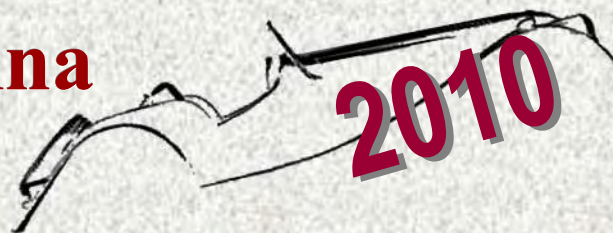


SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/10

MOGSouth Spring Meet Asheville, North Carolina 14 - 16 May 2010



What a way to start the year! This time we nearly had it all. **40 Morgans.** Three wheelers, Series 1s, 4/4s, Flat Rad and Cowled Rad Plus 4s, a Drop Head Coupe, Roadsters, Early and Late Plus 8s, and two Aero 8s. We only lacked a 'Plus 4 Plus' to round out the field, and actually, Bill Boyle, a 'Plus 4 Plus' owner from Dallas, was in Asheville with us. So, a very impressive collection of Morgan cars, spanning production both in range and in period.



Article and photos Mark Braunstein

The Pub Crawl made their way south and joined MOGSouth in Asheville, North Carolina. This was great as we don't often get to see these folks. We had folks from Florida, Ohio, Canada, Connecticut, Texas, West Virginia, Tennessee, Mississippi, both North and South Carolina, Washington D.C., Georgia, and Virginia. Every one had a story to tell and hopefully in the next issue we'll have a few reports from those stalwart folks that ventured on the crawl.

The meet started with a Pizza, and then escalated to more pizza, and finally a third round of pizza. The beer and wine consumption was in keeping with the pizza, and it all was a vicious cycle. You'd have thought they never ate or drank on the Pub Crawl? *[Based on the stories I heard, I suspect otherwise, however. Ed.]*

The MOGSouth headquarters was a relatively new Country Inn and Suites which was clean and bright, and the staff did a super job of making us feel really welcome. It seems that the Morgan crowd was the majority of the guests, with only a few other patrons in the hotel.

But, as is normally the case, the Braunstein's Morgan adventures tend to involve more than just the meet. The preparation for the meets, as well as the trips there and back, always seem to be just as memorable as the meets themselves.



The Braunstein 1971 Plus 8 - This was the Plan



The Frazee 1970 Plus 8 - This was the Result

Andrea and I had a plan for the Spring Meet and we believed that we had everything well in hand. The dog sitter was scheduled, the hotel reservations made, and the folks at work were well prepared to do without us for a week. But, as usual (*and why is that?*) the gremlins got the better of us . . . again.

We were going to take our 1971 Plus 8, north to Asheville. I really didn't think our 1981 4/4 could keep up with the two Aero 8s (Frazee and Coryn) we were to be traveling with and I didn't want to subject my traveling partners to the Propane Easter Egg Hunt that comes with any long trip with that car.

However, I thought I'd best fix the brakes on the Plus 8 prior to the trip. I had a sticking piston in one of the calipers that caused the car to pitch to one side during braking. Surely a quick rebuild of the calipers would fix this problem. Well, it's like squeezing a balloon, you fix one thing then something else shows up. With the calipers installed, I noticed a significant brake fluid leak at the master cylinder.

Ok, I have time for another rebuild, so I quickly pulled the errant beast, and off it went. It came back quickly enough, but upon install, there was still a leak between the plastic reservoir and the metal body of the cylinder. Perhaps a simple 'O' ring, I thought. For the life of me, I couldn't get the reservoir off and had to send the entire master cylinder back to Apple Hydraulics for a second time. This now meant that the Plus 8 was not going to make the trip. It would have to be my SUV.

Well, Rick Frazee, who was traveling north with us, wouldn't allow a tin top in the convoy. I would have to take his 1970 Plus 8. This was an interesting thought as Rick's Plus 8 was actually being stored in my garage while Rick sorted out his collection of cars. I finally gave in and figured driving Rick's 1970 Plus 8 would be easy enough as my 1971 Plus 8 was basically the same car. Only difference was Rick's was right hand drive, while mine was left hand drive. Shifting wasn't a problem, as the Series 1 is right hand drive. I could do that. What I didn't figure on was body gymnastics I would have to perform to get in or out of the car, and as it turned out, with and without the top.

It's not that my body hasn't been trained over 30 odd years of Morgan ownership, and this was basically the same but opposite. What I had done with my right leg and what I'll call 'right sided' body contortions, I now needed to do on my left. Easy, I thought.

Wrong! My left side was bruised and sore from doing things only my 'right side' should have to do. Oh well.

For us in the Florida, getting to the meet was a two day affair. The first day was mostly a drive up the scenic I-95 interstate, with a short bit on the back roads of the coastal lowlands of South Carolina, headed to Beaufort, our stop for Thursday night. I had lived a few years in South Carolina, in Greenville, but never really ventured along the south eastern coast. Absolutely gorgeous. Do it if you can.

We met up with the other of our Florida contingent in Beaufort, Tom and Kathy Coryn and their gorgeous deep blue 2005 Aero 8. Following the Aero 8s proved to be a first. I had followed many morgan's before but none without spares and that had trunks. A bit of a different view that frankly took me a while to get used to.

The trip up from Beaufort was relatively uneventful. We transitioned to I-26 and cruised the twisty bits into Asheville. Finding the hotel was made a bit easier by the modern convenience of the GPS.

Ok, so we're back to the pizza, the Country Inn and Morgan folks. Lot's of folks arriving and lots of Morgans pulling into the parking lot. The weather threatened rain, on and off all weekend, but nothing noteworthy. This was going to be a great meet!

Saturday morning was a great drive, deviating from the instructions provided by some unknown local, to a tremendous Motorcycle Museum, the '*Wheels Through Time Museum in Maggie Valley.*' This Museum's web site espouses that the museum house's the world's premier collection of rare American Vintage Motorcycles. I have no doubt that this is true.

The proprietor, Dale Walksler, assisted by MOGSouth's own Bob White, ably described the various displays, the significance of the bikes, their impact on the culture of Americana at the time, and amazingly started many of the bikes on display. On display were a good number of early American motorcycles, not just the Harley Davidson and Indian brands that seem to be more common, but other bikes with equal interesting history, such as the Henderson, Pierce, Flesher Flyer, mostly all V twins, but several notable four cylinder bikes as well.

Dale had the bikes arranged in appropriate vignettes, according to purpose. There were displays of the motorsports of the day, board tracks and hill climbs. He even included that 'free love and peace signs' period from recent history, immortalized by the classic film 'Easy Rider.' For a gear head that is very interested in anything with patina, it was nirvana.



Beaufort, South Carolina. Beautiful scenery to get there and a lovely water front, once there. We had a dinner and few beers looking over this view.



The parking lot at the Country Inn, and this was only part of crowd. Great turn out of Morgans and Morgan folks!

Then we went dancing. Clogging to be specific, at the Fiddlin' Pig Bluegrass BBQ. Saturday evening dinner was a Carolina BBQ buffet, complete with bluegrass music which got the folks toe tapping and some just had to shake a leg. Randy Johnson, Caroline King, Martha McClellan and the Bondon kids were all seen on the dance floor doing their 'thing'.

The dance floor wasn't the only busy place. With a 3 dozen Morgans in the parking lot, there was lots of interest from the local folks. I spent a good amount of time just answering questions. Not terribly atypical for a Morgan gathering.

The Morgan crowd found their way back to the hotel. And, that wasn't easy. I have to say, I was befuddled by the roads in and around Asheville. The signage or just the way the roads were laid out confused me many times. If I wasn't following someone in the know, I was lost, taking the wrong turn, time after time.

Well, even bad signs couldn't damper the overall weekend success. We had a great time meeting up with all the folks we only see occasionally and really got a charge out of seeing a few folks, like Alan Marsh and Charlie Miller, thanks to the Pub Crawl, that we see only at certain events.

We certainly enjoyed the hospitality suite, even though we were right next door, and I probably stayed up just one beer too long. Sunday morning came too quick, and we were off, headed south.

This time only the Frazees were convoying with us as the Coryns were staying on in Asheville to enjoy the ambiance for another day or two. Our plan was to reach Savannah and stay somewhere along the river for the evening. The drive was the reverse of the trip up to Asheville. We drove down I-26 and then to I-95 and followed that route into Savannah.

The rain stayed away for most of the trip and we cruised into Savannah with without hesitation. We'd find a place and it would be good. It was. We stayed at the River Street Inn, right on the water, with balconies overlooking the paddle wheelers and the river, and we could hear the music from the street saloons wafting up to our rooms. It was grand.

The drive home on Monday morning was uneventful, other than the rain. We had to stop, somewhere just north of the Florida border, to put the tops up. It turned out that the rain was really intermittent and the tops could have stayed down with. But the ladys were a bit happier anyway.

A great meet with great scenery and thanks to Rick, a great car to drive. I enjoyed the time away from work and really enjoyed seeing all my friends. Now I'm looking forward to the fall meet! *Mark and Andrea*



MOGSouth and Pub Crawl Attendees at the MOGSouth Asheville Spring Meet 14 - 16 May 2010

Randy and Dale Johnson	1967 Plus 4	Berkeley Lake, Georgia
Charlie and Beth Miller	1972 Plus 8	Springfield, Ohio
Andy and Anne Leo	1964 4/4	Kelly Springs, North Carolina
Graeme and Emma Addie (& Friends)	1935 F4 Three Wheeler, 1946 Series 1 4-4 Four Seater, 1946 Series 1 4-4 Roadster	Augusta, Georgia
Glenn and Dorothy Moore	2005 Roadster	Suwannee, Georgia
David and Sarah Chiles	1977 Plus 8	Jamestown, North Carolina
John Tuleibitz	1991 Plus 8	Simpsonville, South Carolina
Karen Thompson and Sue Dummermuth	1961 Plus 4	Johnson, Ohio - Dover, Ohio
Charlie and Caroline King	-	Charleston, South Carolina
Dwight and Jackie Kinzer	2000 Plus 8	Rome, Georgia
Alan Marsh	2003 Plus 8	District of Columbia
David and Margaret Jacobson	2005 Roadster	Woodbury, Connecticut
Bennett Shuldman	2003 Plus 8	Ridgefield, Connecticut
Reg and Charlotte Hahn	1982 Plus 8	Cincinnati, Ohio
Bob and Missy McKenna	1986 Plus 8	Williamsburg, Virginia
Bill and Ellen Kubuk	1965 4/4	Middletown, Ohio
Bruce and Lydie Foster	1966 Plus 4	Yorktown, Virginia
Mike and Diane Dewar	1980 Plus 8	Kingsville, Ontario, Canada
Gene and Betsy McOmber	-	Salem, South Carolina
Cyril Brown	2005 Roadster	Suches, Georgia
Mercer Dye	Plus 8	Atlanta, Georgia
Jack and Pat Zimmerman	1963 4/4	Pinehurst, North Carolina
Morgan and Cassie Bondon w/ Tim and Maddie	1970 Plus 8	Duluth, Georgia
Mae Councill	-	Boone, North Carolina
Dave and Marilyn Bondon	-	Duluth, Georgia
Robert Minkhorst	1965 4/4	Atlanta, Georgia
Mark and Andrea Braunstein	1970 Plus 8 (borrowed from Rick & Sam)	Sanford, Florida
Oscar and Bonita Roberts	1952 Plus 4 Four Seater	Cleveland, Georgia
Lynn and Julie Craig	1973 4/4	Clemson, South Carolina
Rick and Sam Frazee	2007 Aero 8 America	Winter Park, Florida
Tom and Kathy Coryn	2005 Aero 8	Tampa, Florida
Lee Gaskin	1934 Super Sports (at Motorcycle Museum)	Spartanburg, South Carolina
Bob White	1967 Plus 4 Drop Head Coupe	Zionsville, North Carolina
Gene Spainhour and Pat Harris	Plus 8	Hickory, North Carolina
Joe and Cynthia Speetjens	1995 Plus 8 (MogVette)	Madison, Mississippi
Pat and Judy Buckely	2005 Roadster	Durham, North Carolina
Jack & Monica Claxton	-	Flowery Branch, Georgia
Fred and Gay Hollinger	Morgan began the trip, but . . .	Stone Mountain, Georgia
Matthew and Martha McClellan	1962 4/4	Knoxville, Tennessee
Bill and Judy Boyles	1973 4/4 Four Seater	Dallas, Texas
Ed & Suzanne Jordan	-	Parkersburg, West Virginia
Art & Patsy Kampschafer	Morgan began the trip, but . . .	Malone, Texas
Gary & Sally Kneisley	1991 Plus 8	Grafton, Ohio
Myron Koenig	1967 +4	Cincinnati, Ohio

Go to <http://www.mogsouth.com> and click on 'PHOTOS' to
see all the Pictures of the 2010 Spring Meet



MOGSOUTH - AN ORIGINAL CONCEPT? *"Originality is nothing but judicious imitation" — VOLTAIRE*

This is the story of a small group of fellows and gals from North and South Carolina, Alabama, Georgia and Florida, most of whom first found one another during the Washington, D.C. Morgan club's Fourth of July meetings; this from 1972 and culminating in 1975 as a "get-together" in Pocono, Pennsylvania.

The Pocono Manor hotel was MCCDC headquarters with a wonderful space for their concourse; however, this hotel had less than 10 rooms, hardly enough for elected officers and activities chairpersons. So we people "from off" (gosh that's an old Charleston genteel expression) searched out motels nearby. Folks, this was a BIG meeting in 1972 (100+ cars). I had driven my "new 1961 +4 Morgan from Manistee, MI to Palmyra, NY (rewiring the generator enroute); picked up Judy at her parent's home and finished the mount having lost the muffler into a corn field on the way. That's when one finds out quickly a standard muffler shop will have nothing to do with a Morgan.

But I diverge.

Between these 1972-1975 meetings the aforementioned southeast attendees communicated and agreed to stay at one particularly nice motel over the 4th of July in Pocono as a group. And as we talked about having another "get together", not with MCCDC, but just our southeast folks probably in the spring before the Washington MOG meet. Frankly, it was too great a distance to attend one day events and other MCCDC activities (although many of us did go to the Washington area for tech sessions, and I remember finding EZ's home for a business meeting of officers and members while having other interests in Virginia. Regardless, five of us agreed to possible dates and localities for a second southeast "get-together" in a rather central but interesting place that had things to do.

A number of thoughts and suggestions were made at Pocono: we did not want a bunch of bylaws and rules and regulations; we did not want officers or other yearly responsibilities (most of us had "been there-done that"); we wanted volunteers to make necessary arrangements (this started the "HOST" thinking); and, finally, someone suggested we become MOG SOUTH (I don't know who, but it was magic). Therefore, just as the MCCDC group was considered the national drawing card for attendance and #'s of cars with a July 4th date secure, having marvelous organization and serious yearly events, we, MOG SOUTH, were to stay low key and flexible depending on a "HOST" to administer the spring "get together". We agreed I would call key MCCDC members in the above states to "spread the word" and offer suggestions. Perhaps my having a WATS line in my office and a very understanding administrator led to my volunteering as the host of this second meeting in Myrtle Beach.

In February of 1976 I was coming home from a meeting in Washington (can't remember if it was a tech session or business) but just north of busy central Myrtle Beach a large Ramada Inn sign loomed on Rt. 17.



Article and photos Charlie King

This was a quality hotel on the beach close to restaurants, miniature golf, activities of all kinds and probably very expensive rooms.

Oh, well- let's see. The motel looked real nice, well-kept, but — no cars. Were they closed? No, the manager said the gas shortage (remember) claimed his regular driving customers and the place was empty. Aha! What about the rates? He said "Make an offer." We received confirmation for 20 rooms (no penalty for less) for \$16/night for beach front (some semi-suites with fridge and stove) and we could bring Gus (he's a black Great Dane). The dates were April 23 - 25 (Fri, Sat, Sun) and the management secured parking in front (back?) of our rooms, set up a charcoal BBQ stand on the beach with chairs and a table. Saturday night we went to the grocers, bought steaks and bread, etc, and cooked our dinner. Sunday am was a neat vodka and tonic party with celery sticks.



Something happened that Sunday afternoon that I've never seen before. Four of the organizers (Tom Badger, K.W. Ballentine, John Councill and I) took our cars for a ride. Then we just decided to drive each other's car: Tom's supersport, K.W.'s drophead, John's +4 and my +8. WOW! What a fitting end to the meeting.

Now it seems pertinent to this history to include important happenings. It is doubtful that we could have moved so swiftly had MCCDC not given us full support beginning with Pres. Mort Kuff and Editor Ed Zielinski. Ed always honored our requests to post meeting dates and locations. And, most importantly, printed activities of MOG South in full. In fact, he searched out old 70's Rough Rider news of our club and sent this to me for this paper.

Mort wrote and Ed printed a 2-page report of this second, but more organized, 1976 Myrtle Beach meeting titled "The South Rises Again or "up the South". Highlights of his report were:

- Five (including Mort and Ed) came by private plane.
- Judy started the Friday night tradition of wine (vintage Gallo) and cheeses in a hospitality room.
- He counted 8 cars (plus a "68 Cobra) and 24-30 people.
- Folks also came from Ga., Ala., Fla., and N.C. Mildred Sherer drove from Del Ray Beach in her plus4plus.
- Charlie (as host) gathered the group in the Ramada Inn by the Ocean "Activities Room". We had a discussion on "how we got here" — (detailed above) and Where We Go from Here: - ideas, activities, locations discussed, - Paul Ventress, reported on the demise of a short-lived MOG South in Tenn. We (our group) hoped that those folks can join us. He may have contacted them.
- Mort presented the club a MCC Flag and flagpole as a token of the association and brothers-under-the-bonnet camaraderie that exists between the Morgan Car Club of Washington, D.C. and this newer group of devotees of the marque. He also presented us a 2' by 3' Union Jack.

Folks, there is a plethora of attendee adventures either enroute or at this 1976 meeting. Jim Solvedt bringing his newly restored yellow +4 four-place (the next year he had a red '74 Dino Ferrari), Gary Zabrycki called he broke down in Georgetown and Ed Z got on the phone with a mechanic there and got him to the meet before too long. Cameron Lindley got part way and limped back to Greenville (this was the third time he'd broken down trying to get to a Morgan meet). John Councill roared in about midnight — business must have been good. And one couple came in about 4 pm in a neat Morgan roadster, checked in and never left their room until Sunday (hmm). And on, and on, and on!

Regardless, the weather was superb, no one was bored and John Councill volunteered to be host in 1977 at the same Ramada Inn. As an aside, 5 cars came from Richmond that year. KW Ballentine was host in 1978 and Tom Badger took over in 1979. By now, folks were getting a bit bored with Myrtle Beach.

So now we had members who, as hosts, moved the venue to newer, interesting areas as was their privilege. Dave and Sarah Chiles became hosts at wonderful High Point — driving through mountains was great. About this time I was in ADA site visit work and about to go to Detroit for 5 years, so Wynell Bruce became the person folks looked to for communication and being the next host. She did a grand job and actually was the first editor supplanting the Rough Rider publication with her own work coining the MOG South newsletter Southern Fours and Eights; also, Wynell teamed with Homer Atlanta, a center really in the south. But by now the roster was growing and it would be only a matter of time that a few "donations" at meets couldn't meet the budget; however, Bob and Wynell moved to the Bahamas and turned over the "administrative" role to Randy Johnson.

Randy is a real business person and volunteered to collect money, kind'a like dues. Can't tell him there's no such thing as dues — he's serious — he helps supplant hosts costs (it gets big when 50+ people are involved to help themselves to wine, cheeses, and now beer and hors d'oeuvres). Randy enticed Mark Braunstein to become Editor. Personally, I believe the present newsletter to be one of the best right up there with MCCDC's Rough Rider.



So after 25 years I asked to have the anniversary in Charleston — a place that can't miss. Randy said okay and MOG South 25th — Y2K was on. Finances were not a problem with 2 large contributions of \$200 and \$275 — the latter being a non-member wishing to pay for the favors. Even had folks come from Chicago and the MOG — Great Lakes club in Detroit- thanks, Fellows! Okay, again I diverge. This is already too long, but there is a need to say something about our success and roster of over 100. There are 3 main things that will help MOG South survive:

- First - we are committed to a volunteer system
- Second - we have a racing/technical contingent
- Third - we are bringing in younger people - children of members, too.

Regarding the volunteer system, we have a coordinator (Randy Johnson) who keeps any misunderstandings to a minimum. Also, as treasurer and host approver, he prevents any failed meets or, at least, minimizes them. He and the Editor are the backbone of progress. The host has the advantage of selecting a meeting environment without interference and does not have the awesome responsibility of working a whole year.

Today's world is changing auto clubs from concourse to include racing and tech knowledge to enhance performance. This I see in our club with a talented woman driver, Stacey Schepens. Her father, Dave Bondon, and Lee Gaskins and Gene McOmber and Jack Poteet and many others fit the category. I know a number of clubs (T-birds, Model A's) having membership problems. Others recognize the needs and do well.

Recruiting younger generation people is tough today with expenses high, but I do see our club bringing in our children. Will this "loose" system of volunteers work in the future?

Well, it has for 35 years even if it is a *"judicious imitation"*.

Charlie King

[The MOGSouth concept envisioned almost 4 decades ago has served us all very well, and it remains in place, fundamentally unchanged, today. And, we are all very thankful that it does. Thanks Charlie! Ed.]



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

MOG - 40 Update! Tom Warden, MOG-40 Chairman

MOG - 40 is rapidly approaching. Before you know it July will be upon us. Remember, even if you are just thinking about coming; make your hotel reservations at the Stonewall Jackson (SWJ) **NOW!** If you are booking online (www.stonewalljacksonhotel.com) use the Group Code **"MOG"**.

This year, some members of the Shenandoah Valley British Car Club (SVBCC) may be joining us at the MOG. We will repeat the very successful **"People's Choice"** award. Last year the spectators were quite diligent inspecting the cars before dropping their cards into the ballot box. For the Gymkhana, Autocross and Rally SVBCC will also have their own classes. This should make for a super event with lots of interesting cars to look at and interesting conversation at the Noggins.

Bob and Chris Vitrikas will chair the Concours competition, ably assisted by Scott MacMillan. Yours truly will chair the Autocross and Rally. Bates McLain has stepped up to run the Gymkhana.

MCCDC members Don & Patsy Wilson, recently purchased a beautiful Navy Blue Plus-4 Four Seater will host a reception for registered MOG participants on Sunday following the Autocross. Patsy is the owner of Pen & Paper & Don is the President & CEO of the Woodrow Wilson Presidential Library both here in Staunton.

Later Sunday evening the city will put on a Fireworks display at Gypsy Hill Park. A great view is also available just up the hill from the SWJ hotel at Mary Baldwin College.

In addition to the Noggins and reception, the city will keep one block of Beverley Street closed Saturday evening so the local restaurants and merchants can put on an evening of Jazz music on the street.

Getting back to the Autocross, the event will be run and sanctioned by the Sports Car Club of America (SCCA). Included in your registration fee is the SCCA weekend membership. This will provide full insurance coverage for all participants and spectators. Also included at the Autocross site is the Barbecue lunch, catered by Peck's Bar-B-Cue. Make sure you have your name tag badge to get fed! Those participating in the autocross must ensure that their car is good condition and can pass technical inspection. Information on preparing for the tech inspection can be found at: <http://www.brr-scca.org> and clicking on **"Solo Tech Sheet"** in the "News Briefs" box. Classes / numbers will be assigned at registration on the morning of the Autocross.

I have constructed what I hope will be an enjoyable and scenic Rally course. Like last year, the directions will be extremely simple. We want every one to have a great drive in the country without getting lost. However, there will be plenty of speed changes to satisfy the more experienced TSD types. Combining a TSD rally with an element of Poker Run, rally participants will have the opportunity to improve their scores by purchasing up to a maximum of 60 bonus points. Troop 84 of the Boy Scouts of America will be manning the Checkpoints and will accept your donation of one-dollar per 12 points (60 points max). You can certainly donate more, and it is for a good cause and can really help these kids have great summer camp.

There will be garage parking at the Stonewall Jackson Hotel and a car wash area will be set up on the top deck of the garage. The city has reserved a parking lot for our exclusive use for trailers on Lewis Street, approximately six blocks from the hotel.

SCHEDULE OF EVENTS

Friday July 2	1:00 PM Registration Opens, 8:00 PM Welcome Noggin SWJ 24 Market Room
Saturday July 3	9:00 AM – 1:00 PM Concours – Downtown Beverley Street 2:00 PM – Conclusion Gymkhana – Augusta Co. Govt. Center, Verona 6:00 PM – 8:00 PM Jazz on the Street - Beverley Street, 8:00 PM – Noggin SWJ
Sunday July 4	8:30 AM – 10:00 AM Autocross Registration and Tech Inspection 9:30 AM – Novice Course Walk, 10:15 AM – Mandatory Drivers Meeting 10:30 AM – Timed Runs (First car off), 1:00 – 2:00 – BBQ Lunch, 2:00 – More Runs 5:30 – 7:30 PM - Reception hosted by Don & Patsy Wilson, 8:00 PM – Noggin 9:45 PM – Fireworks at Gypsy Hill Park
Monday July 5	8:00 AM – Rally Meeting, 9:01 AM – First Car Off 6:00 – 7:00 PM Cocktail Hour (Cash Bar) SWJ Sorrel's Bar 7:00 – 9:00 PM Awards Banquet SWJ Colonnade Ballroom 9:00 PM – Farewell Noggin SWJ 24 Market Room





MORGAN MOTOR COMPANY NEWS

NEWS

LIFECar2 - MCC has decided to take LIFECar from a prototype, to a fully fledged production vehicle. In the place of the original hydrogen fuel cell is a fuel efficient, recyclable hybrid drive train with a low carbon output.

- 1000 mile range
- Sub 800kg
- 15 mile EV range
- 0 - 60mph in 7 secs
- ~ £40,000



Festival Celebrates the Best of British <http://www.worcesternews.co.uk/news> April 24, 2010

"A QUIRKY Worcestershire tradition has continued with the launch of the asparagus festival.

Evesham's abbey bell tower was the backdrop for the start of the British Asparagus Festival yesterday – and this year is set to be a bumper crop.

At the launch, a round of the vegetable – known locally as 'grass' – was blessed by the Lord Lieutenant of Worcestershire Michael Brinton, before being driven away by Dixon Smith, of the Malvern-based Morgan Motor Company, in a 4/4 Morgan.

The round was set to arrive by classic car in Brighton late yesterday for the finals of the Enjoy England for Excellence 2010 awards.

Wychavon District Council chairman Councilor Andrew Dyke said: "This started this out as a small event and it's just grown and grown steadily in popularity, getting to the stage where it is a national event.

"It's now the British Festival of Asparagus and we're very proud of that title." [No comment . . . Ed.]

Morgan for Sale ! 1959 Plus Four

Very original well conserved car. Updates include Koni shocks front and back, oil cooler/ oil filter conversion, alternator, geared starter, electronic ignition. Very strong motor rebuild, I am sure it has a D cam, now, Transmission and drive train excellent. Front bushings excellent. Fairly new factory muffler and exhaust - stainless. Drum brakes - all new including drums, rubber lines and axle seals. Excellent tires and 72 spoke wires. Won an autocross and several show trophies with it last year. Would not hesitate to take a long trip in it. Original white face gauges - good shape, speedo needs calibration and temp needs newer sending unit. I use a higher quality temp gauge on tunnel so not an issue for me. Steering box would benefit from a .003 shim, again not a bother for me. Interior is great. Actually has it's original leather and mats in very good shape, original pine and ply floorboards in excellent shape. Same for top. New side curtains. Wood is solid. Good lacquer paint job, but has small blemish near gas cap from Texaco Techtron gas! This car must have lived indoors! I love Malcolm, but I got to move to an apartment. \$32,000.00. One hour from Asheville. call 803 - 493- 8734 or home 704-313-3205 or email: kingstoncembalo@carolina.rr.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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Pub Crawlers - Charlie is going to do it again! How about a Great Lake Pub Crawl!

I don't know why I do this to myself but I guess I am just up for the challenge. This time, Beth is really helping me because she loves the areas we are traveling to. As of this email, 12 spots are spoken. Here are the plans, as of today, and I will work around these plans. We will stay off the interstates, travel less miles, and drink more. I am trying to average \$125.00/night and if I can lower that, I will. (who knows what the economy will be like in two years)

This will be a 16 night Crawl. Gary Kneisley said that he might like to continue the Crawl, going west, back into Ohio. For those going south and east, I am thinking about doing a two day wine country visit to the Finger Lake region of NY.

For your deposit of \$100/person, you will get an embroidered cap, Crawl T-shirt and Morgan Logo front fleece sleeveless vest. Plus, beer along the Crawl and a 'paid for' final farewell banquet. Contact Charlie Miller at morganpubcrawl@aol.com



Morgan Pub Crawl 2010 - Asheville, NC May 15th

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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 ROADSTER 275 original miles, one owner. Climate controlled storage from new. Maserati Rosso Pontevicchio Metallico exterior Yarwood Biscuit leather, Ostrich embossed, piped in Red leather LeMans '62 bumper conversion MotoLita wood rimmed steering wheel with alloy mounting boss and MMC winged logo horn push. The very last delivered new Roadster from MorganWest

2005 MORGAN AERO 8, Rolis 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!

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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

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, 8,650 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.

1965 MORGAN PLUS 4 Sage/ Champagne wings 5513 miles since rebuild, 2.6 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 twins, 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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gpm May 6 2010



1909



2010 MORGAN US EVENTS

2010



2010 is up to full speed and we had a great **MOGSouth Spring Meet** in Asheville. Thanks to all the organizers.

There is much more to do, so don't leave that car in the garage. Come out and play!

The calendar for 2010 continues to evolve.

So, if you have ideas or events, tell us!

- **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 - The Tates
- **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, Williamson GA, Hosted by the Mosbeys and Moffetts
- **VDCA Roebling Road**, Dec 10 - 12, Roebling Road Raceway, Bloomingdale, GA



1967 TWIN CAM MORGAN 4/4



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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. 3/10
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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:

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