

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/10

Morgan Patina! It Doesn't Get Any Better!!

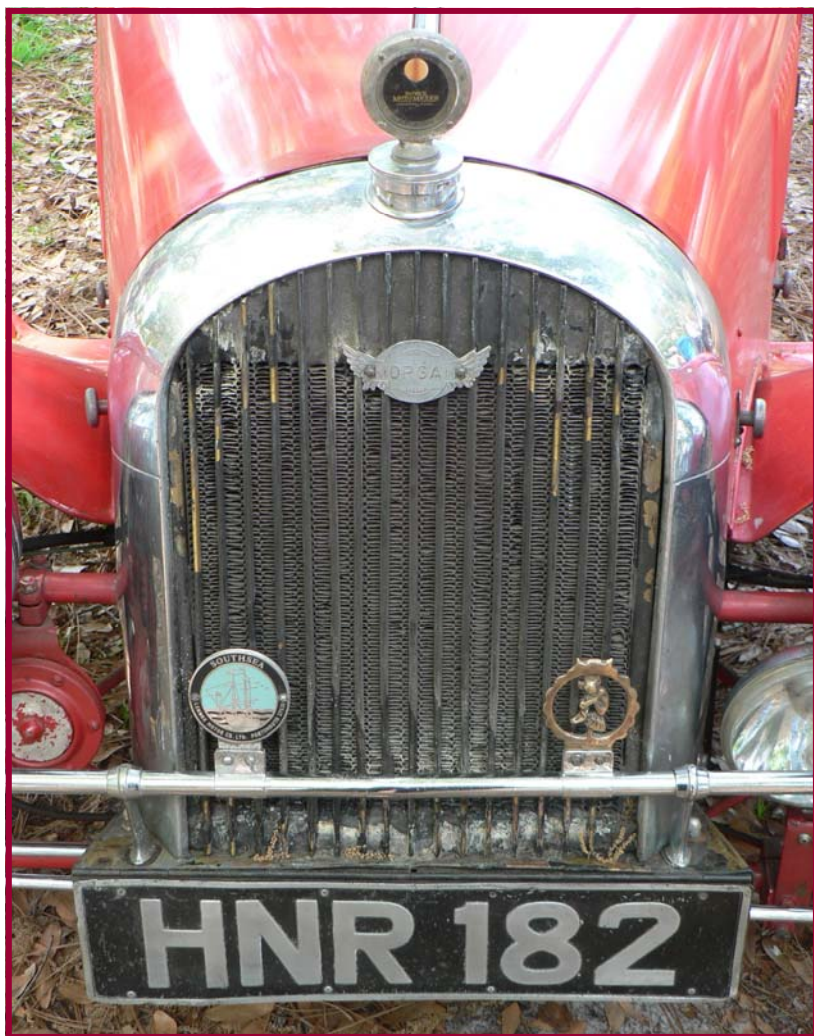
Well, the car activities here in the Southeast have certainly gathered momentum and are nearly up to full speed.

For us in Florida, our participation at any number of car events is only limited by time and (and certainly for me) money. There are the races at Sebring and Daytona, the shows everywhere, and the big events like last month's Amelia Island Concours.

This past weekend was spent along with lots of other British iron, at Orlando's All British Car Show on the 10th of April in the beautiful Mead Gardens in Winter Park. We had a great collection of classic British cars, with some really lovely Mini's, Jaguars, TRs, Rolls Royce and Bentley. Some less common cars like two Marcos Manta Rays (I believe), two diminutive pre war Morris' and a BSA Trike. Really cool stuff!

The Morgan contingent is always involved in some capacity and this year was no different with Rick Frazee acting as Co Chairman and Jim Danhoff working the awards and voting counts. (I seemed to avoid any responsibilities this year, but I would guess my time is coming . . .)

For most of us, it served as a good excuse for many to dust off the Morgan(s) and to round out the flat spots in the tires . . .



Rick and Sam Frazee have a new F-2 Super to play with. A bit of patina but all there. They have been following this car for years and waiting until they could get it into their garage. Good Show!!

I brought out the DHC Prototype and the 4/4, while Rick Frazee had his 2007 Aero 8, DOGSMOG the 1967 Plus 4 Four Seater, and his newly acquired 1952 F Super "Elizabeth." Elizabeth is destined for a full up restoration. I will harass Rick to keep us routinely updated on the progress. Jim Danhoff, an avid Morgan driver, was there as well with his lovely two tone Plus 4.

And, we also added a few new friends! Transplants from up north and the 3/4 Club. We were very happy to welcome the Allard's and their lovely red 1967 4/4 to central Florida. Sorry, I don't have a good picture of the car. Trust me, it's very nice. They have relocated from the frozen north of New England and now live some 2 hours outside of Orlando.

So all up we had a total of 7 Morgans, from old to new. No Plus 8s or Roadsters, but a good showing none the less. The Allard's won a lovely trophy for their 4/4, pretty cool for their first time attending the show, and Danhoff's were thrilled as well, taking home a trophy for their Plus 4. Rumor had it Jim Danhoff even washed the car for the show. (Just kidding, it looked great!)

Now, we have to look forward to the Spring Meet and all the doings with the Pub Crawl. The plan for us is to drive the Plus 8 up, but there are challenges.

I am desperately trying to sort the brakes on the Plus 8, having the front calipers rebuilt and now the Master Cylinder is off to Apple Hydraulics as well. I had a bad leak (well it turns out, multiple leaks) and once I corrected the most obvious culprit the calipers, the master cylinder's problems became more apparent. It's a bit like a balloon, you squeeze in one place, and it pops out in another. Anyway, I hope to have the master cylinder back in time to install in the car and head north to Asheville. It should be a good meet and I am looking forward to seeing the crowd.



The Danhoff's Plus 4



The Avon DHC Prototype



The Frazee's New (old) F Super



The F Super, DogsMogs in Black



MOGSouth Spring Meet

Asheville, North Carolina - 14, 15, 16 May 2010

As you know there has been confusion regarding the Country Inns and Suites originally chosen to HQ both the Morgan Pub Crawl and MOGSouth's Spring Meet, May 14-16 in Asheville. The original Country Inns and Suites (at 199 Tunnel Road in Asheville) cannot accommodate both groups at the quoted rate of \$79 per night.

Therefore, Charlie Miller and I have decided to move our HQ Hotel to another Country Inn and Suites property in Asheville where Charlie was able to secure 49 rooms (the Pub Crawlers need 25) at a rate of \$79 per night including the breakfast bar each morning. This property is a newer hotel and is 6 miles west of our original location.

Specifics of the **New** Hotel

Country Inn & Suites By Carlson, Asheville West, NC (Biltmore Estate)
1914 Old Haywood Road , Asheville North Carolina 28806, United States
Telephone: (828) 665-9556 Fax: (828) 665-9557

Mention "**Morgan**" when you make your reservation.

For those of you with reservations at the original location, you will need to cancel and re-book at the new sight sorry!!).

All functions for the weekend, Pizza Party, Hospitality Room, etc. will take place at the new site. We will still go to the museum Saturday AM, with lunch and dinner as planned.

MOGSouth will be meeting up with the Morgan Pub Crawl group arriving from the west via the Blue Ridge Parkway (several MOGSouth members will be with that group) on Friday. The Pub Crawl and The Club will host a pizza and beer party Friday evening at the hotel.

On Saturday we have planned a visit to The Wheels Through Time (<http://wheelsthroughtime.com/>) museum in Maggie Valley, NC, an approximate one hour drive from the hotel. Departure will most likely be 9AM that morning with a planned 1.5 to 2 hour tour.

After the museum tour we will motor to the Grove Wood Cafe (www.grovewoodcafe.com) for lunch at 1:00PM. After lunch the afternoon is open for tours of Asheville, the Biltmore House, shopping or naps.

Dinner is "Dutch Treat" Saturday night at 6:15PM at the Fiddlin' Pig in Asheville, a BBQ buffet and Bluegrass restaurant. (<http://www.fiddlinpig.com/>)

After breakfast Sunday, return home or continue with the Pub Crawl. As usual The Club will provide refreshments for the Hospitality Room on Friday and Saturday.

Thank you to Charlie Miller for securing the hotel rooms, Dorothy Moore for the lunch spot at the Grove Wood Cafe, David Chiles for dinner spot at the Fiddlin' Pig and Robert White for setting up the tour of the Wheels Through Time Museum!

Action Required - As requested before, we will need a head count please for the museum, lunch and dinner reservations so PLEASE RSVP to me with the number in your party for each of the three functions.

We hope too see you in Asheville. Please call or email with any questions and thank you for your patience and understanding! Thank you.

Randy Johnson

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randy@therandalgroup.com

Make My Car a Star!

Several weeks ago I received a note via the MOGSouth web site from a gentleman looking for a Morgan to be used in a pilot TV series being shot at Peachtree DeKalb Airport on Monday, April 5.

It seems that one of the principal actors in the series is Malcolm McDowell, a British actor (A Clockwork Orange and one of the Star Trek movies and more) who also owns a Morgan (Super Sport) in Los Angeles.

The scene involved McDowell driving the car onto the airport premises for a cocktail reception at the Trans-Air shareholder's meeting.

I emailed a photo of our Plus 4 to the director and they decided that it would do.

I was to show up at Peachtree DeKalb Airport (PDK) at 9AM that Monday and was there at the appointed hour.

I was directed to park directly in front of the hanger, next to a very nice executive jet (the difference between the price of men's toys).

Shortly after parking, Malcolm McDowell appeared and we struck up the usual Morgan conversation.

He is truly a gentleman and was fun to talk with.

The Morgan was staged around the corner of a hanger and upon the cue; McDowell went driving off to park by the jet.

I asked him if I could take his photo in the car and he agreed but alas, I forget to push the "save" button on my cell phone, so I have no proof that all this occurred.

You will just have to watch for the premier of "Franklin and Bash" on TV.

I will let you know the broadcast date.

The rest of the day was spent standing around waiting to see if the car was to be used in another scene.

It was not so around 8PM, I was dismissed.

I met some really interesting people during the day, but for the most part it was pretty boring, as I guess most film making truly is.

Our car did have its 15 minutes of fame however.

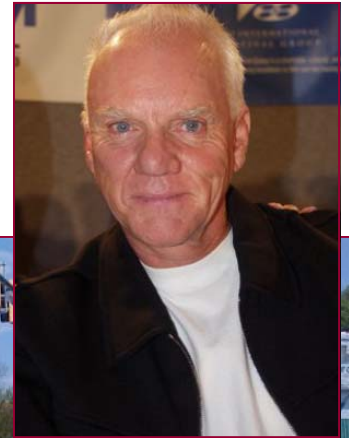
Ironically, I was called later in the week to do it again on Sunday, April 11 in Covington, GA for a parade scene being filmed for "Vampire Diaries" a current TV series (never seen it).

As Dale and I were to be out of town, I asked son Scott if he wanted to participate in our car and he was willing.

A photo of the car in parade livery exists so we do have proof that indeed our "car was a star" at least for a few minutes. Scott's experience was similar to mine that Sunday but I do think he had a good time.

Funny where these cars can take you!

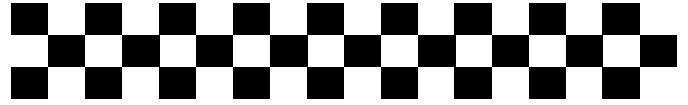
Randy



Article and Photo of Morgan Courtesy Randy Johnson. Photo of Malcolm McDowell, Internet.



Azaleas and Racing



Savannah in the Spring, more accurately Pooler, Georgia in the Spring. Pooler is the home of Roebling Road race track. We go there every Spring for the SVRA Roebling Road Spring (what else) Races. Stacey and I have a long standing father/daughter weekend tradition. One of us gets to be crew chief and one of us gets to drive. This year it is Stacey's turn to drive. She hates it when I get to tell her what to do!

The Azaleas are in full bloom as we turn off the main road and approach the track. They call this Low Country for a good reason. It can't be more than two feet above sea level. I've never seen a crocodile in the little fingers of water that come right up to the road, but I know they are there. For some reason Azaleas grow to gargantuan proportions in this environment. I'm sure no one takes care of them. They are everywhere in the most rural old residential areas (read that double wides) surrounding the track. Ten feet high and bursting with intense color that only crocodile poop and slimy green water could possibly create.

The track itself is a throw back to the days when they left the trees in place and built the track around them. It's like a park. You pull your rig in between two big pine trees (the cones are easily ten inches long and they hurt if you are slow getting your canopy up and get beamed by one) and set up for the weekend with your old friends. Trailer doors open and out pop Sprites, Formula 5000s, Spitfires, Ginettas (the latest hot car for Vintage racing), Porsches, big Healeys, ... you name it.

We get there mid day Wednesday so we can pick our pine tree and get ready for the first test session on Thursday. Test day goes well, Stacey is as smooth as ever and the car is running nicely with it's new muffler, yes muffler. They actually have sound monitoring so we don't disturb the croc's. It is no mean trick to make a race engine run well in this mode. Friday is practice day and you get a feel for the competition. SuperDave is standing on the pit wall and feels confident, everything is going well. Saturday is qualifying. Two races. First one for time and the second to determine grid position. Stacey is at the top of the sheet with the fastest time in the morning session. Lookin' good for Splinter Group Racing.

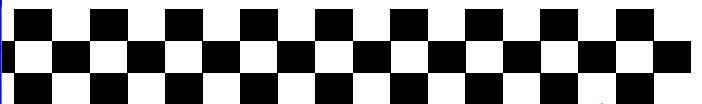
As the afternoon session gets underway the Morgan is not sounding sharp. Something is definitely off song. "It sounded flat on the cool down lap" the driver reports. Super puts an ear to it and hears an "extra" metallic noise in the engine. Something in that wonderful dual over head cam valve gear is not right. Probably a broken valve spring. Our sixth place on the time sheet confirms that there is a problem.

Lot's of chin rubbing, poking around, "expert" opinions, and a few cool ones lead to a decision to call it a weekend. Hey, we had our moment in the sun at the top of the sheet. Stacey has won here before so we really had them worried.

Dinner with friends at the Shell House was great as usual. Eat all the clams, crabs, shrimp, and mussels you can and just push the remains into the hole in the middle of the table.



We'll be back next year. If you are in the Atlanta area come to the Walter Mitty races at Road Atlanta on May 1st and 2nd. SuperDave will be out there carrying the Morgan banner (and Stacey will be crew chief). She loves it when she can tell me what to do!



SuperDave and Stacey



Classic 1966 Morgan Plus 4 Four Seater

Excellent condition. New Black Canvas Convertible Top, Windows, Tonneau, Boot Cover and Storage Bags. We purchased in July 2009, prior owner had service done by factory authorized dealer in the northeast since he purchased in 2006.

Features new Dayton chrome wire wheels, new style stainless steel luggage rack, new aluminum radiator & overflow system, alternator conversion, new gear-drive starter, balanced drive shaft, rebuilt front end, exhaust headers, and redone rear brakes, stone guard headlight screens, badge bar. Paint and leather are in good condition. Approx 8,300 miles since the prior owner's restoration.



Rear Seat Platform - Ready for Dogs



With Dogs



Without Dog Platform

Acquired new Morgan project so something must go. Asking \$35,000 Contact Rick Frazee mog4@earthlink.net or 407-620-0507

The Secret Life of Arutunoff

by Phil Berg

James Thurber's iconic character Walter Mitty actually wanted to become Anatoly Arutunoff, we believe.

"Toly" has raced with Bob Bondurant, Phil Hill, Richie Ginther, Dan Gurney, Ak Miller, and Carroll Shelby back when cars slid, drivers were visible, and the average privateer like Arutunoff could finish fourth in a grand prix race against the factories. His father invented a special in-ground pump for oil wells that served the oil industry boom early in the 20th century, and relocated the family from Czarist Russia to Oklahoma. His family aimed at overachieving: His sister Ana invented a holographic art medium called Holodeons, which intrigued and were collected by artist Salvador Dali.



One thing you'll notice 'Front and Center' in Toly's Garage is the Morgan. Toly was the first owner of our 1971 Plus 8. Ed.

Article and Photo Courtesy of Phil Berg, Autoweek.com June 2007

Even though Arutunoff is proud of his ancestry, and his family's accomplishments, he considers himself a true American and pokes fun at his heritage. "Well, my mother was Ukrainian," he says, "and my father was Armenian, and there are portions of my mother's family who didn't think my father—being from Armenia—was a white person. He came from the Caucasus mountains, where the word Caucasian originated. Once at a gathering, a relative of my mother's came up to me and said 'You know we still call your dad black.'" He considers the irony, and adds, "You know, America is the least racist place on the planet."

Whatever the genealogy, his parents supported his car desires, especially at the times the family was living at a home they owned in Los Angeles. "The first thing they did was lie to get me a driver's license at age 15. That's because once when I was 14 and living in Los Angeles, I went to see a friend, and his mother asked me if I wanted to drive their Peugeot convertible. All I remember about that car is that it had a separate key for the door, gearshift lock, ignition, and trunk. I drove that thing all over L.A." His parents got him a '51 Belair hardtop; he specified a manual transmission for it. Then when he went to college he lusted after a Jaguar 120 as a replacement for the Chevy. However, master macabre actor Vincent Price purchased the family's L.A. home, and back to Tulsa they moved. "My parents said if they still had the house in L.A., they would buy a convertible XK 120 for me, but because we lived in Oklahoma, they said 'we'll get you a Lincoln convertible, or people will talk about us.'"

So Toly added headers and dual exhausts which came out through running boards, to the Lincoln. He added a supercharger and alcohol injection. He also added a "continental kit" and he had the convertible top made entirely of clear plastic. "It would do 133 mph, and peel the tread off the tires."

Although Arutunoff began racing in “normal” sports cars, such as his Porsche Carrera Speedster in 1957, and then a really quick short-wheelbase Ferrari in Italy’s spectacular Targa Florio enduro in 1967, he considers them just tools of their time. You get the sense, even, that he’s bored with these super-classics.

In the 1970s, he drove in two genuine Cannonball Baker coast-to-coast races, and has raced on just about every road race circuit in the U.S. and many in Europe. He even built his own road course, the Hallett Motor Racing Circuit, not far from Tulsa. And he still drives in European vintage rallies, and was seriously considering the latest Bullrun outlaw jaunt from Montreal to Key West last May. “I also won the very first Palm Springs vintage race. I ran the first two Colorado Grands, the Copper State in Arizona, the first Silver State open highway race in Nevada, then we put on four rallies ourselves: One in Arkansas called the Hillbilly Mille, two in Las Vegas and two French road rallies, one themed “the French chefs” and one for the Champagne region.”

What appeals to Arutunoff about the vintage rallies isn’t the speed of cars on a racetrack, but the recollection of driving quickly on real roads, and the attitudes of the spectators of real road races gone by. He specifically remembers the 50th anniversary of the Grand Island, New York, road race, a re-creation of a five-mile run the town’s mayor hosted in more innocent times. “He just let them drive as fast as they wanted all day. One guy in a Porsche went off, flew over a woman with a baby buggy, and the result was the dealer sold a whole bunch more cars because of how safe the car was because the driver lived. People said it was really exciting. The Porsche actually hit a car in the parking lot and landed upside down.”

These days gentleman racer Arutunoff says his small collection of one-off, uniquely crafted sports cars mean the most to him. There’s a reason for this: Not even jaded car enthusiasts have ever seen some of the cars that he’s parked in his 10-car garage, “Real gearheads, car guys, everyone loves seeing the oddity of the cars here, because they’ve never seen them before. It doesn’t matter if you like them or not. Six cars here are one of a kind or one of three total. It’s great fun—weirdness like this red Lancia that needs paint. Young Andrea Zagato was there when I first showed the car, and he looked at it and said ‘original paint?’, and I said, ‘No, it’s been painted. It was dark green and the English folks I bought it from painted it ‘resale red.’ ”

Arutunoff is a confirmed old-car junkie. “I get so fed up reading about new cars, if it doesn’t have 350 hp, it’s underpowered.” One of his Lancias, a Flavia Zagato, he calls the ugliest ever made. He owns a Cooper Mark IV that even confused John Cooper as to its origins: “John Cooper looked at it, and it was a Mark IV sports, and he said to me ‘It looks kind of like one.’ ” Arutunoff also has a slick concept Studebaker-powered Ascot. “This was to be the competitor to the Corvette. The first one looked like a Ferrari. This one was the April ‘54 Hot Rod cover car. I bought it in Center Harbor, New Hampshire.”

He also has an MGA that was re-styled with four different kinds of wood making up most of its body. He has a concept AC Bristol with a Zagato body that never went into production, “This is a one-off, and they were going to go into production, but Zagato cancelled it. Huge amount of rear leg room because it’s on a sedan chassis.”

Arutunoff’s one-off of all one-offs is the tube-frame, canvas body roadster he calls the “Lapin Agile” (*AutoWeek*, April 9, 2000) that he built himself. “It has a straight-eight engine. I wanted an exhaust that came all the way down the side, and the guy fabricating the exhaust got cute and put it under the curved fender. There’s no emergency brake, so I have some wheel chocks, but they’re covered in leather. These cylinders are the gas tanks,” he describes. Canvas covers the engine, and unsnaps for access. “I can’t believe that canvas hasn’t burned yet.” At 70 years old, he still has more designs that he wants to build, too.

Just after his first marriage 10 years ago, two weeks shy of his 60th birthday, Arutunoff built his garage behind his pool, with French doors and an office, and ivory-tinted epoxy floors so that it “didn’t look like a garage,” says wife Karen. “He really does need a place of his own. When I met him he was living in a 4,000 square-foot house, and it was full of this stuff. I told him, ‘I understand stuff. I have stuff. I love all of your stuff. But I’m not sure I want it in the house.’ ”

Although Arutunoff at one time owned the first Ferrari dealership in Oklahoma, as well as Ford, Saab, Saturn, BMW, Volvo, Mazda, and Sterling shops, he’s pared down to a share of a Honda store, and even though it provides him a new Accord as a daily driver, he’s more fond of doing errands in his quirky Subaru SVX, “which is the rare front-drive model,” he jokes. He’s trying to figure how to squeeze one more car into the garage, a Cunningham, also a one-of-a-kind, which is being restored as a project at a local outreach church called ‘Guts.’

“We are the oddest people in the church,” says Karen. “It’s all run by young kids, and the pastor is a great friend who is a motorcycle nut. We are the oldest people by 30 years. Toly is like the mascot.”

[\[Toly’s Book ‘One Off’ is a kaleidoscope view into the life and times of Toly. An interesting read. Ed.\]](#)

2003 Plus 8 for Sale !!

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FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

The MMC factory is reported to be doing quite well, with the new Roadster Sports, driving production.

The clean, no frills car, is also a lower cost variant and that may be part of the appeal.

The Morgan World is also waiting for another new model to be announced at the Pebble Beach Concours in August.



Chris Towner Drives the New Morgan Roadster Sport <http://www.emog.com> Apr 22, Chris Towner

"The MMC was generous enough to give me the keys to the latest production version of the Roadster sports. This was not one of the show cars but a black beauty which included the new widened front sub frame, wide wire wheels in 15 inch and cleaned up rear panel using smaller lamps. Pictures will follow in a few days as I am still in UK destined to leave today. My review is the seats are as comfy as they get , the clean styling looks great in black , no wing lamps or tread rubbers . The gear change was a bit notchey being new, the brake pedal travel also a bit long. The steering was quick and light but the feed back thru a small diameter moto lita was a bit much . Each tiny bump came through. I would prefer a bit larger wheel with leather padding. It did obscure the tach a bit as well. The engine is great, smooth and powerful pulling each gear. The suspension is a bit harsh but then again this is a SPORTS model. The cornering is so Morgan; just point and shoot . Near perfect , no body roll no screaming tyres /Avon in 205 65 / 15 . I will try these on my plus 8 soon. The body was tight no squeaks or rattles . Its a real treat of a machine and a nice upgrade from the successful 4/4 sports."

MMC and Lucas di Grassi www.emog.com April 25, Roderich Schwarz

"The Morgan Motor Company will provide an [Aero 8 Super Sports] for Lucas di Grassi." Those of you active in Formula 1 will recognize the name Lusas di Grassi. He is the young Brazilian driver debuting in F1 on the Virgin Racing team. Not he hasn't been tearing up the grid, like a Louis Hamilton did as a rookie but he has had a few bright spots in the first four F1 races of the year. Also, to be fair he is working for a newly created F1 Racing team that has its own teething problems. So, now we hear Lucas di Grassi is going to own the latest Morgan Aero. We'll have to see if having a Morgan improves his F1 racing career. If not, he'll still look pretty cool. Ed

There is a connection between Morgan and di Gassi. Back in 2005, they were both customers of the Amzel Motorsports and Engineering Consultancy. Di Grassi finished 3rd in the F3 Championship that year and Amzel was contracted to OSCar Automotive, which was part of the LIFECar Project consortium, with Morgan Motor Co., Oxford University, Cranfield University, QinetiQ and BOC. [I found this bit on the internet. Interesting what you can find out there. Ed.]





The Morgan Car Club of Washington, DC invites you to
join us for the 40th Annual

Morgan Owners Gathering

July 2 – 5, 2010

Staunton, Virginia

Beautiful Downtown location with many shops and
restaurants for your enjoyment throughout the weekend
Plus concerts & fireworks in nearby Gypsy Hill Park

Host Hotel: Stonewall Jackson
24 S. Market Street
Staunton, Virginia 24401

Discount room rates if you book before April 1.
Book on-line at www.stonewalljacksonhotel.com
Or phone (888) 419-0381 Use Group Code: **MOG**

Garage parking for Morgans & Hotel Guests
City provided lot for trailer parking nearby (no charge)

Events: July 2 Registration & Welcome Noggin
July 3 Concours d'elegance & Gymkhana
July 4 Autocross & Barbecue Luncheon
July 5 Rally & Awards Banquet w/door prizes
Nightly Noggins & Auctions 8:00 PM – 12:00 M

For additional information contact: Tom Warden - Morgan47@comcast.net
Or visit our website at: www.morgandc.com





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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Dwight Kinzer's Saint Christopher Medal Comes Home . . .

[A Note from Dwight . . .](#)

Mark,

I have submitted a write-up of the refurbishment of D-49 To The Morgan Three Wheel Club Bulletin. The first installment was in the March 2010 issue and it will continue in April. The St. Christopher dash plaque was never mounted on this car. The dash has the factory body number stamped on the reverse side and there was no sign of the badge ever being mounted. Carlton Shriver gave me a blank badge when I got the car from him. I stamped D-49 on it and mounted it before I learned that it was the later style used after Jan 1935.

I recently ordered a reproduction of the early type and was told that the club could not send me a reproduction as the bylaws only allow one badge per car and the original for D-49 had been turned in to them a few years ago. If I would send them the reproduction I had made, they would send me the original. The latest email shows that they posted it last Thursday, so in a few days I should be able to mount it some 78 plus years late.

Dwight Kinzer

[Dwight soon got the original badge and it's now mounted on D-49, as it should be. Ed.]



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JUST ARRIVED! 2009 Allard J2X Mk II

Ferrari Pozzi Blue/Scottish Poppy Red Leather, 370 HP/400 ft lbs of torque Chrysler 5.7 Hemi V8 and Tremec 5 speed gearbox; navy blue tonneau piped in red; Wilwood four wheel ventilated Disc brakes (in-board rear), full independent suspension, Dayton Chrome wire wheels, Eibach springs, Adjustable Bilstein shocks, 0-60 in 4.3 seconds incredible ride. Order yours today or buy this one, the Robb Report Car of the Year!



2010 Aero Supersports



DRIVEN AT HEART

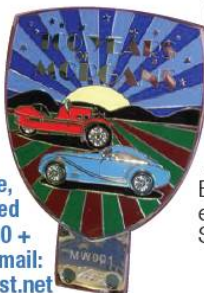
2010 MORGAN AERO SUPERSPORTS // order yours now! As few as 150 will ever be built to meet US import compliance. Certainly one of the most beautiful, sensuous new cars ever designed and offered by any manufacturer at any time. Breathtaking to behold, breathtaking to drive. Own one!

2007 MORGAN AERO 8 Blue Sprint Metallic Series III, 1 of 8 US cars. Factory side exhausts. Stainless steel mesh in rear lower valence. Alpine stereo CD with satellite antennae. Black ravenwood ash dash and door cap trim. 2,100 one owner California miles.

2005 MORGAN AERO 8, Rolls Royce Garnet exterior/caramel colored leather piped in cream; dark red mohair softtop, 2,900 miles, one local owner from new, stainless steel rear valence mesh trim, Factory side exhaust, Alpine stereo CD, As new.

2005 MORGAN AERO 8 BMW Cool Blue exterior Magnolia leather with blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot with contrasting piping, 8k miles!

2003 MORGAN Plus 8 35th Anniversary Edition Pacific Blue Metallic Magnolia Leather Blue Mohair Fabric Top and weather equipment Factory AC Stainless Steel Wire Wheels with double eared knock offs Blue Mohair Spare Tire cover LeMans '62 bumpers front and rear One of the most visually striking, fastest Plus 8s anywhere-over \$25K in dealer installed accessories! 1,761 miles



100 Years of Morgan by Toye, Kenning and Spencer. Limited number 001-100! US \$145.00 + P/P + sales tax To order, email: Suzanne@morganwest.net

2003 MORGAN PLUS 8 35th Anniversary Edition Merlot metallic exterior w/ two tone light grey and black leather interior. Grey Saville Row Gabardine mohair top, piped in dark red. Ultra rare factory AC! Black leather bonnet strap backed in black mouton. Stainless wire wheels, double eared knock offs. Badge bar dual Lucas driving lamps Stereo CD. Stainless inside door lock covers and stainless threshold plates 8.8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. Badge bar with badges, tan mohair top, bonnet strap with mouton, hood/bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

2002 MORGAN PLUS 8 Fountain Blue metallic exterior, Blue leather with grey piping, 2,000 original, one owner, SoCal miles, Stainless luggage rack, Alpine stereo CD, Absolutely as new.

1971 MORGAN PLUS 8 Burgandy exterior/Black ambla interior ultra rare Series 1 with Moss gearbox, narrow body, factory high compression motor, 3:73 ring and pinion. Black top, tonneau, side curtains. 4 BBL. Conversion with headers = very fast Plus 8. 44k miles.

1965 MORGAN PLUS 4 Sage/Champagne wings 5513 miles since rebuild. 2.5 litre GM 4 cyl. two 45 Webers added by Robert Couch as well as all aluminium body aft of doors. 160 bhp. New chassis and tub in 1988. Five speed.

1956 MORGAN PLUS 4 Roadster British Racing Green Exterior. Black top and weather equipment. Tan leather. Stunning restoration. Very correct.

1955 MORGAN PLUS 4 Roadster Twin Spare Serial Number 3390, commissioned October, 1955, dispatched from the factory December 10, 1955

1954 MORGAN PLUS 4 Roadster Twin Spare Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinspares, fold down windshield; you can buy this car for 1/2 the price of restoring one! // **Large Price Reduction!**

1953 MORGAN PLUS 4 Four Seater FlatRad Frame up restoration with new rubber, leather, top side curtains and tonneau. Yellow with black wings

1934 MORGAN MX FAMILY Black UK/2nd owner; nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

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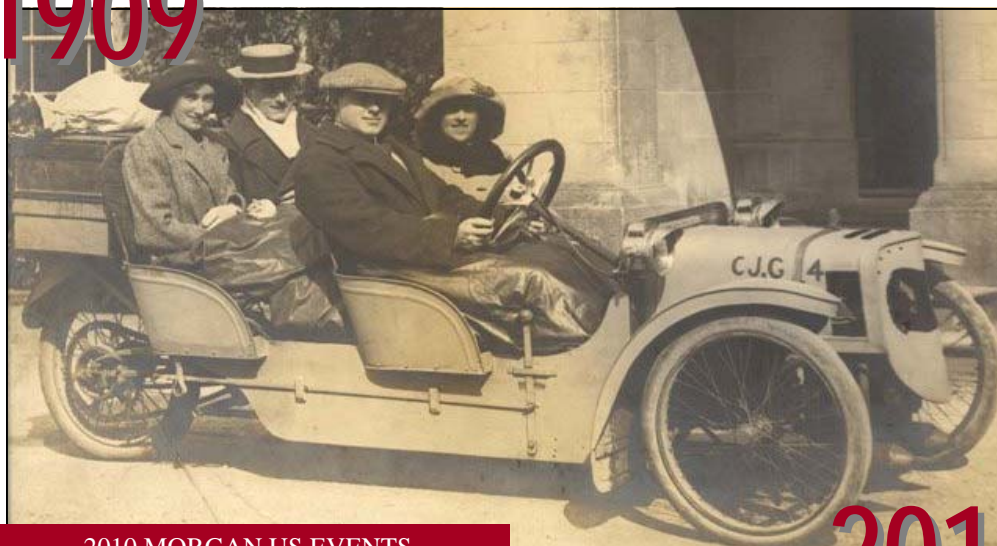
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1909



2010 MORGAN US EVENTS

2010

The **Morgan Centenary** was a great year, but don't feel let down. The celebration continues and we 'Party On'!

The calendar for 2010 continues to evolve. I've added the HSR events for those of you follow that series!

We have lots of new cars in the region and with them come ideas for new adventures. If you have ideas or events, tell us!



- **The Walter Mitty**, Apr 29 - May 2 Road Atlanta, Braselton, GA
- **HSR/SVRA Vintage GT Challenge**, May 14 - 16, Road America, Elkhart Lake, WI
- **Atlanta British Motorcar Day**, May 15, Berry College, Rome, GA
- **MOGSouth Spring Meet**, May 14 - 16, Asheville, NC
- **SVRA Heacock Classic Gold Cup**, Jun 3 - 6, Virginia International Raceway, Alton, VA
- **HSR Savannah Historic Races**, Jun 10 - 13, Savannah/Hutchinson Island, Savannah, GA
- **Greenwich Concours d'Elegance**, Jun 5 - 6, Greenwich CT
- **SVRA Mid-Ohio Vintage GP**, Jun 24 - 27, Mid-Ohio Sports Car Course, Lexington, OH
- **MCCDC MOG 40**, Jul 2 - 5, Staunton VA
- **SVRA Kohler International Challenge**, Jul 15 - 18, Road America, Elkhart Lake, WI
- **Pittsburgh Vintage Grand Prix**, Jul 24 - 25, Schenley Park, Pittsburgh PA
- **Meadow Brook Concours d'Elegance**, Jul 25, Rochester Hills, MI
- **Pebble Beach Concours d'Elegance**, Aug 13 - 15, Monterey CA
- **SVRA US Vintage Grand Prix**, Sep 9 - 12, Watkins Glen International, Watkins Glen, NY
- **Norcross British Car Fayre**, Sep 11, Norcross GA
- **HSR Atlanta Historic Races**, Sep 17 - 19, Road Atlanta, Braselton, GA
- **MOGSouth Fall Meet**, Date, Location and Hosts - **TBD**
- **SVRA Road Atlanta Season Finale**, Oct 14 - 17, Road Atlanta, Braselton, GA
- **EURO Auto Festival**, Oct 15 - 17, BMW Plant in Greer, SC
- **HSR Sebring Fall Classic**, Oct 21 - 24, Sebring International Raceway, Sebring, FL
- **HSR Savannah/Hilton Head Speed Classic**, Oct 28 - 31, Hutchinson Island, Savannah, GA
- **Hilton Head Island Concours d'Elegance**, Nov 5 - 7, Hilton Head Island SC
- **Winter Park Concours d'Elegance**, Nov 7, Winter Park FL
- **HSR Daytona Historic Races**, Nov 11 - 14, Daytona Beach, FL (Camel GT Reunion)
- **MOGSouth Christmas Party**, Dec 4, Location **TBD**
- **VDCA Roebling Road**, Dec 10 - 12, Roebling Road Raceway, Bloomingdale, GA



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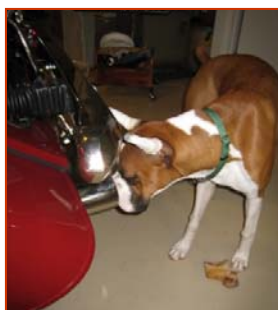


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MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. ~ **CAPS** ~ The 'Club Logo' style baseball cap (in tan but could also order black) with the MOGSouth 4-color logo on the front and the word MOGSOUTH on the back. The 'Club Logo' cap sells for \$25 plus S&H. We have also been able to order caps with a logo design based upon our name tags. These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ In addition to the caps, we have been able to order an attractive, tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These bags sell for \$30 Plus S&H. If you would like any of these items, please contact Randy Johnson by email at randy@therandalgroup.com or by phone at (770) 729-8786. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941

We've purged the mailing list so if you are not getting MOGSouth updates, you haven't paid your Dues. Send a check made out to MOGSouth c/o Randy Johnson!

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

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/10
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