

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/12

NATCHEZ 20-22 APRIL MISSISSIPPI



Bill and Judi Boyles' 1973 4/4 4 Seater (TexMOG) joined us from Dallas

Joe and Cynthia Speetjens of Madison, Mississippi were our gracious hosts for 2012 MOGSouth Spring Meet. The Meet was held in Natchez, Mississippi in partnership with the local Rolls Royce / Bentley Club.

You might think that Natchez, MS is a bit too far for a MOGSouth Meet, but we had a really good turnout and a number of folks that we don't see often, or ever. There were the MOGSouth folks from Alabama, Florida, Georgia, Illinois, Mississippi, and North Carolina. And then, we had a good number of folks (5 Morgans) join us from the Dallas, TX area. We even had one couple down from Oregon. Then there were the folks in the Tin Tops, but we wouldn't want to embarrass them on the front page of the newsletter . . . would we?

I do have to say that the trip to Natchez, and back, was a major part of the adventure for us. Andrea planned it well and we traveled some

SPRING MEET!!

exceptional roads as we meandered through what has to be one of the most scenic parts of the southeast, north Florida and along the coast line of the Gulf of Mexico. We stayed at haunted bed and breakfasts on several occasions but I was assured the 'occupied' rooms were down the hall . . .

We hugged the coast on the way up to Natchez. Day 1 we traveled north, had lunch in Perry FL, and finished the day in the sleepy town of Apalachicola, FL. We had four cars in our convoy. The Aero 8s of Tom and Kathy Coryn (1) and Rick and Sam Frazee (2). Andrea and I following in the Moss Box Plus 8 (3), and Gil & Barb Stegen followed us . . . well, in a Saab, leaving their lovely '67 DHC in Lake Worth, FL. We found dinner in Apalachicola, oysters and beer for those that favored that delicacy, and something less slimy for the others. Day 2 we drove west along the panhandle and the Gulf Coast. We stopped along the shore in the beautiful resort town of Seaside. Then lunched in Sandestin, and finally we continued west. Towards the end of the day, we passed through the region decimated by Hurricane Katrina. This area still hasn't fully recovered. So many vacant lots . . . so many 'For Sale' signs. And, those structures that were there, were relatively new. Very sad, but what a beautiful coast line. You can understand why folks want to live along there. Absolutely gorgeous views. We stayed in a new property in Long Beach, MS. No old haunted B&Bs remain along the coast line, just empty shells, vacant lots and overgrown foundations. A great dinner though, in a restaurant Gil knew about from work, that was back some three or four miles away from the coast. On Day 3 we headed north west and were soon in Natchez. I was motivated, something about a noggin . . . and beer . . . and oh, did I need a noggin! The car hadn't behaved too well. Hopefully the others had fared better.

Some of the crowd had arrived before we did, but many came in later in the afternoon. The cars from North Carolina (the Buckleys (4) and Leos (5)) were there. It was Judy Buckley's come back event after a medical challenge kept her from the fall trip to the Florida Keys. The Texas group was also there. Bill and Judi Boyles (6) brought their '73 4/4 4 Seater, Traci Murphy (7) in her 1961 Plus 4, Darrell Van Dyke (8) came in his '84 4/4 with the Bill Fink 2.4l, 5 speed Ecotec conversion, and Blake & Ronnie Flener (9) in their Plus 4. Bob Norgueira arrived a bit later in the 1961 DHC (10). Also there were the Ann and Eric Cummins (11), in their Plus 8, from north of Atlanta. Joe Speetjens (12) was there in the +8+ and Cynthia made the short trip in her BMW. Bob and Lani Steele (13) from Alabama arrived in the Red and Chrome Plus 8 (with mods), as did Glenn and Dorothy Moore (14) in their electric blue Roadster. John and Barb Bucks (15) from Oregon were there in their bronze Aero 8. Some 6K miles down and a few more to go on their cross country jaunt. Ron and Libby Davis came down from Illinois but left the Plus 8 home, opting for the Range Rover. Graeme Addie (16 and 17), with Bill Scott and Charles Harris, brought out the green 1947 Series 1 and the 1936 F4 Three Wheeler. So the meet attracted a very good crowd, with a



great diversity of Morgans. Friday evening found us down 'under the hill' from the hotel for dinner and libations. The food was great but the trek back up the hill to the hotel was a killer. Pretty steep, but a great view of the mighty Mississippi river.

Friday was a bit of a DIY day. We took a carriage ride through the old town to get our bearings and then opted to visit the historic 1857 Stanton Hall on our own. After a relaxing day, walking the town and seeing the sights, we cleaned up, soaked our heads, slicked our hair back and headed out to the official noggin at a historical house in the process of restoration in downtown Natchez.

On Saturday we toured the region stopping at some very interesting historic sites - Emerald Mound, early Indian temple mound used between 1300-1600; the Winsor Ruins, what's left of a destroyed antebellum mansion; Lorman Country Store for lunch; and after a good run up the Natchez Trace we visited Longwood, the largest octagonal house in the United States. Unfinished (due to the Civil War) except for the 1st floor.

Be sure to check out more photos of the meet on the [MOGSouth web site](#).



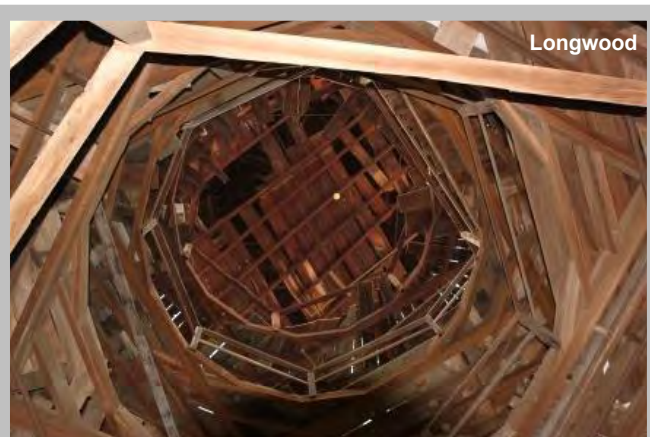
Friday Evening Noggin



Winsor Ruins



Emerald Indian Mound



Longwood



Saturday Evening Dinner

The Spring Meet finished with a bang. Richard Branyan, our Rolls Royce host, opened his antique shop and home for a catered BBQ, complete with a Blues band. It was great fun chatting with the crowd, rambling through the antiques and listening to the band. Everyone had a great night! A special thanks to all involved, **and, a big round of applause for Joe and Cynthia Speetjens, and of course Richard Branyan.** On Sunday just about everyone headed for home. Our trip home was good, except for the failed starter on my +8, but that's a story for another time . . .



Headed Home - B&B in Monticello, FL

Mark



Amelia Island Concours d'Elegance

**THE RITZ CARLTON, AMELIA ISLAND, FL
11 MARCH 2012**



Winner - Pre War Sports Cars
1930 Alfa Romeo 1750 Grand Sport

Amelia Island Concours d'Elegance - It's become a tradition for us to make the short trek north to Amelia Island each year. By the time the Amelia Island Concours d'Elegance rolls around in the Spring we're ready to have a little time away from the everyday foibles of the work-a-day world. We see this long weekend as part of our mental health regimen. We stay in the quaint little town of Fernandina Beach, eat at good restaurants, and even take a few naps. And truth be told, we *really* need it ...

The town of Fernandina Beach is picturesque with boutiques and cafés and shops selling regional handicrafts or beach-wear. The feeling is one of a more peaceful and tranquil time, with its Victorian architecture and charming historic district. The waterfront is seductive, with the boats and gulls and sea breezes. Fernandina Beach historically was a major sea port and the town perpetuates this legacy with an annual Shrimp Festival; and this is the only place I think I've ever seen Shrimp Monuments ...

And, as is to be expected during spring in the Southeast, the weather tends to be varied, but always . . . the cars are the stars of this *show*. And the show starts the moment we arrive on Friday.

We drive up from Orlando on Fridays. Our 1971 Morgan Plus 8 tends to be the transport of choice. This year the weather was really threatening, major storms were predicted, but we've weathered tornados and the like in the past, so being the gutsy Morganeers that we are . . . we chickened out and opted for the creature comforts and weather protection of the SUV. (*Oh, I remember the trip in 2008 very, very well. Ed.*)

Arrayed on the downtown streets of Fernandina Beach Friday afternoon are the Concours cars that chose to participate in the scenic Friday Tour around the region. A bit of enticement, perhaps just a taste of the goodies we'll see at the big show on Sunday ... and, all the better, it's just outside our hotel.

This year, one of the Anniversary cars (50th) was Ferrari GTO. I'm not a Ferrari aficionado but best I can find out, Ferrari produced the 250 GTO (Gran Turismo Omologata (Homologated)) from 1962 to 1964 for the FIA's Group 3 category. The 250 is the displacement of each cylinder (in cc.) Thirty six cars were made in the years between 1962 and 1964. With another 3 Series II cars produced in 1964, the total production was just thirty-nine GTOs. As I understand it, there were to be twelve of these cars at Amelia and most of these were parked outside our hotel on Friday afternoon as we arrived. Wow! . . .



As we continued to stroll down the street, we found a number of other cars that had participated in the pre-Concours Tour, one of which belonged to Barry Alexander, a good friend of ours from the All British Car Club in central Florida. Barry was invited to the Concours to show his absolutely gorgeous 1936 MG Type SA 2 1/2 Liter Open Tourer. Barry has more British cars than anyone I know, but nothing you would consider main stream. He has an Alvis, a Lea Francis, a BSA Trike, etc. and this large MG Type SA Open Tourer. This is the biggest MG I think I have ever seen! And exquisitely restored.

We found the car but not Barry or Judy. So off to lunch . . . we'll find them later.

Saturday is our day to stop by the Ritz, site of the Concours, to pick up our tickets and sift through the annual regalia. We also use this time to see what's been consigned to the auction. We tend not to attend the auction itself, unless there's a Morgan we have our eyes on, but rather peek, poke and prod the cars outside prior to when they roll off the auction block.

We peruse the automotive art, the vendors (artwork, automobilia, high-end watches) and, this year there were some



great automotive models on display or available. I love the intricacies and details of these models and was amazed at the skills and patience of the builders.

The auction had some very 'tasty' toys for sale this year. A 1954 XK 120, in black was estimated by the auction house to go for \$175K - 230K. Wouldn't that look good in my garage? They also had a red 1942 Alfa Romeo 6C 2500 Sport Cabriolet that intrigued me to no end. Alfa's were my once and only venture into Italian motorsport.

We then drove South down the Island a bit to another hotel to see Lee and Trisha Gaskins. Where they were staying at the Amelia Island Plantation and finding our way in was a bit confusing given all the construction. Lee and Trisha stayed at this hotel some 20-25 years ago and hadn't been back. So with Lee having a desire to go to the Concours, they thought they'd travel down memory lane a bit.

It turned out that the Plantation was the host of the very first Concorso Atlantico. A show dedicated to the Italian automobile but there were a few others there. We met up with Lee, and we ran into Joe Topinka who was showing (and selling) a late model Rover Mini convertible. The location of the show at the Plantation is lovely and will provide a nice ambiance in the future, if this show survives. I suspect there were only some 50 cars or so. The logistics were awful, however, with opportunities for lunch lacking and atrocious parking facilities. Perhaps the construction was to blame? Anyway, they will need to fix this basic stuff in the future.

After our visit with Lee and a quick perusal of the cars at the Concorso Atlantico, we were off. We continued further south looking for the A1A Ferry across the St Johns River. We thought we'd depart on Monday taking the back roads with a trip on the Ferry. We didn't have a clue where it was so that necessitated a bit of exploration. Oddly as we passed the 'Sandollar' seafood restaurant overlooking the water, we saw flames shooting from the roof and people exiting in haste from the front door. The Ferry was just beyond, so we left the area quickly to avoid any congestion caused by the local Fire Trucks arriving at the scene.

We then headed back north to Fernandina Beach. We stopped on the way to see one of the local sites we had not as yet visited, Fort Clinch.

Fort Clinch is a 19th century brick fortress at the northern-most tip of Amelia Island. It was begun in 1847, but the only battle to occur at Clinch was during the Civil War, when Union troops recaptured the fort in 1862 from the Confederates who had seized control in 1861. Fort Clinch served as the base of Union operations in the area throughout the Civil War. In 1935, the State of Florida bought the Fort as a State Park and it opened to the public in 1938. We chatted with the Park Ranger, dressed as a Union Corporal and got a bit of the history of the Fort and some stories as to the effectiveness of the armament. Then off to lunch ...

Back in Fernandina Beach we found lunch at a converted gas station. Great hamburgers but a very cold and windy patio. Then we headed to the hotel for a nap, and to clean up a bit.



\$258,500 Sold



\$275,000 Sold



There were six for dinner on Saturday evening. Three MOGSouth couples, all without Morgans. Regardless of vehicle choice, we all had a great time, discussing this and that, mostly pets, some tennis and of course . . . cars. Then it was off to bed, with visions of shiny bits and fancy cars . . . My kind of dreams . . .

We headed down to the show early, like we always do, in hopes of being in line, before the big crowds so I can take a few pictures of the cars without a mass of humanity in the way. This year our plans were foiled, as the organizers opened the gates early and when we finally got onto the show field, we were simply part of the troublesome crowd. Anyway, I got the pictures I could and enjoyed the varied displays. I walked the rows with Lee Gaskins and we chatted about the various marques and cars in the show, and I learned a few things . . .

I guess there were some 50,000 people or so that show, but boy it seemed like more. The attendance and the number of cars on display seem to be growing pretty fast. Vic Elford the Porsche racing legend was the Concours honoree and a good number of his past race cars comprised a special class. This is one aspect that makes the Amelia Island Concours a bit different from others I've been to . . . they embrace the world of motorsports and include a variety of track tested and in some cases track 'worn' competition cars.

We did see lots of other Morgan owners at the event apart from Rick and Sam Frazee, and the previously mentioned Lee Gaskins, we ate lunch with Ray and Susan Morgan; we chatted a while with Bob 'Kermit' Wilson and Alan Smith towards the end of the day. And we linked up with Joe Speetjens some, but he was there with a few Rolls Royce friends so we didn't talk much. Lionel and Lisa Olmer were running around ogling at the show. Like Lee, this was Lionel's first Amelia and he too was in awe of the cars. Charlie Miller was rumored to be in the crowd, as was Joe Topinka, but we never ran into them. Another wonderful day running around, looking and photographing cars. This has got to be one of my favorite events of the year.

We topped it off with another great dinner with Lee and Trisha and on Monday morning, we headed south.



1920 Kissel Gold Bug Speedster



1951 Ferrari 212 Export

We took the back roads home, down A1A and crossed the St. Johns River, via the Ferry we scoped out earlier. We ran into Tim Suddard the publisher of the Classic Motorsports magazine on the Ferry. We continued down the coast and found a spot for lunch on the water, south of Saint Augustine. What a wonderful weekend. I can't wait to do it again next year. Hopefully, we'll see you there! *Mark*

FYI, Best of Show went to the gorgeous 1938 Bugatti Type 57 and Best of Sport went to a 1962 Ferrari 330 LM, the bigger engine version (4.0 liter) of the 250 GTO. See photo above.



1957 Road & Track's Stan Mott Cyclops

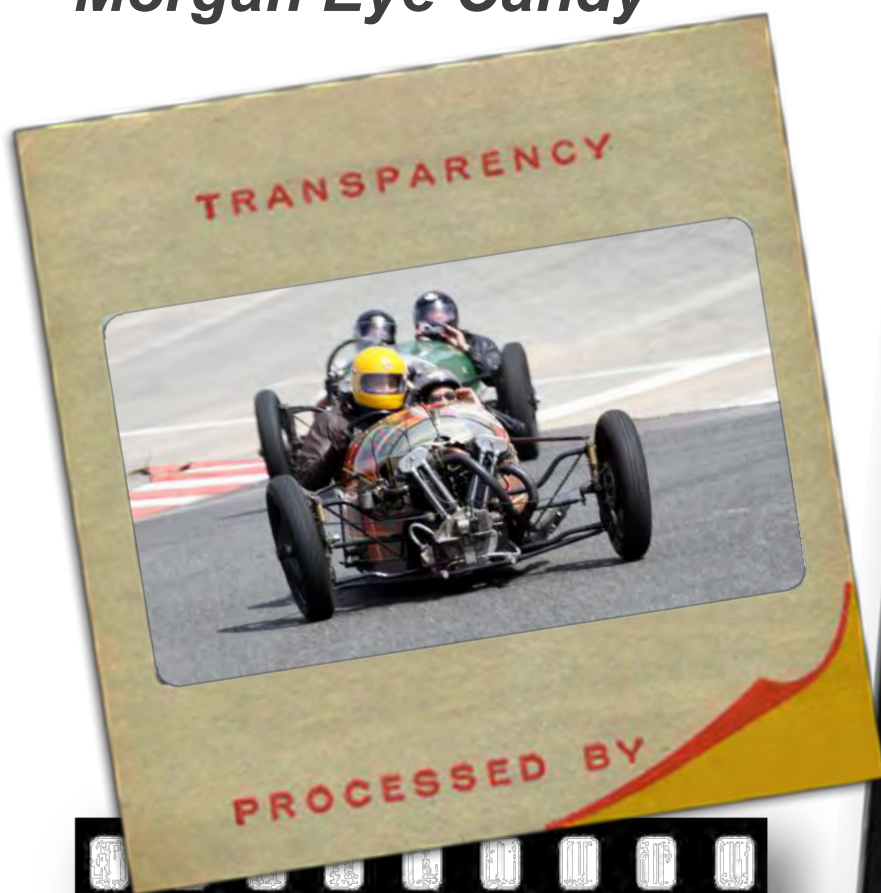


1933 MG L1



Dennis Rushton

'Morgan Eye Candy'



All Photographs courtesy of Dennis Rushton

Being sort of a visual guy, I truly love Dennis' photographs. He has a great eye for capturing the essence of the Morgan in competition and his framing of the subject or composition of the image is tremendous. Having played with the layout in the newsletter, I realized I certainly cannot adequately reproduce Dennis' images here, within the constraints of the file size and resolution of this resulting newsletter PDF file. My apologies to Dennis, but the posted gallery on mogsouth.com has better resolution.

I guess it was about a year ago that I joined the MTWC and started to browse their website. I was the proud owner of a pile of bits, that would one day look like a three wheeler, and I wanted to be ready.

There is a lot of good information up on the site, but what really caught my eye were the reports of the many club outings and the wondrous photographs that accompanied these reports. These photographs were attributed to Dennis Rushton. A short email exchange followed and he has graciously allowed me to bring just some of his portfolio to you. For those of you that are members of the MTWC, you can see the many more images that Dennis has taken for the club. Enjoy!

Dennis' best work seems to be at the track where he is able to capture the excitement of the event and the emotion of the day, for each of the participants. It makes me want to jump into the fray and play as well . . . I have asked his advice about camera equipment and hope to be able to take advantage of the advice very soon. I doubt that the equipment will help me that much but I can try! **Dennis, Thank You!**

All Photographs courtesy of Dennis Rushton



"It was whilst studying Graphic design, at Stafford College of Art, that I first became interested in photography [. . .] I gained employment in Industry, as a trainee illustrator. This is when I acquired my first car, a 1936 Morgan Sports two-seater and joined the Morgan Three Wheeler Club [. . .] After five years I changed my employment and [. . .] enrolled on a course to study Architecture and Building Construction [. . .] Shortly after joining the Department, I added a second Morgan to my stable, a 1947 Series 1 Coupe [. . .] I developed an interest in the three wheeler Morgan in competition and began collecting period photographs, race reports and anything else I could lay me hands on. I also started to visit any race meeting or sprints, where Morgan's were competing and began taking my camera along [. . .] It was not until I took early retirement in 1997, that I [. . .] started to take my photography more seriously [. . .] and I began to offer my pictures to the MTWC [. . .] I got to know Sandy Atkinson, the Bulletin Editor and Sandy kindly let me have an accreditation letter. This enabled me to get trackside and my photography went up a gear. As well as the MTWC Bulletin, I supply pictures for the Club website, the Vintage Sports Car Club, Caldwell Park racing circuit and occasionally, an online magazine." **Dennis Rushton**



"THAT'S RACING!"

The first event of the year at Road Atlanta was supposed to be a two car weekend for Splinter Group Racing. Stacey would be driving the Morgan and SuperDave would make his (4th) comeback in his new/old Bug Eye Sprite. But, sometimes things just don't work out as planned.

Maybe, we should have had a hint that the racing gods were not smiling when the Sprite's rear wheel fell off on the way back from tech inspection. (Super's fault...it doesn't just happen in NASCAR.) Or perhaps when it stopped out on track during test day and we found that the distributor cap carbon contact had escaped. Then again, it could have been when the throttle stuck going down into Turn 10! Stuff like this happens when you take an old race car out of storage after it has been asleep for six years and try to get it ready to race in three weeks! I couldn't even sit in it when I brought it home. (The previous owner was a petite young lady and Super is anything but . . .)

Things did settle down by the end of test day and the old rhythm began to come back as we got in more laps. The car turned out to be a blast to drive and there were lots of other "diddlers" (As the Brits call the small displacement cars) for Super to run around with.

Our first actual race day started out well as the Sprite went a whole session without a mishap and we ended up 3rd on the time sheet.

Then it was time to roll out the Morgan and warm it up. Stacey hit the starter button, and a puff of smoke and a strange clunk was all that happened. Something in the engine broke and it just locked up solid. You need to understand that after our last race I drove the car from the podium to our pits after

Stacey was awarded her trophy for winning her class! How do these things happen? Valves, pistons, guides, springs, timing chain, etc...all toast!

Super worked his way up to 2nd fastest in the Sprite during the qualifying race, but the transmission

packed up and we had to call it a weekend. So now we have two race cars completely apart and our next event in three weeks. At the track we call this a "thrash"! Take a look at the pictures and see if you can figure out why we do this?!

SuperDave and Stacey

Folks, Watch the trailer (link below) as well as the shameless plea for funding – you may recognize the first speaker.

<http://www.kickstarter.com/projects/1657954692/help-save-vintage-racing-today?ref=live>



Article and Photos Courtesy of Dave Bordon





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

2010 MORGAN Aero SuperSports Kilimanjaro Sant Metallic/Distressed Tan leather interior in quilted pattern

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

2005 MORGAN Roadster Pollen Yellow exterior/Black leather w/yellow piping, Mulberry Engineering suspension and brakes, Roush modified ECU, smog legal

2005 MORGAN Roadster Connaught British Racing Green 2.5k miles

2003 MORGAN Plus 8 35th Anniversary 800 orig. miles, Ivory Body/BRG wings

2003 MORGAN Plus 8 35th Anniversary Connaught BRG/Tobacco leather, 12k miles

1966 MORGAN Plus 4 Drophead Coupe fresh black paint/fresh black leather, chrome wheels, new top; remarkable example.

1965 MORGAN Plus 4 Four seater Exterior: bare metal repainted in BMW Laguna Blue, fully disassembled and metal finished before applying new paint, all new chrome, all new stainless steel fasteners.

1959 MORGAN Drophead Coupe

other marques

2011 ZOLFE GTC/4

2011 AC 378 GT

2003 JAGUAR S Type R

1978 TVR TAIMAR

1973 CITROEN SM // Huge Price Markdown

TVR 3000 S CONVERTIBLE Prototype



2011 Allard

J2X MkII Maserati Pontevichio Burgandy with Tobacco Leather, burgandy piping, full top and side curtains and Hemi engine!



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Apr 9, 2012

A MORGAN GOES TO SEBRING . . .

First it was early, dark and foggy. Then it was rural, hot and sunny. It was Saturday and we were driving south with Rick Frazee's 1936 Super Sports trike in tow. We were headed to Sebring to see the 'Morgan' Pescaraola Judd being campaigned by Oak Racing in the 12 Hours of Sebring. Oh, did I mention Charles Morgan was to be there?

The interesting bit about the plan for the day was that Rick envisioned driving about in the Super Sports with me in the trike. This, I said to myself, will be interesting. I am, as they say, not terribly petite . . . (Actually this was the first time I have been in a Super Sports.)



We got to the track, and found a public parking lot. They had one side for cars (\$25) and another side for RVs and semi trailer rigs (\$50). They were so confused by our cargo that we were waved into the RV/semi trailer lot and they forgot to ask us for any money. Good! I was saying my nickels for the \$10 hotdog.

The Super Sports was off loaded and it started right up. Rick was already in the car, and he beckoned to me to get in. Ok, here goes . . . I stepped up and over the exhaust pipe with one leg putting my foot onto the seat and then repeated with the other leg. Then sliding my legs down into the car until my butt finally hit the seat. Amazing, I almost fit! I can't say it was extremely comfortable but I was in. Getting out would be another issue and something to worry about later. With the thump thump of the Matchless, we were off, headed towards the paddock and the rebadged Pescaraola.

We hit the junction with the bridge going up and over the track into the competitor's paddock area. '*No Street Vehicles, No Motorcycles*' it said. Again, the confusion was evident. We weren't like any 'Street Vehicle or Motorcycle' they had ever seen, and we about the same size as the golf carts, that were allowed in the paddock. So Rick pointed over the bridge, and the traffic 'cop' simply waved us on, right behind an 'authorized' golf cart.



We motored the length of the competitors' paddock looking for Oak Racing and finally found two large tents with an RV parked along side. Rick parked the trike adjacent to the tents and shut it down. Now, this was the fun part. Getting out. My knees hit the dash as I maneuvered, inch by inch, to raise myself out of the car. It took a few moments, and I'm sure was quite entertaining to the crowds that had gathered, but then I was out and stepped over the body to the ground.

Nobody was at the Oak Racing tents so we walked to the pit lane. We soon found Hugh Bate, the proprietor of Chariots of Palm Beach, the local Morgan dealer, who had brought down a new Aero 8 Super Sports. As it turns out Hugh is a regular at Sebring and was very informative as we walked down pit lane. We soon found the Oak Racing LMP2 number 24 car, and the LMP1 number 15 car. Both, sporting Morgan wings.



We didn't get a chance to meet the crews nor did we ever find Charles. The race started at 1030. The first lap around was a slow, reconnaissance lap. Then the green flag dropped and they floored it. We caught them all coming around one of the first corners, still bunched up from the start. Pretty intense as they jockeyed for position.



The 'Morgans' did pretty well with the LMP1 number 15 car running strong throughout the day. We really couldn't tell where the number 24 LMP2 car was running as the different ALMS classes soon were intermingled. We continued our walk around the inside of the track and ran into Tom Coryn (MOGSouth), with his brother and son. We chatted a bit and then moved along. We also knew Paul Davidson (MCCDC) was at the track but never ran into him.



We left after about 6 hours of the 12 hour race and, once home, we followed the finish on the television. The 24 car finished on the podium with a second in the LMP2 class, while the 15 LMP1 car blew an engine around the 9 hour mark. A mixed result but a good start, none the less, for the 'Morgan' badged Oak Racing Team.

Mark

Great Morgan Videos on the MOGSouth Web Page



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

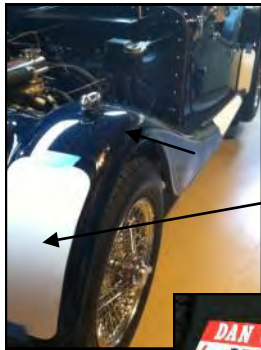
Morgan 3.7 Roadster, Plus E, Aero Coupe and Plus 8 - Geneva 2012 (Video of the Morgan Motor Company Stand)
Morgan Plus 8 Burnout Video (A very short video of the new Plus 8, burning up a bit of rubber)
12 Ferrari 250 GTs walk around (The cars on the lawn at Amelia Island)
Ferrari GTO's Driving By !!! Plus MORE (The Tour on Friday at Amelia Island)



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MORGAN WANTS & SELLS



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

NEW - Garage Cleanout Means Morgan Parts for Sale

Series V 4/4, +4, 3.5L +8 - including stub axles, lever shocks, +8 intake manifold & SUs, SU wedge air cleaner, alloy flywheel, seat frames. I also get extra copies of the mother club's magazine, *Miscellany*. If you've never seen an issue, you should. Single copies of recent issues free upon request. Send your mailing address, lower 48 only, to David Crandall at mogdriver@gmail.com.

Original Plus 8 Axle Parts For Sale !!!

Disassembled 1978 original Salisbury 7HA axle casing (\$375), 3.31 ratio ring and pinion gear set (\$375), and LSD unit (\$375), all very nice condition. \$1000 for all.

Plus 8 Currie Enterprises Dana 44 Rear Axle Assembly Custom engineered to fit the Morgan Plus 8, 3.54 ratio, complete with 10"x2.5" brakes and Currie Hand brake assembly. Engineered to be compatible with the Plus 8 wheels, leaf springs, prop shaft, and hand brake lever. This Dana 44 axle is stronger than the original 7HA, great if you have more than the original engine BHP and torque output. All new, \$1800.

Contact Jack Claxton for pics or more info.

jclax5817@aol.com

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Trike Trailer for Sale !!

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





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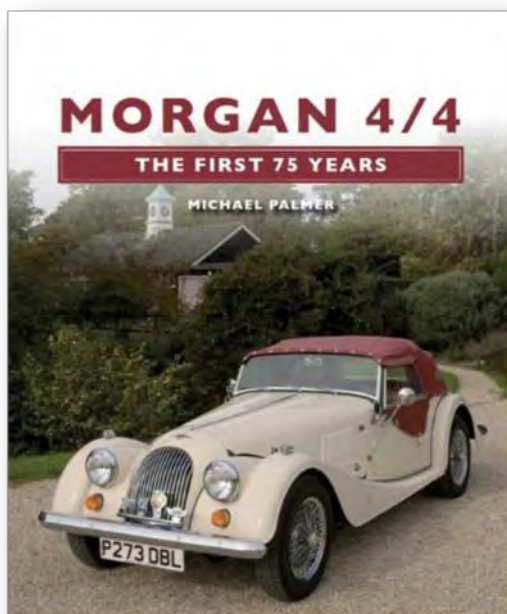
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Morgan Library Additions

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



Morgan 4/4: The First 75 Years

By Michael Palmer

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

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

Hardcover: 192 pages

Publisher: Crowood Press

Language: English

ISBN-10: 1847972888

ISBN-13: 978-1847972880

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





MORGAN MOTOR COMPANY NEWS

NEWS



Most of the news of late is about either about the Geneva Motorshow or the podium finish by the Oak Racing team in Sebring.

Geneva brought us the announcement of the new Aero Coupe, the up-powered Roadster and the new eco friendly Plus E concept.

The Sebring podium finish, a second place in LMP2 class, for the 'Morgan' badged Pescarolo Judd was a great way to start. Look for the Sebring report in this issue of the Newsletter.

Morgan at the Geneva Motor Show 2012 Morgan Motor Company web www.morgan-motor.co.uk

Every year Morgan Motor Company exhibits at the world famous Geneva Palexepo for the annual 'Salon international de l'auto.' With hundreds of thousands of guests each year, the world famous motorshow is the biggest international auto show of the year in terms of vehicle debuts. These include production cars, upcoming models or outrageous radical concept vehicles.

The Geneva Motorshow 2012 is the Morgan's first major event of the year and the obvious choice of venue to launch the exciting new cars that will join the rapidly growing existing range. During an official public unveiling on 07/03/2012 Morgan unveiled the; the Aero Coupe, Plus 8, the new 3.7l Roadster and the fully electric Plus E.

These new cars were displayed alongside two production Morgan 3 Wheelers and a stunning 4/4 75th anniversary car. Now with three clear platforms within the Morgan family; The Classic Morgan, 3 Wheeler and the Aero range boasting new brand visual themes such as 'sixties excitement', 'raw escapism' and 'lightweight luxury', the Morgan stand was more colourful and more refined than ever.

An enthusiastic speech from company CEO Charles Morgan kick started proceedings. This was received by a large gathering of the world's motoring and lifestyle press and media. This outlined the radical new pursuits the company is undertaking this year as well as describing the impact the new production cars will have upon the range. The attendance of Morgan at the 2012 Le Mans events was news well received .

This year's show has proven to be a very responsive and vibrant one for Morgan this year already; arguably due to the variety on display at the stand. Opinions on the 'show stealers' are mixed depending on who you converse with. Some say that 'to see the production 3 Wheelers in the flesh looking even more impressive than they do in the press and at the original launch is very exciting.' They are no doubt one of the most revolutionary and unique machines on display. Others are thrilled by the introduction of the aluminium chassis and return of the V8 within the Classic range with the critically acclaimed and mighty Plus 8. For others, the grace and simplicity of the dramatic new fixed head Aero Coupe stole show. However, there is no ignoring the impact the fully electric Plus E concept has had on the motoring press world already.

For more information about any of the cars on display please visit the appropriate vehicle pages at www.morgan-motor.co.uk or contact nick.baker@morgan-motor.co.uk



Image Courtesy of the Morgan Motor Company



Image Courtesy of the Morgan Motor Company

Morgan's New PLUS E Concept

TopGear.com's guide to Geneva 2012 : electric Morgan Plus E, Matthew Jones, 07 March 2012

Hammond's favourite manufacturer fits a proper gearbox to an EV. Again...

Well this is jolly interesting: Morgan's unveiled a car with a very old body style, very new electric motor and very unusual five-speed gearbox. As in five actual gears. On an EV. Like a proper car. It's called the Plus E and it's based on a tailored version of Morgan's lightweight aluminium chassis. But where you'd normally find a BMW V8 underneath the Plus Eight bodywork, there's a Zytec 70kW (94bhp) 221lb ft electric motor. Which is odd. But not nearly as odd as the conventional five-speed manual 'box hiding in the transmission tunnel. There's a clutch pedal, too, though Morgan says its optional - because the motor provides torque from zero speed you can choose to leave it engaged when stopping then pulling away, just like a normal auto.

Zytec Automotive managing director, Neil Heslington, says: "A multi-speed transmission allows the motor to spend more time operating in its sweet spot, where it uses energy more efficiently, particularly at high road speeds. It also allows us to provide lower gearing for rapid acceleration and will make the car more engaging for keen drivers."

This is, alas, a mere concept, but Morgan assures us it'll be built if enough people wave their cheque books around. And they've told us to standby for a possible second concept, which may feature alternative battery technologies (this one uses normal Lithium Ion jobbies) and a sequential 'box.

This isn't the first time Morgan's played around with manual gearboxes and electric motors, though. If you've got an excellent memory and/or Google, you may remember that it had a go before, but thought it'd need to slice out two of the gears to make up for the car's wide torque band.

GENEVA 2012: MORGAN PLUS E AND PLUS 8 Piston Head

Like a Morgan, but with electric power...

Morgan has taken the wraps off its Morgan Plus E at the Geneva show, an electric version of its classic roadster, but with - get this - a manual gearbox.

As we found out when we first wrote about the Plus E, the transmission is a conventional Morgan-supplied five-speeder with a clutch.

The project is the work of Zytec Automotive. "The key aspect was to get the fun back into electric vehicles," technical programme manager, Neil Cheeseman told us. "What does a manual gearbox in an electric car actually feel like? We decided to build one to find out."

Underneath, the Plus E uses the same aluminium frame as the new Plus 8 (as run in pre-production form by Chris Harris here on PH), which also gets its debut at Geneva, and is effectively an updated version of the chassis from the Aero 8.



MCC Stand at Geneva 2012 - Photo Courtesy of the MCC Web

Chatting to Morgan's chief designer Matthew Humphries on the stand (who plays a thoroughly convincing impromptu PR role - how many designers are willing to do that?), it seems that actual working cars are a little way off yet. But only a matter of weeks, and you can forgive a show car for being a bit cobbled together.

The concept is intriguing, though, with 160hp, 280lb ft of torque, a top speed of 115mph and a 0-60mph sprint of around 6.0 seconds.

"The only worry people really seem to have is the noise," says Humphries, "but I reckon it'll be great - kind of a Sci-fi edge." Morgan meets Wipeout, then. Sounds good to us...



2012 MOGSouth Spring Meet Participants
Natchez, MS 20-22 April

1	Dennis and Kitty Norris	Henning, TN	Bentley Continental 2008
2	Robert Adams	Natchez, MS	Bentley 1996 Turbo
3	Cappy & Judy Stahlman	Natchez, MS	Roll Royce 1973 Corniche
4	Robert Adams	Natchez, MS	Bentley 1996 Turbo
5	Kelly Kyle & Hal Caudell	Jackson, MS	Bentley 1994
6	Richard Branyan	Natchez, MS	Rolls Royce
1	Joe & Cynthia Speetjens	Madison, MS	Morgan +8+
2	Bob Norgueira	Farmers Branch, TX	Morgan 1961 DHC
3	William & Judi Boyles	Dallas, TX	Morgan 1973 4/4 4 Seater
4	Blake & Ronnie Flener	Dallas, TX	Morgan 1964 Plus 4
5	Andy & Anne Leo	Raleigh, NC	Morgan 1965 4/4
6	Traci Murphy	Arlington, TX	Morgan 1961 Plus 4
7	Pat & Judy Buckley	Durham, NC	Morgan 2005 Roadster
8	Tom & Kathy Coryn	Brandon, FL	Morgan 2005 Aero 8
	Dr Gil & Barb Stegen	Lake Worth, FL	Saab (1967 DHC at home)
9	John & Barbara Burks	Oregon	Morgan 2007 Aero 8
10	Rick & Sam Frazee	Winter Park, FL	Morgan 2007 Aero 8 America
	Ron & Elizabeth Davis	Peoria, IL	Range Rover 2012 Esquire (+8 at home)
11	Mark & Andrea Braunstein	Sanford, FL	Morgan 1971 +8
12	William P. Scott	Overtown Scotland	Morgan 1947 Series 1 4/4 (Graeme's)
	Charles Harris		Graeme's CoPilot
13	Graeme Addie		Morgan 1936 F4 Trike
14	Dorothy & Glenn Moore		Morgan Roadster
15	Bob & Lani Steele	Delta, Alabama	Morgan +8
16	Eric and Ann Cummins	Nacoochee GA	Morgan +8
17	Darrell Van Dyke	Dallas, TX	Morgan 4/4 (2.4l Ecotec)

Morgans Over America VI - 2015

The next Morgan's Over America is planned for September **2015**. I have been told that the organizing committee is only interested in those that can participate for the **entire event, 38+ days**. *"It is difficult to deal with participants who do not do the entire trip, so please plan on the entire trip"* . . . Per their latest email *"More Morganeers are showing interest in joining on the trip."* If you are interested, you can go to <http://morgansoveramericavi.blogspot.com/> for more information and to subscribe to their emails or commit to the trip.



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- Wipers ●



1909



2012 US (and a few International) EVENTS

2012

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

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

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



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

- **Walter Mitty***, Apr 27 - 29, Road Atlanta, Braselton, GA
- **Atlanta British Motorcar Day***, 12 May, Berry College, Rome, GA
- **VDCA Jefferson 500**, May 17 - 20, Summit Point Raceway, Summit Point, WV
- **16th Annual Triangle British Classic**, May 19, 2012, Raleigh, NC
- **96th Running of the Indianapolis 500**, May 27, Indianapolis, IN
- **MCCDC MOG 42***, Jun 1 - 3, The Mimslyn Inn, Luray, VA
- **Ault Park Concours d'Elegance**, Jun 10, Cincinnati, OH
- **Mid-Ohio Vintage Grand Prix**, Jun 21 - 24, Mid Ohio Sports Car Course, Lexington, OH
- **Keeneland Concours d'Elegance**, Jul 19 - 22, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix***, Jul 21 - 22, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 29, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 19, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, Sep 6 - 9, Watkins Glen Int'l, Watkins Glen, NY
- **HSR Atlanta Historic Races**, Sep 13 - 16, Road Atlanta, Braselton, GA
- **Atlanta British Car Fayre***, Sep TBD, Norcross GA
- **MOGSouth Fall Meet, Date/Location TBD**
- **VDCA Atlanta Motorsports Park**, Oct, TBD - *New Track!
- **EURO Auto Festival***, Oct 20, BMW Plant, Greer, SC
- **HSR Savannah Speed Classic**, Oct 25 - 28 Hutchinson Island, GA
- **Hilton Head Island Concours d'Elegance***, Nov 2 - 4, Hilton Head, SC
- **Winter Park Concours d'Elegance***, Nov 8 - 9, Winter Park, FL
- **HSR Daytona Historic Races**, Nov 8 - 11, Daytona, FL
- **Formula 1 United States Grand Prix***, Nov 18, Austin, TX TBD
- **MOGSouth Christmas Party, Dec 3, Location TBD**
- **VDCA Annual Season Finale**, Dec 7 - 9, Roebling Road Raceway, Bloomingdale, GA



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

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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. 3/12

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