

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/07

MOGSouth Spring Meet Spartanburg, South Carolina 4 - 6 May 2007

Boy, did it rain!

I attended the Spring Meet the weekend of May 4-5 in Spartanburg, SC and I'll say it again . . . boy, did it rain! As Dale had a prior obligation, I was attending solo. I did meet Glenn and Dorothy Moore for the trip to Spartanburg via back roads. We met at 1:00PM on Friday the 4th and traveled north from Atlanta to Toccoa, GA and then Westminster, SC to scenic highway 11 (a great ride) and then south on 176 directly to Spartanburg. What was a 2.5 hour trip via I-85 on my return Sunday was a 5+ hour trip on Friday, but much more scenic and less stressful.

We arrived at the host hotel, the Residence Inn where those members that had arrived earlier were enjoying a cold beverage and catching up with happenings since last being together at the Christmas Party.

The Meet was organized by Lee and Trisha Gaskins, John and Pat Tuleibitz and Gene and Betsy McOmber and they had set up our usual hospitality area off the main lobby of the hotel. It was a lively spot when we arrived and it was great to see the usual suspects as well as a number of new members.

I joined SuperDave and Marilyn Bondon and Pete and Shari Olson for dinner at Red's BBQ. Red is a racing buddy of SuperDave's from Spartanburg and has parlayed his cooking talent into a popular restaurant. We were hoping for an appearance by Red himself, but he never did show up. Guess we will have to see him at the next race and hopefully he will bring some ribs.

Saturday dawned with a bit of rain and the promise of more so hoods and side curtains were erected (where available) for the run to the world famous Beacon Drive-In for an informal show to be judged by local members of the SE British Car Club. They were kind enough to come out on this damp morning to judge our cars and award their choices in some quite interesting categories. Awards were presented as follows;

- Car whose Owner appears to enjoy driving their car the most - Lee and Trisha Gaskins
- Car the judges would most like to drive and get into trouble with - Norris and Susan Haynes (who had no hood nor side curtains, which would have been welcomed later)
- Best of Show - Dave and Sarah Chiles with their beautifully re-done Plus 8

→ *Continued on Next Page*

MOGSOUTHSPRINGMEET SPARTANBURGSC

MORE

From the Beacon a fun rally was to be run to the Gaskins for lunch. This was not a TSD rally but explicit driving instructions were provided with the task to find a number of landmarks along the route and we were to identify the landmark and what leg of the route it was found.

As I was driving solo, I was hoping to find a navigator and Laura Hoy volunteered. She and her husband Winston joined MOGSouth last year but had left their Plus 8 at home in Myrtle Beach for the weekend.

The rain had quit as we prepared to start the rally so I stowed the hood and we shoved off. We led a long line of Morgans for the first several miles until I went straight at an intersection when we were supposed to make a right turn. Laura soon had us back on the correct route but by that time, we had lost sight of the other cars.

We arrived at the Gaskins in a light rain so I decided to re-erect the hood and then retire to a drier spot for lunch. Our wonderful hosts had set up a sandwich buffet lunch in the front of the garage (a true understatement if you have never seen Lee and Trisha's home) which I know everyone enjoyed, especially the banana pudding for dessert.

After lunch, Lee had set up a test of our Morgan knowledge with a game, "Are You Smarter than a Malvern 5th Grader?". He had a dozen assorted parts and assemblies from various Morgans on a workshop table and we were to try to identify them, either by their American nomenclature for one point and for two points per answer, by their proper British nomenclature. There were some very interesting answers to be sure and the winners were Carlton and Bev Shriver.

The game was a great diversion and a lot of fun.

We then took a tour of Lee's brother's home just down the road and then off for the final legs of the rally and back to the hotel.

It was raining heavily on the trip back, but Laura and I pressed on with the hood up; I decided to leave the side curtains stowed as the interior fogged up badly. We made it back to the hotel safely, even with having the wipers quit and getting lost at least once.

We did OK, however, as we came in second place in the rally, behind Pete and Shari Olson (in a weather tight Porsche 911, sacrilege!).

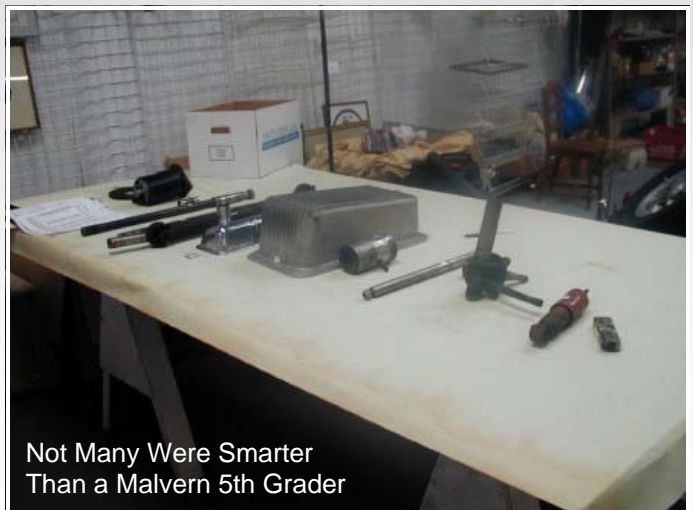
Dinner was at 7:30PM at a great local spot, Billy D's where we had a private room for our 40+ group. Everyone enjoyed a great dinner and Lee and John announced the winners of the various competitions and handed out the prizes. After dinner we retired to the hotel for more 'noggin and natter and then off to bed.



Norris and Susan Haynes'
Plus 4 Flat Rad



Lee Gaskins' Garage



Not Many Were Smarter
Than a Malvern 5th Grader

After cleaning up and drying the car early Sunday morning, I enjoyed breakfast with several folks and then returned to Atlanta via I-85, arriving home about 12Noon (just as the sun came out).

In spite of the not so perfect weather, the meet was perfect thanks to the efforts of our hosts, the Gaskins, Tuleibitz' and McOmbers. Thank you very much for a great weekend!

Randy



Wet . . .



Wet . . .



Matchless Super Sports

MOGSOUTHSPRINGMEET STILL MORE SPARTANBURGSC



Flat Rad Race Car and Trike being Restored



Lee and Trisha Gaskins' Living Room . . . eh Garage . . . Whatever it is, it's Great!

SuperDave and Marilyn Bondon	Corvette?
Randy Johnson	Plus 4
Pat and Judy Buckley (new members)	Roadster
Dave and Sarah Chiles	Plus 8
John and Mae Council (glad you're back!)	Ford 500?
Lee and Trisha Gaskins	Plus 8
Fred and Gay Hollinger	Plus 4, 4 place
Winston and Laura Hoy	Hemi Durango?
Ellis and Rachel King	Roadster
Charlie and Caroline King	Mercedes?
Dwight and Jackie Kinzer	Plus 8
Gene and Betsy McOmber	Plus 8
Pete and Shari Olson	Porsche 911??
Carlton and Bev Shriver	Mercedes?
Gene Spainhour and Pat Harris	Plus 8
John and Pat Tuleibitz	Plus4
Eric and Scott Cummins	Plus 8
Glenn and Dorothy Moore	Plus 8
Norris and Susan Haynes	Flat Rad
Carol Reis-Starr (new member)	Roadster

MOGSOUTH
SPRING MEET
2007



ATLANTA BRITISH MOTOR CAR DAY

Atlanta's British Car Day was held May 19, and for the second year, on the campus of Berry College in Rome, Georgia.

I had offered to lead a caravan to Rome at 7AM that morning and having no takers and being an early riser, I left my home at 6:05AM for a leisurely ride via back roads to the site.

What a morning and what a day for a car show. It could not have been planned any better. Low humidity, a bit cool in the morning and very comfortable in the afternoon.



I arrived at Berry College about 8:30 and there were already cars on the field. MOGSouth member Dwight Kinzer, who lives locally in Rome and is a retired professor at Berry was already at the Morgan assigned parking spot with his Plus Eight and was heading to get his wonderful '32 Family Four Trike as I was parking my Plus Four.

We erected the MOGSouth EZ Up tent and hung the MOGSouth banner, set up our chairs and were ready for a great day.

Arriving later that morning were Pete Olson in his trike and his wife Shari in her Austin pick up, Jim Winn in his 4/4, Eric Cummins in his Plus Four (son Scott was getting his Georgia driver's license on Saturday), Lance and Connie Lipscomb in their Plus 8, Mark Campbell in his Plus Four, and Cyril Brown in his one year old Roadster. We also saw Homer Deakins and his son in law as well as Ray and Susan Morgan.

Glenn and Dorothy Moore arrived in the early afternoon in their VW Rabbit convertible, as they were Morgan-less, but by the time you read this they should be the proud new owners of a new Roadster. And, by the way, they are flying to Phoenix, AZ to pick up the car and drive it home to Atlanta. I would say they are true Morgan Owners!

The organizers of the event moved it last year from its long time site, Chateau Elan to Berry College and I for one am very pleased with the change. The only criticism last year was a lack of porta potty facilities and that was remedied this year. The drive for me is a bit more than twice as far, but what a great reason and great day to drive the car.

The three wheelers always draw a crowd. Pete Olson's 1932 Super Sports is visible with Dwight Kinzer's 1934 F4 Family behind, under scrutiny.



Above: Randy Johnson (in British Flag trim) and friends. Photo by Ray Morgan.

Right: A 'Morgan' from 'Morgan' County - photo taken by Ray 'Morgan'.

[I think my head hurts . . . Ed.]



There were approximately 400 cars at the show and all marques were well represented, with MGs, Triumphs and Healeys, the largest contingents.

I left mid-afternoon for the run back home with Cyril and Eric following and we had a nice drive back to Atlanta, mostly via back roads.

Some of our usual suspects were absent this year with other commitments, but it was still a great day!

Hopefully you can join us in 2008.

Randy



Left: Lance Lipscomb and Eric Cummins survey the field, with Lance's beautiful 1981 Plus 8 in the foreground.

[Notice the convenient 'facilities' near the Morgan site. A coincidence or is there a message here?? Ed.]

Article by Randy Johnson
Photos by the author except where noted

MOG MORGANS SOUTH ON THE MOVE

I guess it's the spring and it's only natural that everything is on the move again, even Morgans. Notes from John Tuleibitz and Lee Gaskins detail the latest ebb and flow.

"I bought the ex-Dave Bondon Plus 8 from the Moores. They're flying to Phoenix to pick up a Roadster. And "Superdave" is buying my Plus 4. This is beginning to sound like an automotive version of incest." John

Can't wait to see Glenn and Dorothy's new car. We'll publish photos as soon as we get them. John surmises the desire for a roadster centered around something called Air Conditioning?? Ed.

The 1936 Matchless Super Sports being reworked in Lee Gaskins garage (more views in the Spring Meet photos) used to belong to Bob and Wynell Bruce.

Lee writes; "it is the car Bob Bruce owned from mid-80s to last Dec. I don't know much about it - but thought it would be interesting to learn something about the 3 wheelers. It had been sitting in his garage, partially disassembled for about 15 years [while Bob and Wynell were south in the Virgin Islands. Ed.]. It is now more apart as the photos show - chassis - body structure - metal cover for body - radiator and motor. Plan to clean it up - reassemble - and try to get it to run - but not to restore at this time."

Dave Bondon is reselling John's beautiful 1960 Plus 4 so if there is space in your garage, let's keep it in the family.



John Tuleibitz's Plus 4, now in the possession of SuperDave.



Glenn and Dorothy Moore passing their lovely Plus 8 to John Tuleibitz - Photo Courtesy of Dave Bondon



Lee Gaskins' new toy. I guess now it's Bob and Wynell's turn - Photo Courtesy John Tuleibitz

Morgan Items for Sale

Jim Baker

www.bakerbadge.co.uk
or Call - 011- 44 -1543 379 000



Gilt or Nickel Plated Cast Buckle -
£25.00



Silver Cuff
Links - £25.00



Hall Marked
Silver with 18"
'box' silver chain -
£20.00. The Car
is the Horton /
Jackson
Blackburne
engined Morgan

This pin is of the
original Climax
engined 4-4 as
exhibited at the
Olympia Motor
Show in 1936.



Reg No. WP 7490 in BRG and Nickel Plate.
Size - 1 5/16" @ £4.12 plus post & packing.





9/8ths Whitworth

Ongoing Restorations and Such

I guess with all the restoration activity of late it was high time I reported on my own project. The Series 1 Drop Head Coupé I acquired a year or so ago is known as the Avon Coupé or 'Uncle George's Winter Carriage'. I've been working on documenting its significance and its history, as I understand it so far. There is still a lot I have yet to discover but I thought I would share what I have so far. However, If you have anything that might add to my research, please send me a note. This should also give you a better understanding why I have the red Series 1 up for sale. Mark

The Morgan Avon Coupé aka 'Uncle George's Winter Carriage'

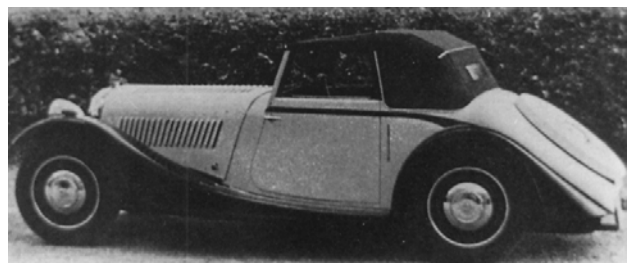
The Morgan Motor Company is a very, very small automobile manufacturer and, in some ways, this may be why they are still in operation today, almost 100 years after its inception. All of the Morgan cars are somewhat special simply because of the very limited production numbers. There are a few Morgan cars, however, that are truly significant to the Morgan marque. The Morgan 4-4 Avon Coupé is one of these.

The Avon Coupé, or 'Uncle George's Winter Carriage'² was an experimental vehicle for the Morgan Motor Car Company. Several years following the successful debut of Morgan's first 4-wheeled car in 1936, the Company concluded that it needed a more sophisticated and comfortable car to compete with the likes of the MG Tickford bodied coupes. The Morgan Motor Company experience did not include a car of this sort so they commissioned Avon Bodies³ to produce a prototype. In the winter of 1937² or early 1938, Morgan provided Avon with a production 4-4 'Roadster', chassis number 600, to use as a donor car. The resulting car, designed by Avon, resembled the production Roadster forward of the windshield, i.e. the engine, bonnet, grill, and headlights all retained the look of the current 4-4 Roadster. In all other respects, however, the prototype coupé was a totally new line for Morgan and somewhat of a departure from the more spartan but sporting cars being produced at that time.

The development of the Avon Coupé was a design exercise undertaken by the Morgan Motor Company management at the time. The prototype's design was well received as JD Alderson writes, "When this car returned to the factory early in 1938 it attracted much favorable comment."² This favorable reaction certainly contributed to the decision to put a variation of the Coupé into production. "The Avon Coupé body had been originally designed by either Alan Jensen, one of the Jenson brothers later to found their own motor company, or A.H. Meredith, who became a post-war director of Avons."²

The high-style and limited number of production cars make the Morgan Drop Head Coupé one of the most sought after and most valuable Morgan models today. Thus, as the prototype of the Morgan production Drop Head Coupé, the Avon Coupé, is a very significant vehicle in the Morgan Motor Company history.

Not all of the prototype Coupé's design elements were retained in the production version. The most noticeable difference between the prototype Avon Coupé and Morgan's production Drop Head Coupé was the styling of the rear of the car and the spare wheel. The prototype car, as produced by Avon, had a curved, sloping rear with the spare wheel recessed into the body and covered by a metal wheel enclosure. This was quite unlike the production Morgan 4-4 Roadster where the rear deck of the car is a curved but flat panel, with a two vertical spare wheels protruding from a hole, in the deck. The production of the prototype's curved body work and the tire enclosure was deemed more difficult and



The Avon Coupé. This car was a step up in terms of elegance and luxury for the Morgan range. It had a three-position top and trafficators. The high doors precluded the usual arm signals of the driver when turning.

¹ John Worrall and Liz Turner. Original Morgan 4/4, Plus 4 & Plus 8. Bideford, England: Bay View Books LTD, 1992.

² JD Alderson and Chris Chapman. Morgan Sports Cars – The Early Years. Sheffield, England: Sheffield Academic Press, 1997.

³ Ken Hill. Illustrated Morgan Buyer's Guide. Wisconsin, USA. Motorbooks International, 1989.

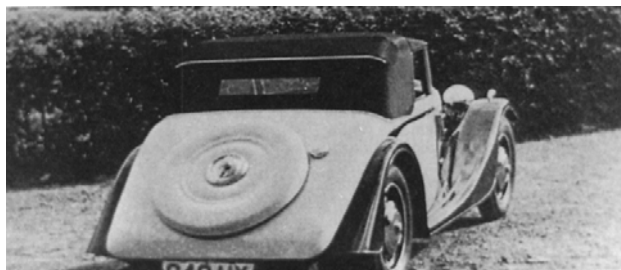
certainly more costly to manufacture than the relatively straight forward rear styling of the roadsters being produced at that time. So, when Morgan decided to go forward with a production model of the Coupé, the Avon Coupé's curved, sloping rear deck, with enclosed spare, was discarded in favor of the simpler rear deck similar to the Roadster, with the vertical twin spares.

Another area of difference between the production car and the prototype Coupé is the interior wooden cockpit surround and the car's instrument fascia and dash. The Avon Coupé's dash was essentially a roadster dash off the current production cars. It was modified slightly for the Coupe however the center panel, gage layout and glove box positioning are very similar to the Series 1 Roadster. Morgan opted to redesign the dash completely for the production Coupé as this allows the lowering of the main Speedometer and cluster gages to allow a clearer line of view for the driver. Morgan did, however, retain the lovely wood cockpit surround of the prototype and it was redesigned only slightly for the production car.

The Avon Coupé became the factory's 'experimental hack', that is to say it was the factory's test bed for new technologies, and underwent any number of modifications and served as the platform for component evaluation. This role as the factory's test platform led the way to the Avon Coupé's other element of notoriety.

The Avon Coupé was the first Morgan to be powered by the OHV Standard Special engine. "The Standard Special engine, effectively an overhead-valve of the Standard Ten's side-valve 'four', first powered a Morgan (George Goodall's hack drop head coupé, to be exact) in 1938."⁷

The original chassis 600, as rebodied by Avon, was powered by the Coventry Climax side-valved engine. As the Coventry Climax engine production business, managed by Triumph, was in financial trouble, Morgan wanted to find a suitable replacement for its cars. John Black, the managing director of Standard, offered Morgan this new Standard engine as a potential replacement for the Coventry Climax engine. To test the viability of the Standard Special, Morgan fitted the engine in the factory's test vehicle, the Avon Coupe. The Standard Special testing was successful and the engine went on to replace the venerable Coventry Climax side valve motor in the production 4-4 cars in the later part of 1939, just before the factory was shuttered for World War II. When Morgan resumed production after the war, the Standard Special was again used to power the Morgan 4-4 cars.



This photograph is circa 1938 and shows the Coupe as it was originally designed. Note the treatment of spare wheel and rounded rear styling.



The Avon Coupe as it was when owned by Bernard Austin. Note the hood has been replaced and the wheels are no longer original. Photo circa 1966



The Avon Coupe circa 1990 when owned by Dave Rudge. Now, note the cutout for the license plate and the tail lights. Modifications dictated by the UK Ministry of Transportation regulations.

⁴ John Tipler. *Morgan - The Cars and the Factory*. Malborough, England: The Crowood Press, Ltd., 1993.

⁵ Ken Hill. *Completely Morgan Four Wheelers 1936 - 1968*. Dorset, England. Veloce Publishing, 1994.

⁶ Keith Adams (Editor). *Avon Coachwork Index*. Unofficial Austin Rover Web Resource. 12 November 2006. <http://www.austin-rover.co.uk/index.htm?avonindexf.htm>

⁷ Roger Bell. *Morgans to 1997- A Collector's Guide*. Croydon, England. Motor Racing Publications Ltd., 1997.

⁸ Ken Hill. Email - RE: *Uncle Georges Winter Carriage*. To Mark Braunstein, Wednesday, May 25, 2005.

Ownership History

The dispatch log of the Morgan Motor Company provides a glimpse of the internal company book keeping as it relates to the Avon Coupé. The Coupé was originally chassis number 600, but when the decision was made to move the car off the company books (perhaps as a tax reduction strategy), the car was given the unused chassis number 500 and sold 'as used' to H. St. Leger of Ealing, West London, who in fact was HFS Morgan's son-in-law⁸. The entries in the dispatch log for chassis number 600 shows the car as the 'Works Experimental Coupé', with Climax engine and no dispatch date. (Just for comparison purposes Chassis 599 was dispatched 14 May and chassis 601 was dispatched 22 June 1938. This would tend to support the assertion that the unfinished chassis was provided to Avon in late 1937 or early 1938.) The dispatch log entry for chassis 500 shows the Coupé with the SU carbureted Standard Engine (production Morgans all used the Solex carburetor) and marked as 'Sold as Used Model' on 4 December 1938. Even though the car was 'sold,' it really never left the control of the Morgan factory and was seen on numerous occasions after the war, up into the 1950s, in the hands of George Goodall, the Morgan Motor Company Operations Director.⁹ In the early 1950s, the need for the 4-4 'experimental hack' waned as Morgan Motor Company evolved the 4 wheeled car into the more modern Plus 4. It is assumed the car was subsequently sold. The whereabouts of the car following its stint with George Goodall are unknown.

1938 Morgan 4-4 Drop Head Coupé Prototype - Chassis 500/600 The Avon Coupé aka Uncle George's Winter Carriage



In 1966, however, the car resurfaced having been bought by Bernard Austin of Lyndhurst. I was fortunate to have had a telephone conversation with Bernard on 31 July 2005. Bernard was unable to remember from whom he had purchased the car, however he did remember that he bought it in the vicinity of Portsmouth. Bernard was able to provide a great number of maintenance receipts and several photographs of the car as it was when he owned it. As he reported the car was 'in bits' when he purchased it and, with the assistance of his uncle, he returned it to roadworthiness. The many maintenance receipts support his efforts. Bernard then sold the car to a Mr. Trevor Hockey in 1970, in the vicinity of Southampton. The car again disappeared until it resurfaced in the possession of a John Wills, of Wickham in 1990. Documents provided by Ken Hill (the noted Morgan historian and marque author) show that Ken knew who owned the car in 1982, but didn't indicate the owner's name. It was John Wills. Ken had approached John about selling the car and was refused. However, when John Wills decided to sell the car, he posted a letter to Ken Hill, dated 15 August 1990, stating that 'my 4/4 Series 1 Coupé is now on the market and I wish to give you [Ken Hill] the offer of first refusal'.⁹ John Wills offered the car to Ken because of his previous interest. It was at that point that Ken Hill was able to purchase the car for David Rudge. David had the car from 1990 until it was purchased by Mark Braunstein in 2005, and shipped to the United States.



The car sitting outside of Ray Morgan's shop just after it arrived from the UK.

From the pictures and its position as the factory's test bed, the Avon Coupé saw numerous modifications throughout its life. Some were done simply as a necessity to keep the car running, others to meet the nuances of the UK's Ministry of Transportation (MoT) regulations. When Dave Rudge got the car, it was used but tired. In 1990, John Worrall wrote, "... It is drivable, and on the road, but needs a total restoration."¹ When the car was located in the UK and brought to the United States in 2005, a restoration had been started by Dave Rudge, however, it was unfinished in a number of areas. The current owner plans to completely restore the car to its 'original' configuration leaving, however, the noteworthy Standard Special engine. The restoration will hopefully be completed in time for the Morgan 100th Anniversary in 2009.

The History of Avon

Tracking down the exact name of Avon automobile body works where the car was originally designed has proved somewhat elusive. In the various marque histories reviewed, it has been called one of the various names listed below or, in many cases, simply 'Avon'.

Avon Body Company at Ross-On-Wye³
Avon Motor Bodies^{1,4}
Avon Coach Building Company at Wall Street, Warwick⁵
Avon Coachwork⁶
Warwick firm of Avon Bodies²

Whatever the exact name, the firm was known for their design of many beautiful automotive bodies on chassis provided by many of the automobile manufacturers of the time such as Lea-Francis, Rolls-Royce, Bentley, Standard Motor Company, Jaguar, Rover, etc.

"The origins of Avon date back to 1919, when a Mr. Tilt and a Captain Phillips founded the company in Warwick in order to specialize in the production of coachbuilt car bodies. For the first ten years, they concentrated solely on Lea Francis, but eventually branched out into producing bodies for Austin and Standard. In 1938, the company became part of the Maudsley Motor Group, and moved to their Millers Road premises... they would remain there for some fifty years. After the War, Maudsley retired, and the business was run by one of the company's directors, a Mr. Watson, who changed the focus of the business, moving it away from coachbuilding into the slightly more mundane realm of body repairs. This remained the case well into the 1970s."⁶

Starting the Restoration of the Avon Coupé

The Avon Coupé has started its restoration, albeit a bit slowly. The first task was to sort out what parts were with the car, and what parts needed to be found. To begin this process, the parts that came with the car were layed out and inventoried. Unfortunately, there are a few parts that just were not present with the car. A good example of this is the trafficators. The original photographs clearly show the trafficators being present, however, on the later photographs, the trafficators and their mountings have been eliminated. The wheels on the car are another element that is not correct. The car came with the 17-inch Easiclean wheels, clearly visible in the Bernard Austin (1966) photograph. The photograph of the Avon Coupe as originally developed shows a solid disk 16 inch wheel. Conveniently, this 16 inch solid disk wheel was adopted by the factory for the Coupes that followed the prototype and five of these wheels have been acquired.

Quite a few new parts have been procured, however, preference has been given to the restoration of any original part that could be effectively restored. Now, most of the parts are on hand and the actual restoration can begin. The car is currently at Ray Morgan's shop, in Atlanta. I've asked Ray to help me with the car and the first step is to completely inspect and evaluate the car's various components, especially the mechanicals. I also have asked him to remove the radiator from the chrome shell, so that the shell can be rechomed and the radiator checked and repaired, if necessary. This is a tricky process and needs a skilled hand to do correctly. Once this is complete, we begin the restoration in earnest. Stay tuned, it'll be an interesting ride.

Mark



Show-off Simon Cowell can't resist taking his top off, 8th May 2007, www.dailymail.co.uk

"Simon Cowell isn't one for subtlety. The American Idol judge made a grand entrance in a classic racing green sports car - with the top off of course - at The Ivy restaurant in Beverly Hills. The reality TV giant was clearly intent being seen - the ritzy establishment is a well-known Hollywood haunt that is constantly swarming with paparazzi.

The expensive wheels are certainly fitting: cash flash Cowell was recently named the fastest rising individual on The Sunday Times Rich List, Cowell, with an estimated worth of £100 million.

Cowell, often referred to as television's Mr. Nasty, may have won attention that day, but he doesn't always do so well when it comes to scoring affection."

[It turns out that Dennis Glavis of Southern California's Mogwest (one of our MOGSouth advertisers) sold Simon the Roadster. Dennis remarked on emog that he tried to sell Simon an Aero but both Simon and his girl friend preferred the traditional styling of the Roadster. I guess Simon can't be all bad . . . Ed.]



Honk if you love me: Cowell turns heads at The Ivy

[Our own Carlton Shriver is shown driving his 1938 Series 1 in a short article plugging the upcoming Pittsburgh Vintage Grand Prix. Lovely car . . . Great event! Ed.]

- **Downtown Action**, Classic Motorsports, July 2007
- "How would you like your hometown to host a vintage race through its city streets? And what if there was no charge to watch? For the past quarter of a century, the citizens of Pittsburgh have gotten that wish thanks to the Pittsburgh Vintage Grand Prix.

The race is more than an excuse to tear up some tires and bring home trophies, as it also benefits some good causes: Since 1983, the event has raised more than \$2 million for the Autism Society of Pittsburgh and Allegheny Valley School. A quarter of a million people are expected to watch the vintage cars weave their way through Schenley Parks 2.33-mile, 22-turn street course during the July 6-15 event.

A complete schedule can be found at www.pittsburghvintagegrandprix.com ."



Walter Pietrowicz photo

Still for Sale!



1939 4-4 Series 1 #820 vic Orlando -- Still need the space and the budget to get on with the restoration of the 1938 DHC. Contact **Mark Braunstein** via email at series1@bellsouth.net or mark.braunstein@lmco.com or by phone (407)322-5060(H), (407) 306-2965 (W). See details and photos on the web at http://www.mogsouth.com/1939_For_Sale.htm



Across the Pond and Then Some . . .

**Excerpts From Eleanor Nabney's
Travelogue - March 2007**

Number of miles flown 8170 (13,040 km)

Number of countries visited: England, Milan airport

Number of needles I have had stuck into me 147,

Number of times my mother said "well done" to me 253



Me and my baby

This month has definitely been a very different one, that's for sure . . . I was back in the UK for two consecutive weekends and what a crazy couple of weekends they were. My thanks go to everybody who went out of their way to fit me in to their busy schedules and to the wonderful cups of tea, lunches, dinners and glasses of wine I was given . . . I should go back more often!

First weekend was spent in the Midlands, so Saturday morning I started out at Spencer Ave, where else? First time I had seen my house in over 5 years so it was a bit of a shock to see the state it had been allowed to get into - nothing cataclysmic, but a total mess for a start and nothing like what used to be "my home" . . . Dashed back to Coventry to meet with Leanne for a swift drink before going for the traditional beers and curry.

The following day was almost as busy - Mike's bother and family first and then his parents for a fabulous Sunday lunch, with veggies that were in the ground only 2 hours earlier - the best I have had in years.

The following weekend was London instead, stayed up late chatting with my parents and then took a trip into town for the morning . . .

Mum, Dad and I went out for our 16 course dinner and it was decidedly "different". We started with someone creating a green tea and lime mousse palette-cleanser by scrambling them together over nitrogen (i.e. frozen), through a number of small (a spoonful in most cases) dishes: Oyster and passion fruit jelly, Lavender Pommery grain mustard ice cream, Red cabbage Gaspacho, Quail jelly, Cream of Langoustine, Parfait of Foie Gras . . . Oak moss and truffle toast which was strange, they placed a box of moss on the table with three packets of what looked like those breath-fresheners that you stick on your tongue, then they poured tea over the moss to give us the aroma and then served toast with moss-flavoured truffles on it - something about exciting all the senses I think. Roast of Foie Gras, "Sound of the Sea" which was sardine and toast ice-cream. I couldn't manage more than a tiny taste of it - it was truly revolting and I eat most things . . . Salmon poached with liquorice, (my least favourite flavouring), best end of lamb (at last something that I actually recognised) . Then came the hot and iced tea. Somehow they mixed hot and cold tea in a glass so that as you drank one side was cold and the other was hot, extraordinary sensation. Mrs. Marshall's Margaret cornet (a 1" ice cream cone).



Dad, Mike, Mum and Paul (a friend)

So that was pretty much it for the month. Of course I am sure there are a few people wondering why on earth I would want to go back to the UK twice in 2 weeks, well the main reason was to see both mine and Mike's parents face-to-face and tell them that **we are getting married**. Mike's parents seemed happy - my mother was hilarious . . . by Monday night I had 16 different versions of an wedding invitation in my inbox at home. After three days, I had received over 40! Seems she is keen to get rid of me :-)

[Congratulations to you both! Eleanor, Mike is a very lucky man and just keeping up with you will surely be a test. We suspect, however, that he will do very well. I can't think of a more fitting occasion on which we should end our reports of your travels. Thank you for letting us share them with you. This new chapter in your life will be yet another new and exciting adventure. MOGSouth wishes you both the very best and we hope to see you both very soon. Ed.]



ChicMOG 2005 organized by SwissMOG in Geneva. 8/26-8/28 © Jean Kraus - Luxembourg 2005

Key Planning Dates

The Spring Meet and Atlanta British Motorcar Day were great events for the club and just the warm up needed to get ready for MCCDC MOG 37 Meet or the Morgan Pub Crawl. Then it's non-stop racing throughout the fall, capped off by the MOGSouth Fall Meet in Savannah.



Gold Cup Races, 8 - 10 Jun 2007, Virginia International Raceway, Danville, VA

MCCDC's Annual Morgan Meet - MOG 37, 6 - 9 July 2007, Shepherdstown, WV

Morgan Pub Crawl, 8 - 26 July 2007, Northeast USA

Pittsburgh Vintage Grand Prix, 15 July, Schenley Park, Pittsburgh, PA

Goodwood Revival, 31 Aug - 2 Sep 2007, Goodwood, UK

Vintage Driver's Club of America, 8 - 9 Sep 2007, Roebling Road Raceway, Savannah, GA

Virginia International Historic Races, 27 - 30 Sep 2007, VIR, Danville, VA

Petite LeMans, 6 Oct 2007, Road Atlanta, Braselton, GA

Winter Park Concours d'Elegance, 19 - 21 Oct 2007, Winter Park, FL

EuroAutoFestival 2007, 19 - 21 Oct 2007, BMW Zentrum, Spartanburg, South Carolina

MOGSouth Fall Meet, 2 - 4 Nov 2007, Savannah, Georgia, Host - Gary Bocard

Hilton Head Island Concours d'Elegance, 1 - 4 Nov 2007, Hilton Head Island, SC

MOGSouth Christmas Party, 1 December 2007, Hosts - TBD

If there are other events that need to be added, send an email or call Mark or Randy with the details. Thanks.

Information about MCCDC's MOG 37 as well as the registration form can be found on the MCCDC web site (www.morgandc.com) or you can contact Carl Shriver by email at cshriver@morgandc.com

Information about the Morgan Pub Crawl is available from Charlie Miller. Send him an email at morganpubcrawl@aol.com

MOG SOUTH EVENTS
2007





Title Photo Courtesy Jim Baker



FACTORY NEWS

AEROMAX LIMIT REACHED - Geneva, March 28, 2007. "The Factory reports that its limit of 100 Aeromaxes have been sold. The car, inspired by a special Aero coupe created 2 years ago for Prince Eric Sturdza will be produced during 2008 and 2009. The car, named for Charles Morgan's youngest son, was the MMC focus of the 2006 and 2007 Geneva Automobile shows." (As reported on www.morganwire.com) *Darn it all . . . I guess I wasn't saving fast enough . . . Ed.*

There are some comments circulating about a traditional Morgan body on an early Aero chassis being developed for production in 2009. The comments are attributed to Charles Morgan in the May edition of EVO Magazine. I haven't as yet seen this article, however, the thought is quite tempting though I understand that there are really significant technical issues associated with this idea and these may just prove insurmountable. We can all hope, nonetheless. Ed.

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NEW '05 AERO 8 Series II Remapped software and 370 HP, all smog legal, of course! BRG Metallic exterior including a stunning Factory hardtop. Liquid Amber Ostrich leather pleated seat inserts and pleated door panels (true ostrich, not embossed leather!). Factory side exhaust. Stainless steel rear trim panel. Absolutely one of a kind!

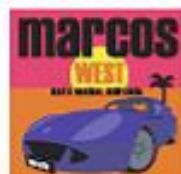
'03 +8 35th Anniversary Edition, British Racing Green/Burnt Pumpkin Leather, Black mohair top boot piped in green leather, bonnet strap, 2,890 miles, absolutely as new example of the most collectible +8 // SALE PENDING

'02 +8 BMW Imola Red/Black Leather w/red piping, 3,800 miles, luggage rack, stainless wire wheels, stereo CD, absolutely as new!

'00 +8 Fiat "Avorio Chiaro"/Tan Leather, Green piping, Kauffelt dash with wood rimmed MotoLita steering wheel and black floor mats piped in red. Chrome luggage rack, custom made luggage straps with embossed Morgan wings, 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless threshold plates, bonnet stay kit, draught extruders, wind deflectors, alloy boss, front and rear Double eared knock offs, leather bonnet strap and more with \$35K in options!!

'71 +8 Famed automotive sculptor, J. Paul Nasse, Chassis R7350 "Nessie" - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, oil over shocks, adjustable ride height, rack and pinion steering. Custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, 4 spoked with hand made wood perimeter steering wheel cast and signed by Wind Wings. Stunning!

'85 +4+ #21 of 25 ever built. One of 16 LHD examples-the first LHD example to be available in probably 10 years! It was the London motor show car in 1964. The interior is complete and original, a very honest car with only one registered Californian owner. Stored in a garage from 1982 to 1999. Since 1999 it has been in a private collection, one of the finest Morgan collections in the world, belonging to a Factory authorized European Morgan dealer as part of his personal collection and is fully serviced. This car was fully MOT, a good running Plus 4 Plus with the latest TR4 with Strombergs. The wire wheels are chrome Cobras, similar to the chrome originals from the Motor show.



'64 +4 Pastel Grey/Black wings, Black leather, 2 owner car (2 brothers) from new, S. California car always garage kept! LHD, wire wheels, luggage rack, badge bar, Brooklands Bluemel steering wheel, 77k orig. miles, only 1k miles since full service, 3k miles in last 26 years.

'64 +4 Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca and 2.02 at Sears Point. Recent vintage race victories, highest standards // SALE PENDING

'63 +4 Four Seater Battleship grey body/Black wings, all new medium grey leather interior, new stainless steel wire wheels and radial tires, 16,000 original miles! Over \$10k just spent with a Factory Authorized Morgan dealer to make this a fabulous driving car including rear Koni telescopic shock conversion, major tune up, all new fluids, all new hoses, new gas tank, carbs rebuilt, all gauges repaired, rebuilt front end, new rear pinion seal, more.

'59 +4 ROADSTER Red with beautiful red leather Super Sport bucket seats, new 72 spoke chrome wire wheels; fresh "hotrod" rebuilt engine w/performance cam, pistons, etc., MotoLita wood rimmed steering wheel; fog lamps; Almost zero miles on full restoration, chassis on up-stunning, very fast example!

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

'33 SUPERSPORT 3 WHEELER 3/4 SCALE, one of a kind made in England by a life time 3 wheeler owner. Great paddock car!!

OTHER MARQUES

'85 MERCEDES 380SL, Anthracite Grey Metallic 110k orig. miles

'73 JAGUAR XKE V12 Roadster Silver/Red leather, wire wheels, A/C blows cold, Factory 4 speed, 18k orig. miles, Full cosmetic restoration; mechanically superb!

'65 MGB GT one local SoCal owner since 1980. Engine blueprinted Bare Metal repaint in British Racing Green with all new seals for doors and windows. New black leather w/white piping, new carpets, new headliner, dash refinished, all gauges serviced.

'59 TRIUMPH TR3A Black. It's back! The most spectacular TR3 ever! Fully restoration by a well known hotrod specialist/history writer to full concours specs. Upgraded engine internals, suspension brakes, TR2/3 smallmouth-the best looking, best driving TR we've ever experienced!

'54 JAGUAR XK120 Drophead Coupe BRG/dark red leather, new stainless steel wire wheels and radial tires, "C" type head, ultra rare Sand Cast SU carbs, correct 7 inch Lucas foglamps, ex Bob Cole/The Candy Store, absolutely as nice an example as exists!

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Incredible older complete restoration. Call SuperDave for more pictures and tell him what the price should be!



Olde English White
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Chrome 72 spoke wires w/Michelins
Rebuilt engine and trans.
Really nice chrome
Nardi steering wheel
Perfect white faced instruments
1960 Plus 4 (this means disc brakes!)



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

MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. We ordered a re-run of 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. That is, the car in profile on top of two horizontal lines with the word MOGSOUTH between the lines. On the back of the cap you can have your name, MOGSOUTH, hometown, etc. (or nothing). These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. 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.

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 new 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. 4/07

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