

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/10

## MCCDC's MOG 40 Staunton, Virginia 2 - 5 July 2010

The stately old town of Staunton, with its historic Stonewall Jackson Hotel, again hosted the Morgan Car Club D.C. annual Morgan Owners Gathering (MOG). This year's MOG was the Club's 40th such gathering. As is the norm, Morgan owners come from all over to participate in the event.

The Club has something for everyone's tastes with a traditional Concours, a Gymkhana, a Rally (usually a time, speed, distance (TSD)) and popular Autocross.

For the last few years Andrea and I have been traveling north with Rick and Sam Frazee. We have taken advantage of the convenience of Amtrak's Auto Train, traveling out of Sanford, Florida (an northern Orlando suburb) to Lorton, Virginia just south of Washington D.C. This trip is easy and leaves us only a few hours drive to the Shenandoah. This year however, we split up. The Frazee's had family to visit and took their 2007 Aero 8 America up on the Auto Train, while we towed the Series 1 DHC up in trailer. We met up with them in Staunton, this time after a two day drive and bit worse for wear. I had to call Rick for assistance as I had pulled into a parking lot, with the trailer, in front of the Stonewall Jackson, but to my chagrin there was no easy way out. The only option was to back up the trailer up over a lengthy distance, trying not to hit all the parked cars in the lot. I haven't the experience backing this trailer, as it's relatively new, so I asked Rick to demonstrate his trailer backing skills, again (I think I asked him once in Amelia Island as well). Well he came through again, and we were redirected to the proper trailer parking lot, just up the way.



Article and photos Mark Braunstein

Andrea and I primarily go the MCCCCDC MOG events to see old friends. We lived in Virginia and were quite active members of MCCCCDC for years in 80s and 90s, before moving into the MOGSouth Region (Atlanta and now Orlando). We were the event Chairs for the first Morgans Over America (MOA) meet at Luray, as well as MOG 20 in 1990. And, we managed the MCCCCDC Regalia inventory for some 5 years before Andrea threatened to dump it all in the street.

This year didn't disappoint us as we saw a good number of our old friends - Richard Lipski and Peggy, Diane Lowman (George Lowman passed some away 5 years ago), Iris Knight, Pat and Sue MacAulay (and 3 of the 4 girls) as well as Ed Zelinski, Fred Sisson and many others we don't see very often. And Tom Warden did a wonderful job of organizing the event, and getting the entire town to welcome us. Super job!

The MOGSouth crowd was well represented and collectively, they did quite well in the competitive events.

The Concours was held just behind the hotel on Beverly Street, which the town had closed for our event. The shops and vendors were all out and provided refreshments and entertainment to the crowd. There were two blue grass bands meandering up and down the street, as well as Morgan regalia and memorabilia be peddled.

Lenny Mandell, a ordained Rabbi, officiated at the first Morgan event wedding I have ever seen. Leo Basile and Janette McNeer were married on Beverly Street with all the MOG 40 attendees as witnesses. Very neat.

The Gymkhana was all about Sheep. Andrea and I didn't attend as we opted, along with a number of others, to take in a performance of Shakespeare's 'The Taming of the Shrew' at the Staunton's Blackfriars Play House. The performance was quite good, and very entertaining . . . if you like the play. I am a Shakespeare fan, but this play isn't one of my favorites, and although we tried, Rich and I couldn't the girls to resonate with the play's fundamental message . . .

The sheep resurfaced on the top floor of the Parking Garage and there were slalom races with luggage carts and the like . . . just a little Midnight Magic.

Then there was the autocross, held at the local government facility and they let the trikes run. Although there weren't any great speed demonstrations, it was good to see these cars on the field. They are so often precluded from running. The SCCA handled the timing and scoring and all was done well and without the typical disagreements.

Andrea and I watched the Rally cars leave the hotel but didn't run. Those that did run reported back that it was great fun and the route was wonderful.

After all the festivities of the banquet we sampled the noggin and headed to bed. Another good MOG event, thanks to the efforts of Tom Warden. And thanks to those from MOGSouth who flew the flag proudly. We did talk up our Fall Meet and hopefully we will get a few folks outside our region to attend.

*Mark and Andrea*



MOGSouth Attendance at MOG 40	Rick and Sam Frazee	Concours Judges Special
	Fred Sisson (with Brother John as Copilot)	Concours Judges Special
	Bob Steele and Family	Longest Distance in a Morgan
	Charlie and Caroline King	
	Mark and Andrea Braunstein	Concours Judges Special
	Rich Fohl	
	Carl Shriver	
	Pat and Jack Zimmerman	
	Joe Speetjens	
	Joe and Sharon Topinka	Concours Award
	Jack and Monica Claxton	
	Gene Spainhour and Pat Harris	
	Charlie and Beth Miller	
	John Bigler	

Hopefully I mentioned everyone. My apologies if not.

~ Go to <http://www.mogsouth.com> to see Photos from MOG 40 ~



# So You Wanna Go on a Pub Crawl?

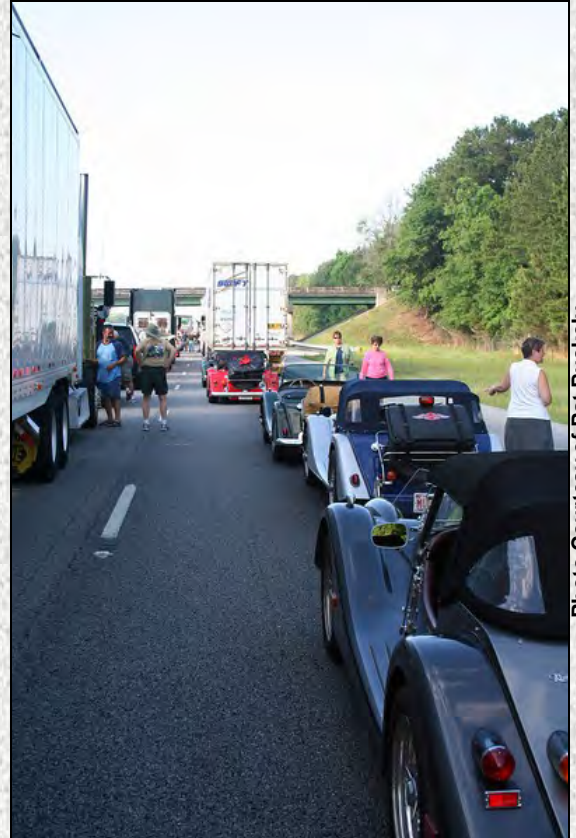
by **Andy Leo**

The reviews of Charlie Miller's first pub crawl in the northeast were outstanding; his second pub crawl would take the pilgrims through the southeast part of the country beginning in Annapolis, Maryland, going through Virginia, North Carolina, South Carolina, Georgia, Florida, Louisiana, Alabama, Mississippi, West Virginia and ending in Manassas, VA.

Now two and a half weeks in a Morgan seems a daunting, and to some, a foolhardy endeavor. Nevertheless, my wife really wanted to go, so we signed up. We knew many of the people going on the crawl and it seemed there would be good chemistry. The latter is important, since you see these folks every morning, during the day, and at the end of the day. If you are not a good mixer and flexible, you will probably not have a good time. It is important to note that most of the time things are not done as a group. People tend to form small social groups. You can set your own schedule for the day, and even take your own route. Some of this crawl involved traveling interstate highways, and it certainly helped having a 5 speed gearbox. Generally, one could select secondary roads and these provided very nice scenery and a more leisurely pace. Speaking of roads, as five of us pounded down I-95 toward Florida, traffic ground to a halt. Fortunately, three of our cars were shielded from the sun by a large trailer as we waited for over an hour to get moving again. The trucker next to us said the word was that some alligators were blocking the highway! While that version of the cause for the delay caused lots of conversation, we later discovered that traffic had been stopped to put out pylons and road markers in preparation for road repairs.

We spent two days in Charleston, Savannah, Natchez and Asheville; the other cities/towns visited were one night stands. Having two days gave us plenty of time to walk or tour through the towns and see many points of interest. Along the way, there were some special opportunities made available to the crawlers by Morgan folks living in the area and not a part of the tour. During our stopover in Charleston, we were treated to a morning at Gordon King's House and Toy Barn on Johns Island. We were treated to a wonderful breakfast and an opportunity to enjoy his eclectic car collection. On the way to Savannah, we visited Charley Miller's home in Hilton Head and then enjoyed a walk on the beach to Dunes House on the Beach where we enjoyed a Low Country Boil--absolutely delicious. On our way to Mobile, Alabama we went to Wintzell's Oyster House where we met Tony McLaughlin, who, as some of you may know, maintains a registry of Morgans. After lunch, Tony took us on a driving tour of the beautiful town of Fairhope.

Another very special stopover was on our way from Murfreesboro, Tennessee. Jim and Ginger Thompson (Jim is the brother of the late husband of Karen Thompson, one of our crawlers), arranged a nice lunch for us at the Knoxville Boat Club along the Tennessee River. We enjoyed the Thompson's hospitality and it was a meaningful occasion for Karen as she was driving their Plus 4 on the crawl.



Stuck on I-95 in Georgia for an Alligator Crossing?

Photo Courtesy of Pat Buckley



Gordon King's Toy Barn in Charleston, SC

Photo Courtesy of Andy Leo





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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### So You Wanna Go on a Pub Crawl? ~ Continued From Page 4 ~

When we arrived in Asheville, members of Mog South were arriving at the same hotel as they had planned their spring event to coincide with the crawl's stop in Asheville. We were treated to another special occasion on the next day when we made our way to Maggie Valley, about 30 miles outside of Asheville. Bob White, a Morgan and motorcycle enthusiast, arranged for a visit to Wheels Through Time, an incredible motorcycle museum owned by Dale Walksler. Bob, a professor at Appalachian State University, spends lots of time at the museum assisting Dale. The museum is a must see for motoring enthusiasts.

Anne and I left the crawl in Asheville, and in doing so missed two special events. In Stanton, Virginia, Joe and Sharon Topinka hosted a wonderful luncheon at their place for the crawlers. In Manassas, Virginia, Marline Riehl and Lee Debrish hosted the farewell banquet at their home. The Pub Crawlers wish to thank all these Morganeers for their special contributions to our Crawl.

A word about the Morgans that made this trip. Most of the cars on this crawl were of 60's vintage, with a 2005 Roadster thrown in a couple Plus 8s. You will do yourself and everybody else a big favor by preparing the car yourself or having a knowledgeable Morgan person do it for you. You should also anticipate what might go wrong: hydraulic parts fail, generators and alternators stop doing their thing, fuel pumps quit,



After Lunch at the Pig Out Inn in Natchez, Mississippi.

Photo Courtesy of Pat Buckely

# Morgan EvaGT Press Release June 18th 2010

At a time of global conservation with a drive towards improved fuel economy the Morgan Motor Company introduces a new concept for a sporting family, the Morgan EvaGT. The four seater Coupe takes its inspiration from the British sports saloons of the early 1950's.

Among these were the Bristol 400 series and the Frazer Nash BMW 328. After the Second World War rationing forced designers to conserve and make the most of the materials at their disposal.

However the pressure cooker of war had also led to an abundance of innovative engineering ideas. Steel was scarce so lightweight aluminium was used for bodywork. Smooth "in-line" straight six cylinder engines were fitted to give long distance comfort and reliability. Because the engineers had often worked on aircraft development during the war aerodynamics contributed to high but economical cruising speeds.



The Morgan Motor Company is the last survivor of these British sports car manufacturers. Of course the company is lucky enough to have 100 years of continuous success behind it and like Bristol and Frazer Nash; Morgan has a history of successful collaborations with German suppliers BMW, Siemens and Bosch. But Morgan also works with a number of young engineering companies in the United Kingdom and with world class British university research departments.

The new challenge is to make cars that are more efficient than any we have seen so far. The Morgan Motor Company is in a good position to respond to this challenge because the company is small and flexible with a proven track record of fast development cycles. It currently manufactures one of the greenest sports cars in the world, the Morgan Four Four Sport. Morgan achieves this result with the use of the new Ford 1.6 Sigma engine coupled with a light chassis. Morgan currently has a young well qualified technical team working towards a potential 5 engineering PHD's, who will make full use of research departments at the University of Oxford, Cranfield and Birmingham City to tap into a technical knowledge network to make more efficient cars. This team is helping to develop a high torque electric motor twice as powerful as others of the same weight and size and a powerful lithium phosphate battery with a higher charge density to achieve the most efficient performance for weight so far.

The dynamic team at Morgan has made a commitment from 2010 that they will bring out a new model every two years. The legendary sports car manufacturer will target new niches.....electric sports cars, a fun weekend vehicle and the first of the new cars will be the Morgan EvaGT, a four seater Coupe aimed at young families, with a bit of drama or automotive theatre as we like to call it. This is a revolution for a car company famous for making the same car for 50 years!

## **The Morgan EvaGT**

### **Brief provisional specification**

#### **Chassis:**

The Morgan EvaGT makes full use of clever technologies that the Morgan Motor Company has developed to manufacture a lightweight car. Morgan was one of the first car companies to see the advantage of a bonded aluminium chassis to give rigidity but also to save weight. The EvaGT uses a further developed version of the bonded aluminium chassis of the Morgan Aero SuperSports, a chassis that successfully competes in International GT3 Sports Car Racing. Compliant with European and US safety approvals.

#### **Bodywork:**

Morgan was the first car company in 1995 to see the benefit of superformed aluminium, an aircraft technology, to manufacture smooth accurate body parts. Morgan Design have sculpted a new shape for the Morgan EvaGT that focuses on natural materials and understands their unique technical properties. Using computer technology in design and in manufacture to ensure accuracy, the parts are then hand finished to make sure they feel as good as they look. A perfect "A" class surface, minimal shut lines, hidden wipers, flush



door handles and sharp creases deflect air over the surface of the car. The new Morgan EvaGT represents a philosophy of lightweight luxury that embraces authenticity, sustainability and innovation achieving its final result through the process of skilled craftsmanship.

#### **Technical Specification (subject to change):**

BMW 3 litre straight six mono twin turbo with direct petrol injection 306bhp and 400nm torque  
Euro 5 and 6 compliant at 200 gms Co2/km, US FMVSS, CARB and EPA approved.

40 mpg / 7.06 litres/100kms

6 speed sport automatic or 6 speed manual gearbox.

Rear wheel drive with fully independent intelligent suspension

Aluminium body panels with a laminated internal safety structure.

Predicted weight of 2755 lbs/1250 kg

Predicted 0-60 mph 4.5 seconds/ 0-100km/h 4.5 seconds

Predicted top speed 170mph / 273 km/h

#### **Launch:**

The first public view of the Morgan EvaGT will be at the 60th Pebble Beach Concours d'Elegance, Carmel, California, USA on the 15th August 2010.

The Morgan Motor Company will be taking orders worldwide with a request for a deposit of £5000 from prospective clients for an allocated build slot. The first 100 cars of a limited run are planned to begin production mid 2012 and the "on-road" price will be competitive for a car of this class.

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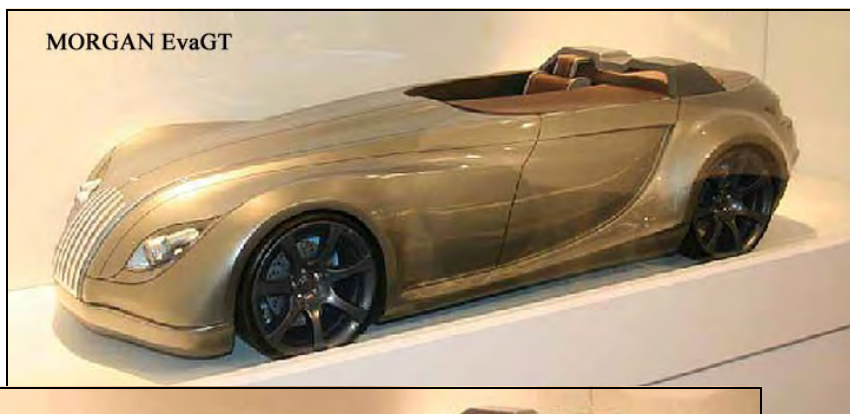
Morgan Motor Company Limited, Pickersleigh Road, Malvern Link, Worcestershire, WR14 2LL

[www.mogwire.com](http://www.mogwire.com) offers these pictures of what is believed to be a close concept of the forthcoming EvaGT. These pictures were provided by the German Morgan Club (*Der Morgan Club Deutschland*)

Mogwire writes *"These pictures were taken last year. It is reported that the new EvaGT will follow this design very closely especially in the front half. There will be no more free standing wings but looking from the front the traditional Morgan grille is still recognizable!"*

*They photographs are obviously only speculative and we will have to wait and see what the official unveiling reveals.*

*In my opinion there are some resemblances but then if I turn my head just right, I see something totally different. Ed.*





## 9/8ths Whitworth

### Ongoing Restorations and Such

*[Rick Frazee is trail blazing for the club, venturing into the world of Morgan Aero 8 maintenance and ownership. He shares his experiences with us, and as more members acquire an Aero 8, this will become more appropriate. Ed.]*

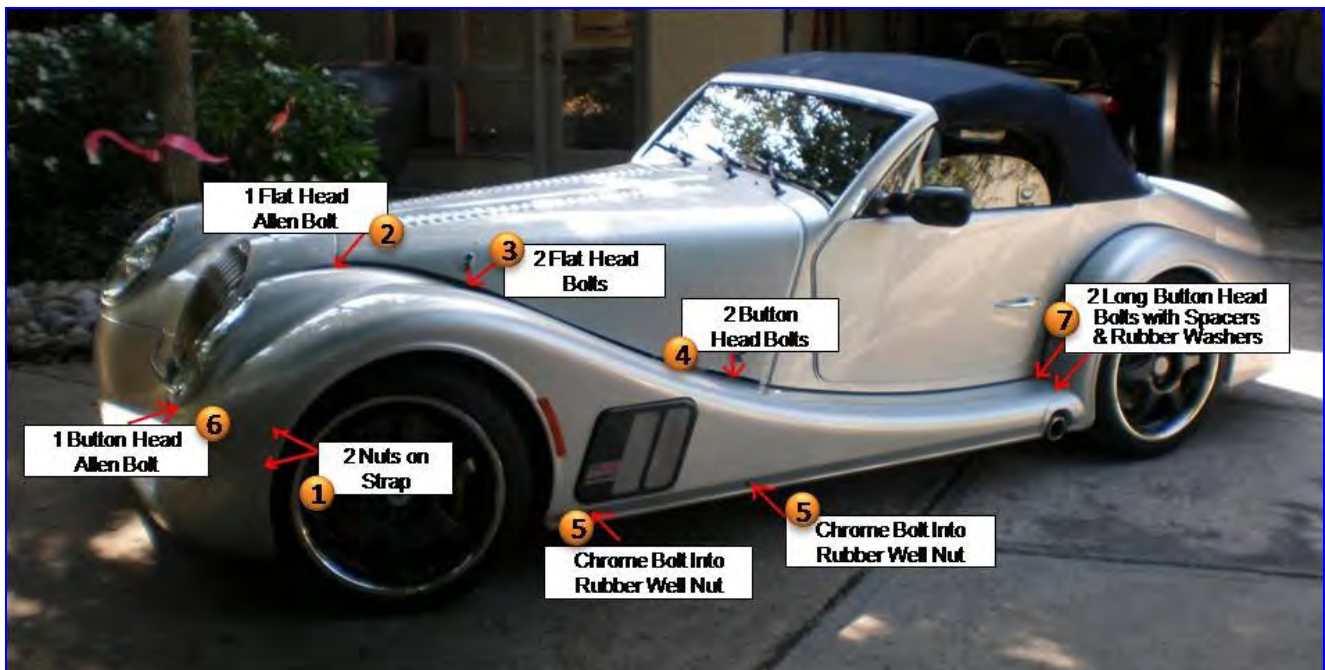
## Morgan 2007 Aero 8 America (Series III) Wing Removal

Our Aero 8 had been leaking a small amount of radiator fluid from a 2 inch hose on the left front corner of the Morgan. The first indication was a blue idiot light on the dash. A quick check of the manual indicated that it was the low radiator fluid warning indicator. A check of the fluid level agreed and about a cup of fluid was added to bring the radiator up to full. Another 50 mile trip and the same result set me to looking for the source of the missing fluid with a flashlight to see into the tiny recesses between the wings and all the other stuff in the engine bay. Finally, I found the fluid dripping slowly down the back of the left side of the radiator wall where the clamp on about a 2 inch line was not holding. While I could see where it was leaking there was no way to get my hands even close to remove the old hose clamp much less get a new one in place.

Now I have been led to believe that there is very little work an owner can expect to do on the Aero. Removal of the bonnet and wings seemed like a daunting job and in light of the known amount of work to remove the bonnet and wings from my 1970 +8 I did not believe that I was up to doing the job. A request for help on Emog brought some ideas that I might be able to get the front corner of the fender loose enough to get in there. Still I had doubts and put the job off thinking my dealer in Palm Beach would get the nonessential parts in that I had ordered, and I could have the leak fixed and the other parts installed by them before my wife and I were to make a trip to Asheville, for the MogSouth Spring party (about 1300 miles). It was not to be. The parts still were not in and I only had the weekend to ready the Aero for departure on the following Thursday.

Time to try the repair!

Luckily I have a lift to work on my Morgans. It's a 4 post drive on type and after completing the repair I understand why a 2 post lift would be better. I do have a jacking tray on the lift and without that might not have been able to do the work. Here's what I did.



Article and photos Rick Frazee

My first job was to remove the left front wheel and tire. Just inside the fender well on the front corner of the fender is about a 4 inch metal strap holding the fender to the front bottom nose piece. Two, 10mm nuts and washers removed the strap; hey this was going to be easy!

Next I opened the left side bonnet and removed the flat head Allen bolt from the corner of the cowl and fender and the 10mm nut on the back of the bolt.

Then I removed the 2 flat headed Allen bolts that hold the front bonnet latch clasp to the car, the nuts are crimped to the clasp.

Now the the 2 button headed Allen bolts that hold the rear bonnet latch clasp to the car were removed. These nuts are crimped to the car. At this point, I tried to open the top of the wing to get my hands on the water hose clamp, no luck and as I wasn't sure what else might be holding the wing, I spent a lot of time looking for more fasteners to loosen the wing. I was far enough along that I was not going to give up.

Next step was to remove the 2 chrome flat headed Allen bolts and their chrome washers at the bottom of the fender. If possible pull out the rubber well nuts that the bolts tighten into. I could not get them out on my mine; a vertical slot in the panel bracket behind the fender will make it possible to remove the well nuts later. My recommendation would be to leave them if they will not pull out of the hole easily.

I removed the badge bar, it was attached by the 2 bolts in the bottom of the false grill. Removed the 2 bolts at the top of the false grill that allowed the grill and rock screen behind it to be removed. At this point I'd recommend that the bonnet be unlatched but closed on both sides. With the false grill removed, there are 2 button head Allen bolts at the bottom of the cowl behind where the false grill came off that are removed next.

The last bolt in the cowl is at the top corner where it attaches to the other fender with a flat head Allen bolt and 10mm nut and washer. This done, the front cowl was pulled forward slowly, and the front bonnet hinge pin at the top of the cowl was pulled out of the chrome hinge. I held up the front of the bonnet halves and lowered them gently to allow them to rest on the engine. There is only about 1 inch of clearance so I had no worry about damage at this point.



Let me back up a bit and suggest some preparation before going any further. The grill, cowl, bonnet, and fender are all items that will require a place to set them down and protect them once you get them off the Morgan. Prepare in advance several large blankets on the ground, out of the way and preferably out of the sun. Hot bonnets and fenders are hard to handle!!!!

Next, under the fender, I disconnected the head lamp and side marker lamp. A large electrical plug at the top of the head lamp has a tab on the topside, squeeze the tab down and while holding it down wiggle and pull the plug out. Also on the head lamp there is a hose line that carries washer fluid. I pushed in on the tab on the washer fluid hose plug and then pulled up on the plug; it comes away with the hose attached. The side marker lamp plug has 2 ears that I squeezed together and then pulled the small plug out. This allowed all lamps to remain in place in the fender, and the plugs and hose to hang out of the way.

Next I focused on the 2 remaining button head Allen bolts at the rear of the wing. The heads of these 2 bolts were on the inside of the rear fender and had 10mm nuts at the back end of the front fender. Each bolt had rubber washers and a small aluminum spacer to shim a body mounting bracket. I removed the 2 bolts, careful to watch for the correct parts and their order on both bolts. Now.....the fender was now unbolted.

I placed a soft blanket on half the bonnet and opened the other half on the closed half carefully so as not to twist the bonnet hinge. The 2 halves of the bonnet now made a package that I could easily get my arms around, they were surprisingly light. (They're aluminum and I'm used to the steel +8 bonnet.) I pulled the bonnet forward and away from the rear hinge pin on the fire wall of the car and then set the open bonnet



down carefully on the already prepared blanket.

There is a rubber strip in the channel on the front, bottom edge of the fender. The back inside half of the fender is wedged in a groove below the door by another rubber strip. Separating the fender on my Aero was made more difficult by a waxy undercoat that seems to stick everything together. I found that nitrile disposable gloves, that I changed frequently, allowed me to keep the undercoat and grit off the finish. I gently rocked and lifted the front of the fender until I could feel the front bottom of the fender separate from the top of the bottom nose panel that stays on the car. I gently pulled the rear of the fender horizontally away from the body about 2 inches, not all the way out. Parts of the fender, tabs, slip back in the groove about 4 inches.

Next I grasped the fender at the approximate balance point, pulled up at the front of the fender and horizontally out at the back. I then lifted the fender up and away from the car, the rubber well nuts came up out of their grooves, as I had not been able to remove them earlier. At last....I carefully placed the fender on the blanket. Remove the rubber well nuts from the fender, squeeze the back side of the nuts and gently twist and pull them from their holes in the fender.

With reasonable access to the left side of the engine, I reached in with some cutters pinched off the crimp on the offending hose clamp and replace it with a new water pump clamp taking care not to over tighten the clamp because the hose is pushed over a plastic fitting of unknown strength. A 60 mile trip with my wife for Mothers Day proved that the leak is fixed.

Replacement of the parts is roughly the reverse of the procedure. I would suggest cleaning all the parts where they slip together as the waxy undercoating really grabs the grit and dirt. A light coating of Vaseline on the surfaces that slip back together make the reassembly easier. Looks to me that removal of the right side wing would be the same but I didn't do that side.

Items needed are at least 4 good size blankets. I had some almost new quilted moving blankets that worked well and a couple of car covers to spread out. I would recommend getting some spare rubber well nuts in advance as getting the old ones back in once they have been compressed for a long time is more work than it may be worth, and as in my project one of the nuts was cut on the side making it preferable to replace it. Allen bolts require a 4mm Allen wrench and all nuts take a 10mm wrench.

I look forward to others expanding my recent project of work on the Aero, as I hope they will be around for a long time. They are a great Morgans to drive and easier to work on than I imagined.

Cheers Y'all

*Rick Frazee*

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### **So You Wanna Go on a Pub Crawl?** ~ Continued From Page 5 ~

distributors stop supplying spark. Always have a spare fuel pump, distributor parts, including replacement Pertronix parts if that is what you are running. If your tires are ten years or older, get new ones. Make sure all the fluids are topped off and lub all the grease fittings. As Reg Hahn, a veteran of both crawls puts it, "it is man against machine." Along the way, a relay controlling a thermostatically actuated radiator fan failed (a toggle switch on the dash controlled the fan the rest of the trip), a generator was replaced, points were installed in a Pertronix distributor, a clutch slave cylinder and master cylinder were replaced, a fuel pump was replaced, a loose electrical connection was addressed, SU carbs were adjusted, and a new Pertronix was installed - all on different cars. I am happy to report that the Morgans performed very well on this crawl and all made their destinations.



Before Dinner at the Monmouth Plantation in Natchez, MS

Photo Courtesy of Pat Buckely

Charlie Miller is truly the pub crawl maestro; we have already signed up for his Great Lakes Pub Crawl in 2012!

*Andy and Ann Leo*



# 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

**Negotiable - Call!**

Acquired new Morgan project so something must go. Asking ~~\$35,000~~ Contact Rick Frazee [mog4@earthlink.net](mailto:mog4@earthlink.net) or 407-620-0507



# MOGSouth Fall Meet - Oct 8 - 10, 2010

If you haven't already heard, Bryan Tate and his wife Johanna are hosting the Fall Meet in and around their farm in Rutledge, GA in Morgan County. The dates are October 8 - 10, 2010 and Rutledge, Georgia is less than one hour due east of Atlanta.

Bryan has reserved 10 cabins using his credit card (10 cabins X \$115 per cabin). The deposit is \$115 for one night. There is a two night minimum. The HLC Park cabins are less than 5 minutes from the Tate's farm, and 7 minutes from downtown Rutledge. Each cabin has a kitchen, living room, screened in porch, two bedrooms each with two double beds, fireplace and a large bathroom.

## Timeline (Draft):

**Friday Afternoon:** arrive at HLC State Park and check in.

**Friday Evening:** Pizza and beverages at the Pavilion (stumble back to your cabin)

**Saturday Morning:** Breakfast at the Yesterday's Café in Rutledge – 9:30 AM – 10:30 AM. Free time for shopping at historic Rutledge Hardware store and Antique stores until 12:30 PM

**Saturday Afternoon:** Car Rally (traps by Fred Hollinger) through Bostwick Cotton Gin and various places throughout Morgan County. (2 Hours stopping for late lunch). Return back to cabins for free time.

**Saturday 5:00 PM:** Travel to Circle Tate Ranch for refreshments, BBQ dinner and music (possible Bluegrass Band) at the Tate Pavilion by the lake. Fishing, boating, hiking, or just relaxing. Air Conditioned Pool (Billiards) next to Pavilion.

**Sunday Morning:** Optional Church, Optional Brunch, depart for home.

## Late Breaking News from Randy!

Bryan Tate reports that to date four of the ten cabins are already reserved for the MOGSouth Fall Meet. In order to hold the cabins for our group, it was necessary for Bryan to prepay 50% of the weekend rental rate per cabin, \$115 x 10 cabins, \$1,150 (thank you Bryan!). Bryan has asked that members that want to reserve a cabin or 1/2 cabin for the weekend, please forward to him your 50% deposit.

For a whole cabin, (two couples or a family) \$115 or for 1/2 cabin \$57.50. Balance will be due upon check in on Friday October 8. Checks should be made payable to Bryan Tate and mailed to:

Bryan Tate, 5035 Old Branch Court, Dunwoody, GA 30338

There is a 72 hour (3 days) cancellation window prior to date of arrival but note there is a \$10.00 charge for cancellations (\$20.00 per cabin).

If you know who you want to share your cabin with, please let Bryan know when you mail your check.

Obviously, it is easier if two couples or a family who want to share the cabin indicate such when sending your check, but if you want to reserve 1/2 of the cabin for the weekend, our matchmakers will pair up the cabins.

Also, please remember that cabins must be rented for a two night minimum, Friday and Saturday, October 8 and 9.

If you are not planning to arrive on Friday, then you will need to make alternate lodging arrangements.

That is a home football weekend for UGA, hosting UT, so many motels are filled up for that weekend as far away as Madison, GA. so we were fortunate that Bryan was able to secure these accommodations.

Please attend to this matter promptly and please call or email with any questions. Thank you! *Randy*

## FOR SALE



### MORGAN 4/4 RACE CAR

**SORTED, DEPENDABLE & FAST**

2:18.3 at VIR VDCA Enduro 4/10\*

2:48.0 at Road America SVRA 5/10\*

Will be faster with a Good Driver

\*Check & Compare these times on SVRA & VDCA Websites

### LOTS OF GOODIES

8000 RPM 1688 CC Refreshed Engine

205/60 R-15 Hoosier Speedster Tires

Qualife 4 Speed Transmission

Aluminum Body & Wings

Beautiful Solid Ash Wood

Has Annual Tech Inspection Thru 4/11

**\$35,000 or Interesting Trade**

828-437-8638

jpoteet1@charter.net



# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

We are still waiting on the big announcement of another Morgan model at Pebble Beach. The Press Released have gone out with a somewhat dark and cryptic photo.

<http://www.mogwire.com> has a supposed view of the car, courtesy of the German MOG.

But we'll see if this is a real indication or just speculation. Ed.



**By Design: Morgan Roadster.** July, 2010 issue of Automobile Magazine By Robert Cumberland

*"... Morgans are wonderfully rudimentary, despite the company making use of modern technologies such as super-forming aluminum. When I rented one a few years ago, I noticed that the hood louvers were all the same length but their ends didn't line up. That's traditional British handwork, not particularly careful or accurate but highly characterful. I hope that Morgan never invests in a die to punch perfectly even louvers in one strike."*

**Classic Motorsports - ChicagoSoft GT Challenge** September 2010. A report on the SVRA races at Road America over the May 13-16 weekend shows a picture of an 1934 F4 Trike being run by Allen Smith and Danny Hodgson. *Isn't this Bill Stelcher's old car?? 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](mailto:kingstoncembalo@carolina.rr.com)





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## 2010 Aero Supersports

As far as I go, I'll never be built to meet the report comparison. Certainly one of the most beautiful cars ever designed and offered by any manufacturer or any time. Breathtaking to behold, breathtaking to drive, such one hour taking with a lifetime.



### 2012 MORGAN EvaGT // Order yours now!

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**2005 MORGAN AERO 8** Rolls  
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**2005 MORGAN AERO 8** BMW  
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**2003 MORGAN PLUS 8**  
Anniversary Edition BRG  
Metallic/two tone 2.4k miles

**2003 MORGAN PLUS 8**  
Anniversary Edition Merlot  
metallic 8.8k miles

**2003 MORGAN PLUS 8** 35th  
Anniversary Edition Rosso  
Corsa, 6.6k miles

**2002 MORGAN PLUS 8**  
Fountain Blue metallic  
exterior, Blue leather

**1993 MORGAN PLUS 8** Dark  
BRG tan leather piped  
in green, 3k miles

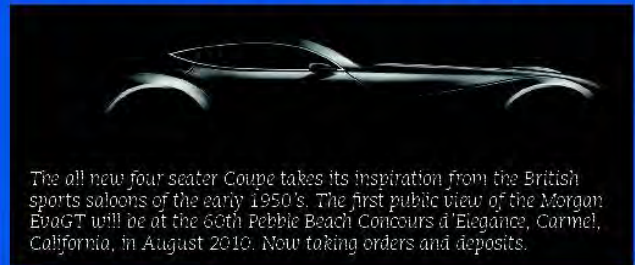
**1965 MORGAN PLUS 4** Sage/  
Champagne wings 5.5k miles

**1964 MORGAN +4+ 1**  
of 26. 2009 Pebble  
Beach Concours  
d'Elegance. SS spec

**1963 MORGAN PLUS 4**  
SuperSport #5352 Rare  
SS. Motor is fresh

**1962 MORGAN PLUS 4**  
Drophead Coupe BRG

## ...and introducing the 2012 MORGAN EvaGT



The all new four seater Coupe takes its inspiration from the British sports saloons of the early 1950's. The first public view of the Morgan EvaGT will be at the 60th Pebble Beach Concours d'Elegance, Carmel, California, in August 2010. Now taking orders and deposits.

**1956 MORGAN PLUS 4**  
Roadster BRG

**1955 MORGAN PLUS 4** Roadster  
Twin Spare sn#3390

**1953 MORGAN PLUS 4**  
Four Seater FlatRad  
Yellow/black wings

**1934 MORGAN MX FAMILY** Black  
All original 3 wheeler

### other marques

**2010 ZOLFE** GTC/4

**1993 BENTLEY** CONTINENTAL R

**1957 TRITON** MOTORCYCLE

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1PM Jul 5 2010



## 2009 Allard J2X Mk II

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DENNIS GLAVIS, MANAGING DIRECTOR  
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# 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!

Make sure you have your reservations made for the fall meet. It looks like a really good event. Also, if you know of other events, let us know!



- **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**, Oct 8 - 10, Rutledge, GA, Hosted by the Tates **\*\* See Details In this Issue \*\***
- **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

**Make sure you review the Fall Meet details provided in this issue of the newsletter. The plan is almost finalized and the rooms (cabins) are going fast. You will want to confirm your reservation very soon.**





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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](mailto: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](mailto: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](mailto:mogsouth@yahoo.com).*

### SOUTHERN FOURS AND EIGHTS

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