

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/11

Amelia Island Concours d'Elegance March 11 – 13, 2011

This winter I've been driving the Plus 8 most weeks to work and on the weekends and the weather has been reasonably good. It's been cool for Florida but certainly great driving weather. Now, however it's *really* starting to get nice. Mid 70's during the day with cool mornings and evenings. A sweater, the leather driving gloves and a MOGSouth ball cap. Perfect!

Aside from all these short, sporadic Morgan forays however are the major Morgan events and adventures we plan for each year. This year we have a good number of events planned but the Amelia Island Concours d'Elegance is once again the first major event in our 2011 Morgan driving season. I make a point to always take a Morgan to take to Amelia. I have taken my 4/4 once or twice, the Plus 8 a number of times, and I showed the 1938 DHC last year. Only once did I have to resort to a 'tin top' but that was because my butt hurt. (A long story, best saved for another time.)

The Amelia Island Concours d'Elegance is a spring tradition for us and this year we went just to see the cars and enjoy the general ambiance. None of the pressure of showing a car or helping someone else show a car. We usually make it an extended weekend by taking Friday and Monday off from work. We stay in downtown Fernandina Beach at a very nice Hampton Inn and eat dinner each night in one of the many wonderful restaurants along the tree lined streets of downtown Fernandina Beach. It's a great way to forget the work-a-day routines of the day job. If you haven't as yet been to Amelia Island for the Concours your really out to get off your duff and venture out. This Concours is not quite Pebble Beach but it is the best on the East Coast and gets better each year.

We again traveled north from Orlando with Rick and Sam Frazee. We started the trek mid morning on Friday with the two narrow bodied Plus 8s packed tightly with all our necessities for a weekend away. And it was cool, so we were bundled a bit to beat the wind, but of course the tops were down.

This year there was a special seminar with celebrities and participants of the famed Canonball Run. Toly Arutunoff was to be on the panel and a speaker but unfortunately he was seriously injured just some weeks ago and was unable to attend. As he was the first owner of our Plus 8, I was hoping to see him and have him sign the bonnet of my car or some such, but hopefully there will be other occasions for that.

Interesting that the RM Auction house had two Morgan DHCs to be auctioned this year. A flat rad 1952 Morgan Plus 4 DHC (blue with black wings) and a 1964 Plus 4 DHC (dark green with black wings) were both auctioned without reserve. We looked at the cars on Saturday and in my opinion the Flat Rad was the better of the two. I had some challenges with the Flat Rad's wiring harness and the paint could have used another coat of clear, and the 1964 cowled radiator car had



panel fit problems and looked to be a bit askew on its chassis. Based on what we heard and the RM Auction web site, both the 1964 DHC and the 1952 Flat Rad DHC went for \$52,000 plus buyers premium (which took them up to \$66,000) A very healthy price for either car. The two auctioned Morgans were the only Morgans at the event, other than our cars in the parking lot.

In addition to the Saturday review of the cars to be auctioned we strolled through the Ritz eyeing the offerings in the silent auction, the Automobile Fine Arts Society (AFAS) artwork displays and the rooms of automobilia. Luckily there wasn't anything that we couldn't live without. We found the special Concours room and bought our tickets for the show on Sunday. We hoped this would save us some time in the morning and allow us to get in before the rest of humanity.

I try to get in early enough to see all the cars and get good photographs prior to the majority of the crowds arriving. I failed miserably. I didn't get too far into the display before I was waylaid by the cars, and I couldn't outfox the crowds. They were thick, and swarmed early. It was really well attended this year, more so than any other Amelia event I can remember, perhaps it was all due to the perfect weather, but more likely the reputation is getting out and people are realizing just how good an event this is. As they say, if you can't beat them - join them.



Allard, Kurtis, Duesenberg and the cars of this year's Honoree, Bobby Rahal, were featured.

But, at Amelia there are always other threads and themes going on. There were a number of featured collections such as the cars featured on the Hot Rod magazine covers, pre war BWM motorcycles, cars celebrating '100 Years' of Chevrolet and on and on.

One really intriguing displays that caught my eye were the midget race cars, most of which were Kurtis, some with really imaginative designs with exquisite restorations. There were so many wonderful cars that I found myself taking as many pictures as I could when the crowds parted and then moving on. Probably not the best way to really savor the beauty of the cars themselves, nor appreciate the extensive preparation that



Top Left - The 52 Flat Rad DHC and below the 1964 DHC. Bottom - Two Kurtis Kraft Midgets

went into the displays. We did have a few friends that had cars in the show. One had two cars being judged, an 1950 Allard J2 and XK 120 FHC. Both cars were superbly presented but alas, they both came away without awards. This is the nature of this specific show. The quality of the cars are phenomenal and one must have really deep pockets, as well as an exquisite eye for the very best or very special, to successfully compete at this game. But as I said when I was invited last year, just having a car on the field is a tremendous personal honor. I fear that as this show continues to evolve and improve, the opportunities for cars like the Morgan to be shown will become a lot more infrequent. The lack of Morgans however won't stop me from making my annual trek to Amelia Island. A great show for any gear head. See all the photos on the MOGSouth web site <http://www.mogsouth.com>



The Famous Alfa Romeo 8C 'Fin' 1932 8C 2.3



1942 Alfa Romeo 6C 2500 - Exceptional Car!



1968 STP Turbine Car Graham Hill Qualified at Indianapolis @ 171.2 mph



1935 MG NB Magnette - Best in Class-Sports Cars (Pre-War)



1937 Bugatti 57SC Coupe - Best in Class-European Custom Coachwork

Dennis Simon - Century of Speed

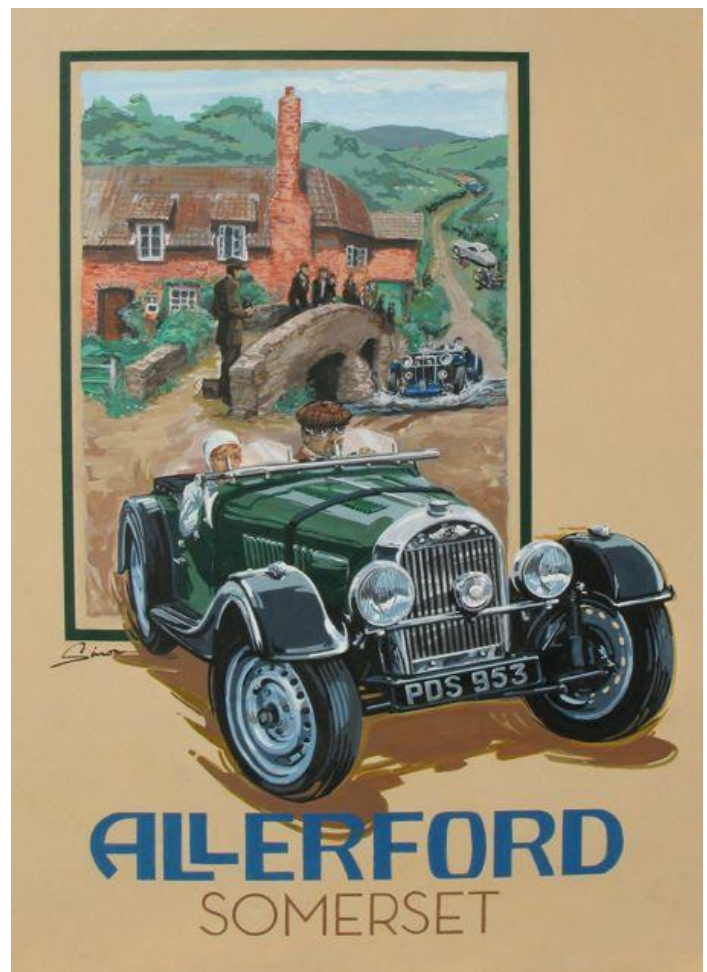
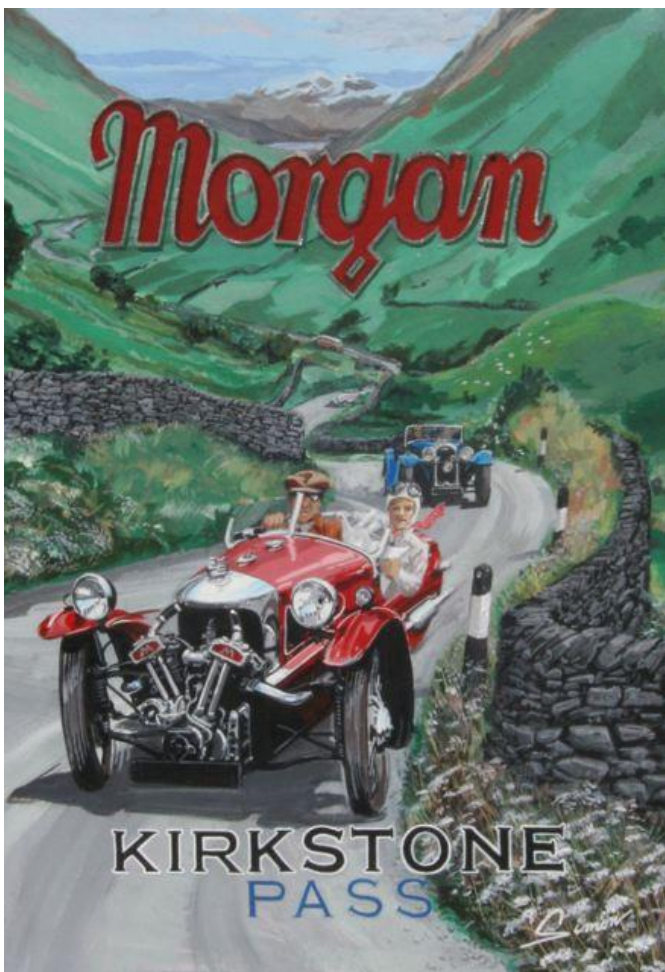
Much has been written and said about the 'art of the automobile'. Not so much however, about the 'art of the Morgan'. . . There are a fair number of good automotive artists out there, and I personally enjoy seeing the fruits of their creativity displayed at the numerous Concours and car shows I attend each year. And, for those that have seen my garage, you have some sense of my love for automotive art. I do have a passion, albeit without the budget, for the artifacts of those with creative talent and even more so for those that channel that talent towards an automotive theme.

These artists have much to inspire them - the elegance of the prewar Italian and French Art Deco designs - the allure of speed in the racing cars and personalities, and the results of this inspiration take form in drawings, paintings, sculpture or other media. What they all seem to lack, however, is 'Morgan art'. I look, I ask, but usually a shrug, or at best a glimpse of trike in a collage or a Lucas headlight but not much more. I'm sure most of you would agree.

But, then there's **Dennis Simon**.

Dennis is a wonderfully talented artist, highly recognized, as good as they come, but he has something I have found to be quite unique, he has a passion for the Morgan. His own car, a 1953 Flat Rad Plus 4, with a hand painted tartan on the bonnet is exquisite. But, this isn't to say that Dennis has not dabbled with other automotive icons, Jaguars, MGs and even motorcycles, his other passion.

As an artist, his automotive credentials include designing the exhibit system for the Collier Automotive Museum in Naples, Florida, as well as commissions for Road & Track, Sports Car International, Automobile, Thoroughbred and Classic Cars, Classic and Sportscar, and Vintage Motors magazines. He is also responsible for a huge number of exceptional event posters such as the SVRA's Bahama Vintage Grand Prix, the Monterey Auction and even the Indianapolis 500 program and poster in 1998.



Morgan artwork courtesy of Dennis Simon.

Dennis even adapted his artwork for a series of marque specific silk neck ties. The Morgan themed tie hangs proudly in my closet. There are many other references and images of his other work but they are really beyond our purposes here. They can, however, be found on Dennis' web site <http://www.centuryofspeed.com/>

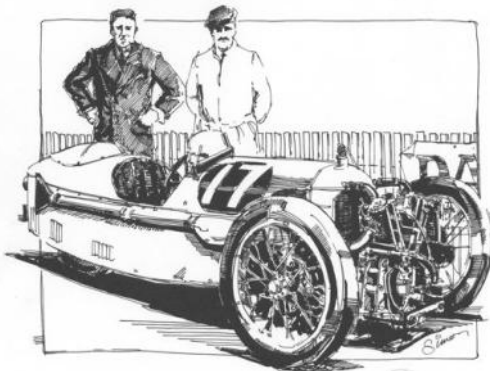
Dennis' artistic goal, as stated on his web site, is to 'bring back the missing elements of style, romance and panache that so characterized an earlier part of this automotive age.'

Looking at the artwork presented here and on his web site I would conclude that Dennis has certainly obtained this goal. With just this small sample of his Morgan work here I find myself staring into the images and drifting off to some similar Morgan moment I've experienced in one of my own cars. Capturing a *moment* . . . a *thought* . . . or perhaps a *feeling* is what I believe art is created to do. This, I believe, Dennis accomplishes at least for me. And, I do believe the Morgan is an very appropriate subject for *bringing back the romance, style and panache*. Based on what I've found, in the world of automotive art there are very few that see the '*art of the Morgan*'.

But, it's pretty obvious that Dennis can!



The silk tie art directly above, with the cycle fendered Series 1 4/4 and Dennis' Plaid Plus 4.



50/200

D. Simon

You might remember the holiday image of the red two seater Aero graced the cover of the last issue of our Newsletter for 2009. A few other wonderful images in Dennis Simon's Morgan portfolio. Be sure to visit his web site for more. <http://www.centuryofspeed.com/>

Morgan

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1976 Plus 8, RHD,
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miles, asking \$32,000



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older restoration,
great interior,
excellent chrome,
stainless luggage
rack, asking
\$27,000

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27th All British Car Show

Mead Gardens, Winter Park Florida April 2, 2011

The weather over the week leading up to this year's local Orlando All British Car Show was excessively violent and quite severe. I and I am sure quite a few others were wondering if there would even be a show this year. The storms pelted Orlando for two full days. We had inch and half sized hail and even a tornado watch. There were trees uprooted and fallen branches that collapsed numerous power lines. There were many neighborhoods that lost power all over Orlando. Andrea and I weren't spared. We lost power Wednesday afternoon and when we got home we couldn't even get in the house. We have the typical electric garage door openers and usually pull the commuting car into the garage and use the key to open the door into the house. Without power, however, we couldn't get into the garage. Well, no worry you say, you must have a key to the front door? Yes, we do, but . . . The front door has a nice privacy slider on the inside, which we always engage. Even with the key, the slider is still there and the front door is secure. We had a old lock on one of the patio doors, but no key. We called a locksmith. 9:30pm and we were in. Amazingly, Friday was gorgeous. 80+°F and sunny. And the weekend was the same.



I took Friday off from work. I wanted to have some time to clean up the cars. This is our big local show here in Orlando, and I really didn't want to be embarrassed. We were taking two cars this year. The 1938 DHC Prototype and the 1970 Plus 8. It turns out that the show organizers really liked the 'back-in-time' vignette offered by Andrea in period costume with the 1938 Morgan DHC at last year's show. So much so, that she (and the car) were emblazoned on the car show's posters, trophies and T-Shirts this year. ***She was everywhere!***

As folks came by and saw Andrea and then saw the car, they made the connection. She was asked to pose for photographs many times. What a trip! I had to buy extra T-Shirts just to remind her of her 'celebrity' status!

We had a fairly reasonable Morgan showing, even in spite of the weather. I have to believe, given the lead up to the show that lots of folks figured that the weather would win out and made other plans. The car count was about two hundred cars.

The show organizers had plans for several classes that came up empty, TVRs and a few others. It was unfortunate, but the cars that did attend were really varied and quite nice.

There were a number of big sedans this year, Rolls Royce, Bentley and big Jaguars. And as usual, a great number of MGs and Triumphs and Jaguars, Sunbeams, Mini Coopers, both old and new and some uncommon cars that were quite interesting. One I really liked was a diminutive 1936 Austin 'Nippy' who's driver was bigger than me! Another lovely car was a 1948 Triumph 1800. The details of this car were exceptional. This car is the last of the rumble seat cars and if one needed a place for the kids, or even the mother in law, you could accommodate them in the 1800. Very cool.

As for the Morgan contingent, we had two prewar cars, two modern cars and a smattering of those in between. The prewar cars were Rick and Sam Frazee's 1936 Super Sport Matchless twin and our 1938 DHC Prototype. The modern cars were two 2005 Aero 8s. The all blue Aero of Tom and Kathy Coryn (This year, Casey, their daughter was navigating) and Lionel and Lisa Olmer's very lovely two tone, silver and black Aero 8. Then we had the two narrow bodied Plus 8s, our 1971 Plus 8 and Rick and Sam's 1970 Plus 8. Rounding out the Morgan field was 1964 Plus 4 belonging to Jim and Ethel Danoff's and as usual it was well presented in its traditional primrose yellow with Black wings. A pretty broad brush of the Morgan canvas.



1936 Austin Nippy



1948 Triumph 1800 Interior & Radiator cap (below)



The Morgan Lineup



MOG SOUTH SPRING TEE-OFF

MAY 20 - 22, 2011

Chapel Hill, Pinehurst & Durham, NC

Room Reservations: Residence Inn, 101 Irwin Road, Chapel Hill, NC 27514
Call 919-933-4848 for reservations under "Morgan Car Group"

Friday evening: 7:00 Dinner at Don Shula's 347 Grill - across the street from the Residence Inn

Saturday: Travel to Pinehurst, NC; lunch at Pinehurst Country Club in the Donald Ross Grill. Lovely downtown Pinehurst is a short 3 block walk - nice shopping and site-seeing. The Pinehurst Portion of the Spring Meet has been Organized by Pat and Jack Zimmerman. **Pinehurst is not to be Missed!**

Return to Chapel Hill; drive to the Buckley's for a **wonderful** catered dinner.

REGISTRATION (Please register by April 15th)

Name(s) _____

Your phone # & email address: _____

Morgan model and year: _____

Arriving on time for dinner at Shula's? **Y__ N__** So we know the headcount

Please send check made out to Judy Buckley in the amount of \$30 per person (Saturday lunch and catered dinner) with this registration to

Judy Buckley, 4705 Taproot Lane, Durham, NC 27705

Questions? Call Judy Buckley (919) 489-0307 or Andy Leo (919) 552-9199

[The Spring Meet is Coming Up QUICK so don't delay in getting your room reserved and your check off to Judy. This is shaping up to be one for the history books. If you haven't been on the roads around Chapel Hill and Pinehurst in the spring, your bucket list is missing an entry . . . Ed.]



Orlando All British Car Show - The Morgan Car Dashboards - Top to Bottom, Left to Right (and chronologically) 1936 Super Sports Twin, 1938 DHC Prototype, 1964 Plus 4, 1979 Plus 8, 1971 Plus 8 and 2005 Aero8 (The other Aero 8 scooted off before I could capture the dash for the collage. Ed.)

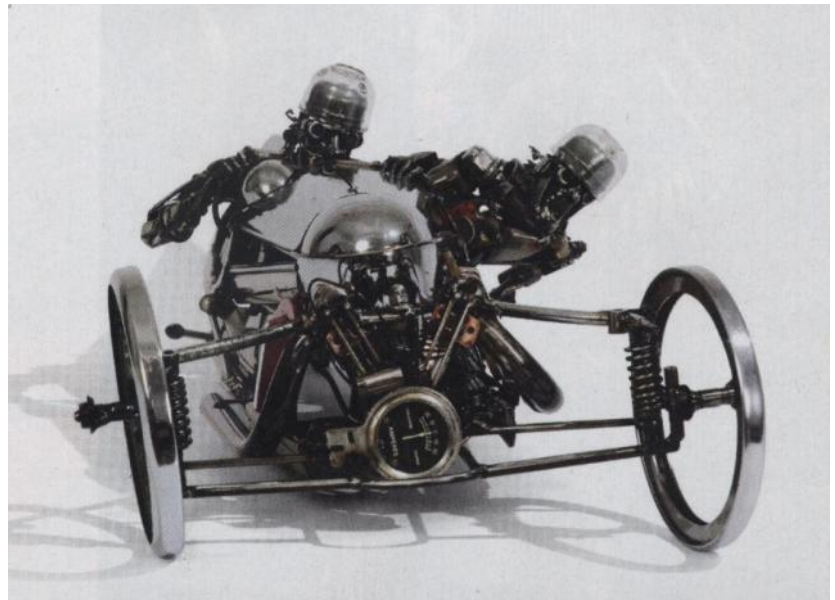


Parts: Aussie Artist brings life to dead car parts - Andrew Bornhop

Road and Track (March 2011)

SOUND BITES

“That’s right, in inanimate automotive parts such as hubcaps, transmission cases, gears, heat shielding, bearings timing chains and even fly wheels, [James] Corbett makes art come to life. French and English cars are his favorites, and although the parts are cleaned and often polished, Corbett says nothing is ever bent into shape to create his pieces . . . What’s more his love of racing can be seen in the Morgan 3-wheeler at right, a personal favorite whose leaning driver and passenger give the sculpture a realistic sense of movement.”



View Morgan Videos on the MOGSouth Web Page

All ‘YouTube’ videos are available. Here are a number of interest from the Factory. 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 .

Morgan Supersports (All I can say is it’s a bit odd . . .)

Eva GT Trailer (A bit over produced but interesting)

Three Wheeler Launch Video (Video of the Geneva Show with the 3 Wheeler Launch)

Three wheelers.wmv (Vintage Morgan three wheelers racing with Motorcycles / Sidecars. Neat stuff)

New Morgan Diecast Models

Morgan 4/4 Sport 2008 Red Car Model 1/18 by Kyosho

DESCRIPTION:

Brand new 1:18 scale diecast model of Morgan 4/4 Sport 2008 Red by Kyosho.

Steerable wheels and Rubber tires.

Made of diecast metal with some plastic parts.

Detailed interior, exterior, engine compartment.

Dimensions approximately L-7, W-3, H-3 inches

[I have seen it advertised in Gray, Green, Black and Red. Several appear to be available, the others require pre order. Ed]



Also announced but not yet available is the Morgan Plus 4 - Le Mans 1962 - #29 Lawrence/Baron 1/18 by Kyosho

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- Switches ●
- Tonneau ●
- Transmission ●
- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●



MORGAN WANTS & SELLS



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

A Great Morgan Plus 8 For Sale !!!

A garage space crisis is forcing me to sell an exceptional car.

1991 Plus 8. 3.9 liter, fuel injected. Westminster green with tan interior and weather equipment. Excellent condition. Annual service just done. All fluids replaced, new Magnecor wires, distributor cap and air filter. Ready to drive anywhere. \$55k. John Tuleibitz, (864) 420-8388 jatuleib@yahoo.com



Plus 8 Parts For Sale !!!

+8 radiator recently cleaned & tested \$200 including shipping. Original VDO gauges: oil pressure, water temp & voltmeter \$20 ea. Flat rad Morgan photo in ash frame 12" X 12" \$10 or free with radiator purchase. Gene McOmber, (864) 944-6037 gbmcomber@bellsouth.net



John Tuleibitz's 1991 Plus 8

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 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



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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FACTORY



As to be expected, the Morgan news is all about the new Three Wheeler.

There are lots of post Geneva reaction to the new three wheeler, both good and bad.

Here in the US, I have that the car will not be readily available in the US for the better part of a year.

Well, as they say -

Good things are worth waiting for !

MORGAN MOTOR COMPANY NEWS

NEWS



The Morgan Motor Company Goodwood Press Day 2011

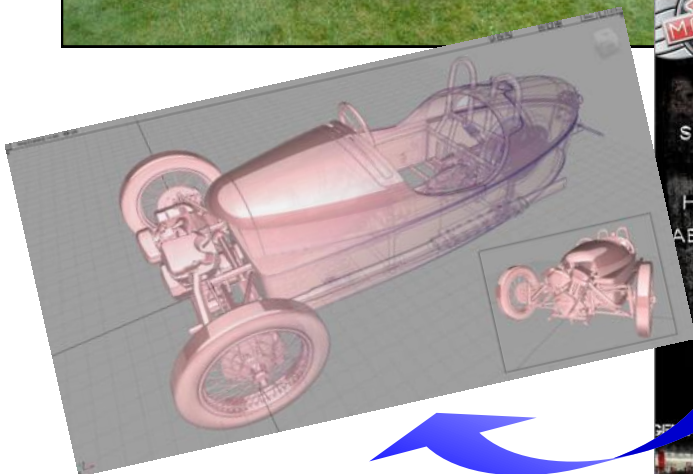
"On Thursday 17th March Morgan attended the press day for "Goodwood Festival of Speed 2011" to present our latest motoring achievements to the world. The theme for this year's festival is 'Racing Revolutions – Quantum leaps that shaped motor sport'. As a result the new Morgan 3 Wheeler could not be more appropriate being an innovator in classic motor sports racing back when it was first raced back in 1913. It was unveiled here to the UK press for the first time at this prominent motoring event . . . The press day is a great opportunity to announce new exciting plans for the 2011

Goodwood motor sports season. The Festival remains the World's only motor sport event outside of the Formula One championship to attract the current F1 teams and drivers, including Formula One drivers Mika Hakkinen, Jochen Mass, Desiré Wilson and Bruno Senna."



[The new Three Wheeler has gotten so much interest the MMC created a totally new website to host the photographs and other material. <http://www.morgan3wheeler.co.uk/>

The Development Process discussion is quite interesting with a good number of photos showing the car as it evolved through design and build. Worth a few minutes if you have time. Ed.]



Development Process Details



The MOGSouth Fall Meet – Winter Park, Florida 4 – 6 November 2011

Followed by

Gator MOG's Morgans – South to the Keys 7 – 11 November 2011

Taking your Morgan to Florida to enjoy the warmth of the South in November – Participating in a high quality Concours d'Elegance on the downtown streets of Winter Park Florida – Having a Morgan adventure that is not your normal weekend drive – **This is why you have the Morgan.** There a number of things we'll need you to do in preparation, like booking your hotel rooms and registering for the Winter Park Concours, etc. We'll let you know all the details in the near future. What we need now, however, is to understand your level of interest so we can do a little planning. **Please let Rick or Mark know by 31 May if you think you will (no need to commit now) come to Orlando for the MOGSouth Fall Meet.** Also, let us know if you are considering traveling south with us to the Florida Keys following the Meet. This information will help us negotiate favorable room rates and secure the best spots to eat. Call or email either Rick Frazee mog4@earthlink.net (407) 647-1188 or Mark Braunstein series1@bellsouth.net (407) 322-5060.

The trip to the keys is worthy of the 'bucket list', and we plan to do it right. We'll have a support vehicle with a few Parts, Gas, Tools, and a Tow Bar so you need not worry too much. We also have the lifts and expertise in Orlando to get your car ready for the drive. We can certainly check things before we leave if you have specific concerns. There are a number of basic tenets that have driven our planning.

- **No Crack of Dawn Starts** – We're Allowing Time for Breakfast and to Get the Car Ready to Roll
- **No Late Night Arrivals** – We'll Arrive in Time to Get Refreshed Before the Evening Fun
- **No Break Neck Speeds** – Leisurely Drives On Back Roads – 4/4s and Plus 4 will be Fast Enough
- **No Flea Bag Motels** – Only Safe, Clean Facilities – Might Cost a Bit More but Well Worth It
- **No Marathon Drives** – We'll have Frequent Stops, time to Rest the Cars and enjoy the Scenic Views

Along the way we'll find entertainment, culture, nature, parties and just **lots of memorable Morgan fun.** We'll see some iconic Automotive treasures, touch the Southernmost spot in North America. See Mother Nature in all her Glory and Applaud the sun as it sets into the Gulf of Mexico. **Bottom line - This trip is not to be missed!!**



MOGSouth Fall Meet

Friday 4 November

Welcome Noggin & BBQ Party – Frazee's Host

Saturday 5 November

Winter Park Concours Breakfast

Winter Park Concours Tour

MOGSouth Party - Braunstein's Host

Sunday 6 November

Winter Park Concours – Special Morgan Class & Awards

Unofficial Noggin / Dinner – Fiddler's Green, Winter Park FL

Monday 7 November

Travel Home or Join the Crowd Headed South

Gator Mog Morgans - South to the Keys !

Monday 7 November

Travel to Sebring – Lunch / Track Visit (97 Miles)

Travel to West Palm Beach (113 Miles)

Chariots of Palm Beach Morgan Dealer Party – Gil Stegen Host

Tuesday 8 November

Travel to Key West (225 Miles)

Gator Mog Pizza/Beer Party

Wednesday 9 November

Tourist Day in Key West – Off Shore Power Boat Races

Dinner - On Your Own, Key West FL

Thursday 10 November

Travel Across Everglades National Park (262 Miles)

To Bonita Springs, FL

Morgan Party – Joan Maupin Host

Friday 11 November

The Collier Automotive Museum in Naples, Fla (25 Miles)

Travel to Sarasota (120 Miles)

Morgan Club Tour Farewell Dinner Party

Saturday / Sunday 12/13 November

Breakfast Hosted by the Olmers - Travel Home – From Sarasota Easy

Access to I-75, I-4 and only 160 Miles to the Autotrain

Routes are subject to minor changes. We go Rain or Shine but not to worry, South Florida is 80F in November.



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2010 Aero



2011 Morgan ThreeWheeler



Dear Morgan enthusiast,

We, at MorganWest, have been appointed as the exclusive United States Morgan dealer for the potential sale of the Morgan 4/4 Roadster Sport Competition. This will be, depending on the public's demand and the sanctioning of the US government, a limited run of 20 examples, fully turnkey, track ready for use. For the past year Morgan Motor Company, ourselves and legal entities have been putting together a proposed program of a series of races, beginning with participation here in Southern California with the Vintage Automobile

Racing Association and other race organizations to hopefully make this a fully National series of Morgan races.

I ask that you contact me immediately if you have serious interest in ordering one and placing a deposit on such. This is a one time opportunity here in America to purchase an absolutely incredible vehicle, learn something about racing or to exercise those years of sharpened driving skills in an even better venue, flying the Morgan flag proudly.

I look forward to your response.

Dennis Glavis, MorganWest

AERO RACING - 4/4 SPORT COMPETITION

2012 MORGAN EVA GT
// Order yours now!

2010 MORGAN AERO SUPERSPORTS
Kilimanjaro Sand Metallic,
Vesuvius Red Metallic

2005 MORGAN ROADSTER
Connaught Green 1,500
miles Tobacco leather

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

2003 MORGAN PLUS 8 35th Anniv.
Edn. Merlot metallic 8.8k miles

2003 MORGAN PLUS 8 35th Anniv.
Edn. Rosso Corsa, 6.6k miles

2002 MORGAN PLUS 8
Connaught Green/tan
leather interior 5.5k miles

2002 MORGAN PLUS 8
Bentley Deep Emerald Green
Metallic, Magnolia interior

1998 MORGAN PLUS 8
BRG/Tan, 7.5k miles

1998 MORGAN PLUS 8 Dark,
British Racing Green

1991 MORGAN PLUS 8 Green

1989 MORGAN PLUS 8
British Racing Green

1967 MORGAN PLUS 4 Four
Seater 21k miles BRG/tan leather

1965 MORGAN PLUS 4 Four
seater, Silver/Medium Blue

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

1963 MORGAN PLUS 4
SuperSport #5352 Rare SS.
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1955 MORGAN PLUS 4 Roadster
Twin Spare sn#3390

1953 MORGAN PLUS 4
Four Seater FlatRad
Yellow/black wings

1948 MORGAN 4/4
Series One Roadster

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WHEELER** Fly Yellow/Green
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COGITO ERGO ZOOM

David E. Davis's Mission: To Banish the Boring From Auto Writing

By JAMES G. COBB <http://wheels.blogs.nytimes.com>

Was David E. Davis Jr. the most interesting man in the world? Probably not, though his writing, at its best, could argue the case. Certainly he had more claim to the title than a Mexican beer's fictional pitchman whose "beard alone has experienced more than a lesser man's entire body." In the case of Mr. Davis's meticulously groomed facial hair, that could well be true.

Mr. Davis, a consummate story teller and connoisseur of experiences over five decades as an auto writer, editor and publisher, died Sunday evening at age 80 in Ypsilanti, Mich., after suffering complications from surgery for bladder cancer.

Mr. Davis's influence extended far beyond the titles he worked for (Road & Track, Car and Driver), helped to create (Automobile, Winding Road) or served as a consultant (Motor Trend). In the 1960s, when auto writers largely fed a diet of nuts and bolts to like-minded gearheads, he elevated the craft into a celebration of freedom, speed and style — a template that still inspires much of the best auto writing today.

"Cogito ergo zoom" was one of his memorable catch phrases — I think, therefore I go fast.

Rather than extol the virtues of Tri-Power carburetors or MacPherson struts, Mr. Davis put the reader in the shotgun seat of a Porsche speeding across the desert on a coast-to-coast road trip, or in a Land Rover crawling toward a partridge hunt in Wales. The two of you would stop for a succulent meal at a fine inn frequented by those in the know; you'd share tales over rare spirits and aromatic cigars, then perhaps tuck in for the night at a medieval castle whose owner, the Earl of Manwich, was a dear old chum.

Adventures on Route 66, on California's Highway 1, along the Grand Corniche to Monte Carlo — it was a heady mix for a child in a small Kansas town who'd happened upon the school library's collection of Car and Driver magazines circa 1967. Drawn in by photos of exotic cars rarely seen on the Great Plains, I devoured the accompanying words. I'd read each month's issue cover to cover, then re-read it all while awaiting the next issue.

For a seventh-grader in the heyday of James Bond, obsessed with "The Avengers" and puzzled by the model of the sports car Emma Peel drove as she tracked down foreign agents, Car and Driver was a revelation. Mr. Davis and his staff seemed to live the 007/John Steed lifestyle, sans spies, and they got paid to drive an ever-changing array of cars. I had suddenly developed a career goal.

I never made it to Car and Driver or to Automobile, the glossy magazine that Mr. Davis created in the 1980s (though I was a charter subscriber). I ultimately entered the world of auto journalism through the side door, as editor of The Times' auto pages.

It was in that capacity that I finally met Mr. Davis — everybody called him David E. — when I found myself assigned to a seat next to him at an auto industry function in the late 1990s. I was aware of his intolerance for the mundane and anxious to make a good impression on a man who had, years before, made a profound, though indirect, impression on me.

(Joe DeMatio, deputy editor of Automobile, noted in a tribute posted at Automobile Web site that one of Mr. Davis's mottos was "No boring cars!" and added, "The slogan could just as easily have been applied to everything else in his life: No boring stories. No boring meetings. No boring road trips. No boring wardrobes. No boring friends. No boring employees. No boring food. No boring parties.") Certainly David E. would not tolerate a boring dinner partner.

Our conversation started haltingly, and when I asked about his latest adventures I'm sure he quickly surmised that I knew nothing about hunting and even less about firearms. But his eyes sparkled when I mentioned my exceptionally intelligent and adventurous beagle, a topic he quickly embraced. Bound by a common canine affection, we talked of hounds and hares, of setters and pointers, of fox hunts and shooting brakes for a memorable two hours.

Our paths crossed after that from time to time, and while I certainly wouldn't be so presumptuous to call David E. a friend, he always greeted me warmly and asked about the dog. Both, sadly, have gone on to new adventures.



David E. Davis

November 7, 1930 – March 27, 2011

First Morgan car in China in 100 Years

This is the first Morgan ever in China, and may just be allowed on the roads before another year is out. She is worth every second of the wait.

This was a proud moment; the delivery of our Roadster to Beijing. I ordered the hand built V6 Roadster in British Racing Green in the spring of 2010 from the world's greatest sports car company; Morgan Motor Company. Morgan have prided themselves on making affordable, high performance, and unique sports cars since 1910.

The process of buying and shipping a hand built car 5732 miles from Malvern Links, England to Shanghai, China, is both simple and complicated. As the owner of a Wholly Owned Foreign Enterprise I am allowed to have one company car. Naturally as a British family man I elected to buy a Morgan sports car. Each car is custom ordered and illicit an almost surreal amount of passion borne of the amazing driver experience. Seated in hand made leather seats with wooden trim and that stretching hood with louvres which cool the 240 bhp Vtec unit.

It is at customs that the real China experience starts. Our car, MKM1 (middle kingdom mog) sailed on a Cosco ship Ningbo on the 6.11 and arrived in Shanghai 12.12.10; costing a reasonable GBP 2,000. Our first issue arose when it transpired that although I was the owner of the car, I had less than 12 months of work visa in my passport. We were faced with sending the car back to the UK until August 2011 until we found that we could transfer it to my wife, Wei, who is an employee of the company too and has a 12 month visa.

At the port when the container was opened there was a look of astonishment and a reluctance to even touch the car. Our first challenge came when the officers couldn't believe the invoice value – how could such a car be such a reasonable price. Ah the beauty of currency depreciation!

MKM1 sat in customs for nearly 2 months but finally was allowed through by incredulous officials. In the final reckoning the officers went online to research the car and pricing, unable to track down the final costs they added a reasonable 20% to our declared invoice and asked us to pay that – or to show our HSBC bank statements to prove how much we had paid.

Customs took 3 bites of our cherry:

- Emissions tax based on engine size @ 12%,
- Customs tax based on value @ 25%
- VAT @17%



The Morgan at the Port

But wait, the VAT is calculated on the combined total: base (adjusted) price + emissions + customs tax + shipping cost = tax bill.

Overall we have nearly doubled the cost of our 'affordable' sports car. The fun part is that it isn't possible to pay the customs in Shanghai from Beijing as they provide a slip of paper which the bank has to sign to say that the funds have been paid into the Shanghai customs bank account. After writing a letter to our bank to explain why we are withdrawing so much of our own money, we are able to transfer this to a family member in Shanghai who takes her pocket book with her to the bank counter in Shanghai. We duly receive an envelope sealed with red ink to say that MKM1 can be released and she is onto the truck.

Once in Beijing MKM1 is given a moment to stretch her legs before the next leg of administration begins. The local customs bureau needs to give us a release form to apply for a local vehicle registration. On inspection of the contents of the red sealed envelope a 2' something year old in gold buttoned uniform and thick rim spectacles finds that one space for the engine number has been left blank by the customs officer in Shanghai. It is not our fault but it is our problem – no engine number on the document, no release form; apparently they are concerned of the practice of shipping in low emission engines which are switched for high powered units later.

As we climb back into the Yarwood stone leather interior, I fire up the V6 240 bhp engine which draws all the officers to take photos and tell me how pretty MKM1 is in British racing green; but no amount of admiration melts my annoyance that we have yet another few miles to go before open roads are ahead of us. I park up in our garage and find the engine number that the officers couldn't find, and we send photos back to Shanghai in the hope that they will re-open the envelope and sign without demanding that they see the car again over 666 miles away to the south east.

Assuming we get the release to apply for a vehicle registration, we have still one or two more barriers. On December 24th the Beijing government initiated a lottery for license plates and set a limit at 240,000 for 2011. Currently there are some 4.8m cars registered and so I can't fault the rationale, but the timing couldn't have been worse. One vehicle per person. Our current car is registered to Erika, and due to the Passport issue, so is the Morgan. Then there is the issue of a local duty to pay of some 5% of our import value.

The blessing so far is that we haven't had to pass any homologation process which are the safety and emission tests for a vehicle to be allowed on the roads. This is because, we believe, MKM1 is a company vehicle and not for resale (at least for 12 months by law). As we are trying to become the agency for Morgan in China, this issue may well arise later. Still, for now we enjoy short drives around our compound, at no more than 10 mph; probably a good pace for a centenarian which has travelled over 6,000 miles.



Mr Lee and Jim James

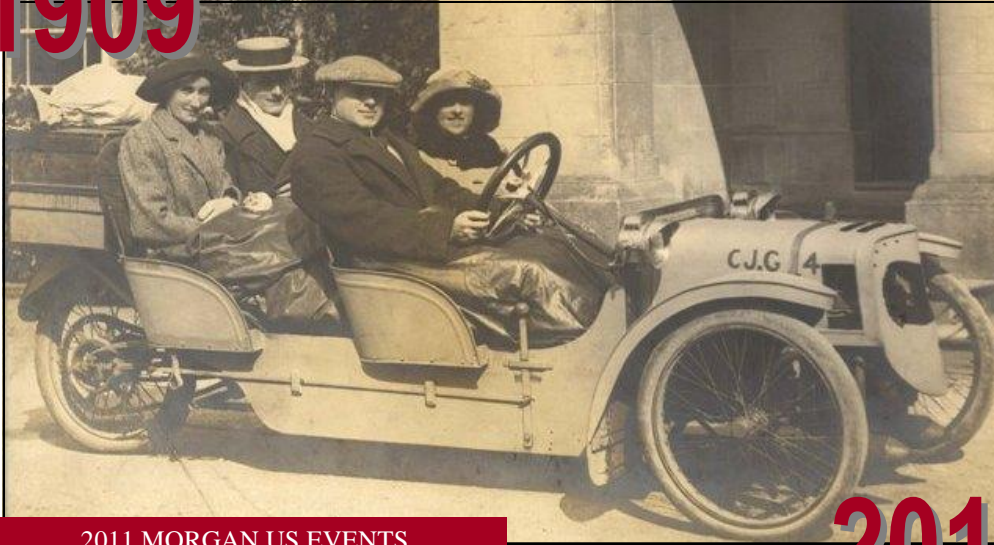
[What an Morgan adventure! I found this on the web, and just had to share. We need to cheer Jim on as he challenges the authorities and the customs of this new global (and Morgan) community. Ed.]

**MILAN
DESIGN
WEEK**
APRIL 12 - 18



Morgan Motor Company web site www.morgan-motor.co.uk - **MILAN DESIGN WEEK 12 - 18 April 2011** - Each year the fashionable Tortona district of Milan city centre becomes consumed with one of the world's most prestigious design exhibitions. Milan Design Week offers the world the chance to witness the future cutting edge design from the product, furniture, fashion, technological, architectural and automotive worlds united. Every shop-frontage, warehouse space and sidewalk becomes an exciting installation attracting thousands of creative minds from all over the globe.'

1909



2011 is here! The **MOGSouth** Calendar is full of great stuff to plan for. There are Morgan events galore!!

Then there are the other things. The ones you don't anticipate. It's time to get your **MOG** out of the garage! Drive it work, out the movies, go on a fancy date! What're you waiting for? Good weather?

Life's too short --
enjoy it now!

2011 MORGAN US EVENTS

2011



- **VDCA VIR**, Apr 8 – 10, Virginia International Raceway, Alton, VA
- **The Classic Motorsports Mitty**, Apr 30 - May 2, Road Atlanta, Braselton, GA
- **Atlanta British Motorcar Day ***, May 14, Berry College, Rome, GA
- **MOGSouth Spring Meet**, May 20 – 22, Chapel Hill, NC – Hosts – Leo's / Buckley's / Zimmerman's
- **Greenwich Concours d'Elegance**, Jun 4 – 5, Greenwich CT
- **SVRA Historic Enduro**, Jun 8 – 11, Watkins Glen Int'l, Watkins Glen, NY
- **Sunday, Ault Park Concours d'Elegance**, Jun 12, Cincinnati, Ohio
- **SVRA Mid Ohio Vintage Grand Prix**, Jun 23 – 26, Mid Ohio Sportsscar Course, Lexington, OH
- **MCCDC MOG 40***, Jul 1 – 3, Staunton VA
- **SVRA Kohler Int'l Challenge**, July 14 – 17, Road America, Elkhart Lake, WI
- **Keeneland Concours d'Elegance**, July 16, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix ***, Jul 23 – 24, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 31, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 21, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, September 8 – 11, Watkins Glen Int'l, Watkins Glen, NY
- **Atlanta British Car Fayre ***, Sep 10, Norcross GA
- **EURO Auto Festival ***, Oct 14 - 15, BMW Plant in Greer, SC
- **SVRA Gold Cup-Season Finale**, Nov 3 – 6, Virginia Int'l Raceway, Alton, VA
- **Hilton Head Island Concours d'Elegance ***, Nov 6, Hilton Head, SC
- **MOGSouth Fall Meet**, Nov 4 – 6, Orlando FL
- **Winter Park Concours d'Elegance**, Nov 6, Winter Park, FL (Part of the Fall Meet)
- **Morgans – 'South to the Keys'**, Nov 7 – 12, Orlando to Key West, FL (Immediately follows the Fall Meet)
- **MOGSouth Christmas Party**, Dec 3, **Location TBD**
- **VDCA Roebing Road**, Dec 9 – 11, 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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And As Always-The Best Prices!



MOGSOUTH REGALIA - MOGSouth has regalia items for sale. ~ **CAPS** ~ The 'Club Logo' style baseball cap (tan or black) with the MOGSouth 4-color logo on the front - MOGSOUTH on the back. The 'Club Logo' cap sells for \$25 plus S&H, plus 'Profile' caps with logo design based upon our name tags (tan or black) and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ 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. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941. If you would like any of these other regalia items, please contact Randy Johnson by email at randy@therandalgroup.com or by phone at (770) 729-8786.

MOGSouth Membership Dues are due 1 Jan. It is now April. 'nuff said . . .

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. 2/11
 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

