.



MORGAN 4/4 SPORT



[http://www.auto-motor-unc-sport.de/fotos/foto-shows/news/mpsfshw\\_show\\_503863\\_13999\\_hbs](http://www.auto-motor-unc-sport.de/fotos/foto-shows/news/mpsfshw_show_503863_13999_hbs)



MORGAN AEROMAX



Another bit of news from the factory, again supplied by Lorne Goldman and emog, are the new kingpins and oiler design. It sports a grease passage lubricated by a grease nipple in the top bolt. Unlike the older one-shot oiler passage, this passage is wider and is made for grease not oil and now reaches the bushes.



NEW KINGPINS







The **pre-race show** was quite spectacular with tributes to the past winners, many of whom were present and toured the track. Richard Petty, AJ Foyt, Dale Earnhart, Jr., Jeff Gordon, etc., and others all were announced and led to waiting pickup trucks for track laps in front of 250,000 fans. They also had a few historic race cars lap the track to the delight of the fans. Richard Petty's famous Plymouth Superbird and his 1979 winning STP racer were just two of the historic race cars that took laps, while Dale Earnhart, Sr's black number 3 was pushed out in tribute.



And, if that wasn't enough, they had Chubby Checker, Michael McDonald and Trisha Yearwood playing to the crowd and keeping time with hundreds of folks with flags and banners.

**Then they were off.** A really clean race to start with nary a caution in the first half. I was awed by the speed of the cars and the skill of the drivers, as they held those beasts so closely to wall . . . and to the other racers. Pretty intense stuff.

I figured that I would be unable to hear, as I had been told that the roar of the cars, as they passed, was deafening. Actually, it was loud but not unbearable. May have been the damage done during my rock and roll childhood, but I wasn't uncomfortable with the noise.

What I didn't like, however, was the confined space of my seat in the grand stands, with a mass of folks around me. I'm used to the freedom of the road race circuits like Road Atlanta, where I can roam around and watch the action from various venues. But I sat, then stood, then sat, then stood as the race progressed. Andrea was in a bit of a bind when the folks in front of us stood up, but luckily our seats backed to a wall, so she could actually stand on her seat to see over the crowd, which she did on several occasions.

We spent the entire race in our seats, not venturing away from the racing action, and not wanting to battle our way out, through the crowds, just to battle our way back, through the same crowds, to regain our seats. Frankly, I was enjoying my first experience at NASCAR. I will say I have found a new appreciation of the racers and the cars, but I will say the view on the High Definition TV is far better than that at the track.

Jeff Gordon led early but fell off at the end. As did Jimmy Johnson, Jeff Burton and Michael Waltrip. Dale Earnhart, Jr. was pretty much in the mix the whole way, finishing in the top 10. The final ten minutes were caution after caution as the opportunity of winning pressed the drivers to their limits. Tony Stewart came on strong at the end, but the final push by Kurt Busch's Dodge to get Ryan Newman's number 7 over the line in front was certainly unexpected and quite impressive.

Then it was over and we had to leave. Getting out was almost as





interesting as getting in. We all converged on the portals, almost like a homogeneous mass of human kind, edging forward, it seems without actually walking. We just oozed towards the gates. There were those that were quite vocal in their discourse about the race and there were those that were just over lubricated . . . on what I would guess to be . . . that all American beer, Budweiser.

After a time we made it though the gates to the scanner rental van where we returned our scanner, and retrieved our deposit, some \$350. Then we joined the procession again, oozing some more towards the buses and porta-johns. The lines at the porta-johns were quite amusing in themselves and needless to say . . . if you have to go . . . go early.

**Again, we stood in line.** The lines for the buses were endless and we waited for the better part of an hour. Finally we ambled up the steps of an old school bus. The seats were adjusted for little folks and there was insufficient leg room for me, and I sat sideways for the short but bumpy ride to the parking lot.

We arrived and the bus unloaded and people moving trailers that were roving the parking lots earlier, were nowhere to be seen. We started walking. Later we did see them tucked up and parked for the evening . . . we continued walking. As we neared the area where we thought we had parked, we figured we'd just push the red button on the key fob, and get the lights to flash and the horn to honk. As it turned out, everyone else had the same idea, and we were looking at a massive parking lots with all sorts of lights flashing and horns honking. Luckily we remembered a few landmarks, like an elevated light and a power line. Soon we found the car, and found our way out.

The ride home was quiet as we mused over the excitement of the race and grandness of the event. Quite a thrill. Something I won't soon forget. Am I a NASCAR convert? I don't think so, but I do believe I will find myself watching the coverage on television just a wee bit more. I do admit I'd like to try the infield, with the parties and the campers, sometime. All in all though, good fun and a great day out. If you haven't been to a NASCAR event, you have to try it. Even an old road course disciple like myself can be entertained by the big, fast and loud cars. It's just the repetitive left-to-right neck whip I could do without. .

*Mark*



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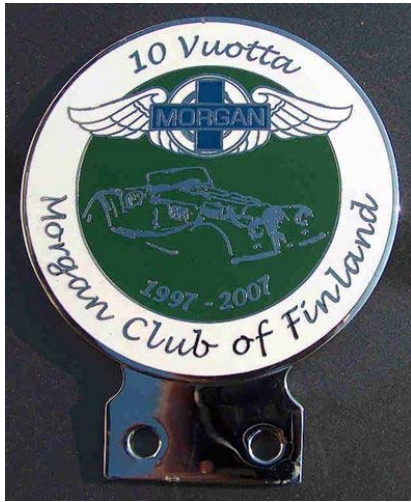
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Jim Baker has crafted a special badge for the 10th Anniversary of the Finnish Club. The centre logo is from the club's magazine with the blue cross in the Morgan wings and white background of the Finnish Flag. The price including postage is £54.00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



Gilt or Nickel Plated Cast Buckle - £17.00



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

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

## Jim Baker

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SOUND BITES . . .

**My Favorite Morgan**, Classic Motorsports, May 2008, BS Levy - "So when it came time for Super Dave to step aside (albeit into another race car) and let Stacey have her chance with the Morgan, she was more than ready. She's run at or near the front ever since, and wowed everybody when she copped her first - and, I believe, first ever for a female racer in HSR - overall win at Roebing Road in the fall of 2006." [MOGSouth Members Dave and Stacey Bondon get some real press with a nice write up and some great photos. Well deserved. Ed.]

[Page 120 of the same issue of Classic Motorsports has a great photograph of MOGSouth Member Ray Morgan leading the field in his mighty Merlyn sports racer, at Roebing Road Raceway in Savannah, GA. Ed.]

**Morgan Designer Scoops KTP Award**, The Engineer Online, <http://www.theengineer.co.uk> - [Mathew Humphries the young car] designer at [Morgan Motor Company](http://www.morganmotor.com) has been recognised as a 'Business Leader of Tomorrow' at the 2008 Knowledge Transfer Partnership Awards. Most recently, Humphries worked on Morgan's hydrogen fuel cell-powered sports car, the LifeCar, unveiled at this month's Geneva Motor Show. He said: "The KTP programme has provided an excellent foundation for my career in a hugely competitive industry. It has been particularly rewarding to work with the Morgan team, to realise my designs in both concept and production vehicles."





**Limited Production Planned for Morgan AeroMax** by George Delozier, March 10, 2008  
 Morgan Motor Company is known for their radical designs and how often they change them. Just a few days after the introduction of the LIFEcar at the Geneva Motor Show, Morgan announced that the AeroMax would enter production.

The AeroMax was originally a one-of-a-kind build commissioned for Prince Eric I. Sturdza, President of Banque Baring Brothers Sturdza. So much interest came about after its debut at the 2006 Geneva Motor Show that Morgan began plans to enter a short series production. With permission from the original owner of course.

The frame is constructed from Ash wood and the body is made of aluminium panels. Using a new process, the panels can be pounded into complex shapes and then fitted over the frame. Using as many lightweight materials as possible reduced the carbon emissions and increases fuel mileage. It will also increase performance and handling.

Under the hood Morgan decided to use a 370hp 4.8L BMW V8 engine. From there power goes through an automatic transmission, a first for Morgan, straight to the rear wheels. Everything is connected to a lightweight Aero-8 chassis. By reducing as much weight as possible and using a quick-shifting automatic, the AeroMax can hit 60mph in 4.1 seconds and top out in the 170mph range.

Production is limited to only 100 units, which have already been spoken for. They do have a reserve list in case someone cancels, so you better hurry if you want one. <http://inventorspot.com/>



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[isis@morgancars-usa.com](mailto:isis@morgancars-usa.com)





### KEY PLANNING DATES

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

- **Savannah Historic Races**, 4 - 6 Apr 2008, Roebing Road Raceway, Savannah, GA
- **All British Car & Motorcycle Show**, 5 April 2008, Winter Park, FL
- **Vintage Drivers Club of America**, 18 - 20 Apr 2008, VIR, Danville, VA
- **Historic Sports Car Racing 'Walter Mitty' Challenge**, 2 - 4 May 2008, Road Atlanta, Braselton, GA
- **Atlanta British Motorcar Day**, 17 May 2008, Berry College, Rome, GA.
- **MOGSouth Spring Meet**, 23 - 25 May 2008, Greensboro, NC, Hosts - Andy Leo **\*\* Details in this Issue \*\***
- **Gold Cup Races**, 13 - 15 Jun 2008, Virginia International Raceway, Danville, VA
- **MCCDC's Annual Morgan Meet - MOG 38**, Week of 4 July 2008, Location TBD
- **Virginia International Historic Races**, 6 - 7 Sep 2008, VIR, Danville, VA
- **British Car Fayre**, 13 Sep 2008 (Tentative), Historic Norcross, GA
- **Goodwood Revival**, 19 - 21 Sep 2008, Goodwood, UK
- **Petite Le Mans**, 1 - 4 Oct 2008, Road Atlanta, Braselton, GA
- **EuroAutoFestival 2008**, 17 - 19 Oct 2008, BMW Zentrum, Spartanburg, South Carolina
- **MOGSouth Fall Meet**, Dates and Location - **TBD**
- **Winter Park Concours d'Elegance**, 2 Nov 2008, Winter Park, FL
- **Daytona Continental Historic Races**, November 6 - 9 2008, Daytona Speedway, Daytona Beach, FL
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 2 Nov 2008, Hilton Head Island, SC **\*\* Morgan Class \*\***
- **MOGSouth Christmas Party**, 6 December 2008, Hosts - **TBD**

# MOGSOUTH EVENTS

# 2008





**Morgan Book! The Heritage Years 1954-1960 In Stock! Order your copy today...**



**(310) 998-3311**



**Ordered and available:** The very first **2008 AERO AMERICA** 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 America 4.8 Automatique!

**BEAT THE \$15,000 PRICE INCREASE ON ENSUING NEW AEROS:**

**'07 AERO AMERICA** As New, 100 miles, Rosso Bordeaux Pontevecchio/Charcoal Grey leather with dark red leather diamond pane inserts and piping; Burgandy soft top, side exhaust, black ash wood trim.

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

**'05 ROADSTER** Butternut Yellow exterior w/Cafe Au Lait milk chocolate leather w/cream piping; tan weather equipment in mohair; chocoate mohair top cover; stainless steel luggage rack, fog lights; stereo CD; every conceivable Factory option; 1,300 miles. As new-stunning color combination of this, the rarest, hardest to get last of the traditional US Morgans.

**'03 +8 35th Anniversary Edition**, Vin# R13153; 0050 miles, Red exterior, Tan leather with Red inserts and piping, Factory lightweight alloy wheels, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan Mohair Side Curtain Bag, Car Cover. The most collectible Plus 8s and definitely moving up in value with no similar model for the US from the MMC.

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

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

**'94 +8** 2,200 original miles! Beverly Hills/Hollywood car from new, Rosso Corsa/Biscuit leather, ultra rare 16" center lock alloy wheels, tan weather equipment, walnut dash, badge bar w/badges, bonnet strap, luggage rack, stereo system with remote, fresh service.

**'64 +4** Raspberry, Brown Leather, Alloy low profile SS body, 157 dyno'd HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

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

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

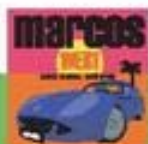
**'60 +4 ROADSTER**, one local owner for it's first 44 years! Recent Regency Red complete paint/ tan leather interior, new tan weather equipment, new Gemmer steering box, new front brake rotors, wheel cylinders, brake pads, rear shoes, full front end suspension rebuild, major tune up

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

**other marques**

**'65 MGB GT** Motor blueprinted 15" chrome wire wheels // **Sale Pending**

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



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Managing Director

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

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

### ROADSTER MODIFICATIONS

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



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

**The new Name Tags are in!** Randy ordered an additional 50 MOGSouth name badges and they are available for current paid up members. They are \$8.50 per badge plus S&H. Randy will accept orders via email. Once badge is engraved, it will be mailed and invoiced.

Call Randy!



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](mailto:mogsouth@yahoo.com).

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

**SOUTHERN FOURS AND EIGHTS**  
NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/08  
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**

