

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/11

## Pittsburgh Vintage Grand Prix

Pittsburgh, Pennsylvania  
23 - 26 July 2011



**W**ell, we did it again. We launched ourselves into the unknown, piloting a 40 year old Morgan, and hoping for the best. They say ‚hope’ is not a strategy or a plan but sometimes it just seems to be all you have. This time, however, we truly ventured a bit farther out on the edge.

I had very little time to the car get ready for the trip. I arrived home very late the night before due to business commitments and late flights, and only had about 30 minutes to prep for the trip. A quick check of the tire pressures (adding air to both front and back); checked the oil (down a little, added half a quart); checked the brake fluid (a little dirty, but good to go) and then checked the clutch fluid (ouch!). The clutch fluid was very, very low but I was unable (or unwilling) to work off the reservoir cap. The cap was locked to the body of the reservoir, and after several attempts at turning the cap and watching entire reservoir turn in unison, I backed off fearing that I would break the reservoir off.

Here’s where hope came in. *‘It’s a Morgan, what could possibly go wrong?’* I simply shut the bonnet and smiled. We loaded up the suitcases, the portable chairs, the cameras and the snacks for the train and waited for our fellow travelers (the Frazees) . . . and then we were off. Hoping to survive this latest Morgan adventure . . .

Another fairly uneventful trip north on the Amtrak Autotrain to Lorton, Virginia. The cars came off the train into the building heat of the morning. We had the tops up (never sure what manner of things might conspire to drip into the cars while on the train) so it was off with the tops and a shuffle of luggage. Checked the fluids again . . . all good, but the clutch.

We planned a meandering, relaxing drive along the back roads across Virginia, into West Virginia and then Pennsylvania. We had Google Maps, the GPS and we were all set. Well, it certainly was meandering, but not so relaxing . . .

It really seemed like something closer to the offerings of a **Chinese buffet . . .**

**Baked!** It was hot, very hot through the northern Virginia, DC environs. Stop and go; construction bottlenecks; way too many lights, but what else can you do?? I-95 during rush hour?? Finally, after an hour or so, we emerged somewhere west of the Dulles Airport and we were out on to the open road.

**Steamed!** And just when we thought we had it made . . . it went downhill fast. Running through downtown Winchester, the 1971 Plus 8 started to whistle like a tea kettle and then the steam blew as we sat at a downtown stop light. I motioned to Rick that we needed to stop, and figured the fan fuse had blown, again. I had previously had this fuse blow several times before, so I had spares. Rick found an auto parts store, it just sort of appeared miraculously, and we abruptly parked in the rear, in the only shade, and shut the car down.

**Fried!** Well, the fuse was blown, but that wasn't the cause of the problem. The plastic fan blade and the fan motor had parted ways, somewhat violently, and the fan blade was jammed into the radiator core. Rick pried it out, and luckily there was no damage to the core. The fan motor and blade, however, were shot. A few dollars later, and the better part of an hour, we were back in business with a pusher fan installed in front of the radiator. We drove through town, stopped again to add coolant and then motored on towards Pittsburgh.

**Drowned!** It was still hot and we were baked. Then the sky opened up and we were drenched. Hot water as it were. Andrea couldn't see and the wipers . . . well, they're not the best. Finally, a gas station with a covered area. We stopped again and put the hood up. . . The rain took out a bit of the humidity, but not enough to cool us down.

**Beer!** Finally, we were in Pittsburgh . . . found our hotel, checked in and cleaned up. The front desk recommended a beer and pizza joint just up the street. Felt good to walk. A few beers later, and back to bed.

Finally, it was Saturday and British Car Day. Well rested and time to get the car dried out, cleaned up and over to Schenley Park. British Car Day was laid out on the golf course adjacent to the tree lined track, with its rock walls and tall curbs. A very different sort of place, but also very picturesque and quite appealing, to race vintage cars. Our spot was just up the way from the track. When we arrived the racers were on track practicing and qualifying for Sunday's races. We had several friends we came to see race. Two MOGSouth members were to be running their prewar Fords, Ray Morgan and Bill Stelcher. Didn't know who else we'd see.

There were only 6 Morgans on the field for British Car Day, and the only folks we knew were Leo and Janette Basile from MCCDC. We did have a good



1951 Plus 4, 4 Place David Burrows, Pittsburgh PA



1995 4/4 John Linkosky, Carnegie PA



Lovely Plus 4 Brian Hixson, Greensboro, PA



Frazer's 1970 Plus 8, Winter Park FL



Braunstein's 1971 Plus 8, Sanford FL



Leo and Janette Basile's 1966 Cosworth 4/4

selection with two 4/4s, two Plus 4s and two Plus 8s. And as usual, we drew a good crowd.

The big draw, however, were the race cars and the races.

The race cars were grouped typically, and mostly on engine size. Under 1 liter, Under 1.5 liter, Under 2.5 liter, Over 2.5 liter, Sports Racers and Formula Jr. and V, and the Porsche Marque.

We saw three Morgan 4 Wheelers in the paddocks, and Ray Morgan's 1929 Ford Special. The prewar class got combined with the MG T Series, as there weren't enough prewar cars. And then they threw in a few odd balls . . . an Allard K2, a Nash Healey, etc. The shortage of prewar cars is something that has been problematic on the recent concours fields as well.

It turned out that Bill Stelcher contributed to this problem as he had blown his prewar Ford motor up just a week before the race and didn't make it to Pittsburgh.

We only saw two Morgans on the track. Harry Gaunt running his black Plus 4 was very strong and the car looks superb. The green and black 4/4 didn't make it onto the track, best we could tell.

The yellow nosed, Plus 4, 4 Place was a special car. It belonged to John „Jake' Jacobson. Jake was a long term supporter and participant of the Pittsburgh Vintage Grand Prix. He ran a 1933 Morgan Super Sports in the inaugural 1983 race, and ran this 1958 Plus 4 Four Place many times. He was Race Chairman in the 1990s and volunteered to support the race in many other capacities. Jake passed away in the spring, and his final wish was to cross the finish line at the Pittsburgh Grand Prix one last time. To honor that request, his family took Jake's ashes on one last lap of the course. The entire crowd at the track stood in respect. It was very moving.

The races on Sunday were all great. We cheered loudly for Ray as he circled around almost catching the MG T-Types. They were just slightly out of reach. We even had the rest of the folks in our area asking about the car and cheering him on as well. We headed back to the hotel after another warm day, but we lucked out as we didn't get rained on. Dinner was in the Grand Concourse which was previously a turn of the century train station. Fabulous ambiance with the ornate décor of a time gone by. The food was excellent and if you get to Pittsburgh, this is a highly recommended stop.

Monday came early and we chose to stay on the highways to shorten the drive. Given that we had a „train to catch' we couldn't afford to have a mishap, without sufficient time to react, so we pointed the Plus 8s to east and drove fast. We made it there in plenty of time, and again the train was great. Every trip in the Morgan is an *'Adventure'* and this is certainly one to add to the memoirs. **Mark**



Another Bit About TOLY ARUTUNOFF . . .

Photos and words from the September 2011 Edition of the Hemmings Sports & Exotic Car Magazine

"THE SCCA ASSIGNED MY MORGAN 4/4 THE NUMBER 55 the first time I raced it at Savannah in 1967. I ran it all over the Southeast, everywhere from Savannah to here, at the Chimney Rock Hillclimb in 1970. When I won the H Production national championship at the Runoffs 14 years later, I picked the number 55 with a red bar through it, as in 'get rid of the 55 MPH speed limit.' It wasn't until years after that I realized it had been the number in the Mog's very first race. Bill Pryor, my Nashville friend and co-driver who now is suffering from Alzheimer's, is with me in the car. The engine is a 1,340cc English Ford, three main bearings, which I think was put in the Consul Classic. This was the whole deal, there was a misprint in the specs, which said one Solex DO, but they let me run this 24mm Zenith on it. We won some races until Bill quit, and I took over his car. We got a huge two-barrel Solex off a Borgward and we [picked up] four seconds a lap earlier. If we'd realized the rules were a misprint, we could have raced with that big Solex right from the beginning, in 1967. Bill and I could have run first and second in the national championship and we probably would have retired right there."



The September 2011 edition of the Hemmings Sports & Exotic Car Magazine has a great article on Toly Arutunoff, with some great photos of his race cars by one of the most noted photographers in the motorsports world, Hal Crocker. Toly adds commentary to the various photographs. Those of his SCCA champion Morgan are included here. You'll need to buy the magazine to get the rest of the article. Ed.

"ON THE HOOD IS THE NAME OF MY COMPANY, Automobiles International in Tulsa, which used to be called Automobiles of Italy until we got a Honda dealership. In 1972, I was running SCCA Midwest Division races. We had a small windscreen and a wide-angle mirror on the Morgan. We picked the Morgan to race because it looked like it was the most competitive: 18 percent more displacement per pound than a Bugeye Sprite, even though the aerodynamics weren't particularly good. It was between the Morgan and

the Matra Jet. In fact, I still have a letter from the president of Matra engines, telling us he was going to give us a cut rate on the car. The Jet was homologated for SCCA with 14- or 15-inch wheels, three different rear-end gear ratios, and I think Howard Hanna won G Production in one before the Runoffs started. It definitely would have been competitive, but we finally decided, it's French, it's complicated, it's got a windshield and the Morgan was only \$1,780."



## **Morgan has succeeded where others have failed and produced its first three-wheeler since the Second World War. Is it worthy of the flying winged badge?**



The Morgan Three Wheeler costs from £30,000 Photo: ANDREW CROWLEY



The Three Wheeler is a pleasure to drive Photo: ANDREW CROWLEY



The Morgan's seats are comfortable and the detailing delightful Photo: ANDREW CROWLEY

**T**hree-wheelers break all the rules. Neither a motorcycle nor a proper car, they skim through gaps in traffic and legislation, drivers grinning broadly, flies in their teeth and hair plastered to their scalp. At least, that's the theory. As Triking three-wheeler designer Tony Divey once said, however, "They're unbalanced and you have to use that instability."

In a world frightened of its shadow and girdled with health and safety caution, are we really ready for a car deliberately engineered to exploit a basic and inherent flaw in its configuration, namely that it has one wheel fewer than normal?

Others have been here before – Volkswagen with its 2006 GX3 concept, a still-born, front-drive trike designed to appeal to Californian kids, and Peugeot with its similar 2005 20Cup. BMW dabbled with three wheels on its original Isetta bubble car and more recently with the 2009 Simple concept and the 2006 Clever

eco-mobile. The grand-daddy of them all was HFS Morgan who, more than 100 years ago, produced his single-seat, three-wheeled Runabout cyclecar. His company continued building three-wheelers until 1939, the apogee being the amazing JAP-engined Aero model.

Those old Morgan trikes continue to fascinate, but Charles Morgan, grandson of HFS, was always reluctant to go back. He did once sanction a Triking Morgan, but it was an unhappy project.

Enter Pete Larsen, a self-taught engineer from Seattle, USA. I drove his beautifully engineered, Harley-Davidson-engined Morgan tribute, the Liberty Ace, back in 2008.

Discreet enquiries were received from Morgan as to whether it might be worth them going to see Pete in Seattle. "Your endorsement certainly helped make up our minds," says Steve Morris, Morgan's operations director. He travelled to Washington State, liked what he saw and bought out Pete, who's now one of the first Morgan Three Wheeler dealers in the US.

We helped bring the car into fruition, yet when we first saw Matt Humphries's aeronautically inspired design in detail at Morgan's Malvern base last year, we

wondered whether we should deny as much. Not that Humphries hadn't done an exemplary job, with a stylish, all-aluminium body from Premier Sheet Metal in Coventry that embraces the old and looks to the new. It's slightly more rounded and bug-like than slimline Morgans of yore, but at least that allows a larger cockpit.

The details are fantastic, from the central dashboard with a covered starter button, to saddle-leather panels, hinge restraints and comfy leather seats. The detachable 14-inch steering wheel allows easier access and there's a lengthy list of extras including paint and trim to make your Morgan that bit more special.

No, what worried us, and chief engineer Mark Reeves, was re-engineering Pete's tubular chassis to accept a new rear suspension, bespoke Quaife steering rack, bevel box, belt drive and a new engine to replace the Harley unit used in the Ace. Just three months ago, Morgan's two-seater hadn't turned a wheel under its own steam. Product development like that would take a major car maker at least a year, maybe two.

Yet at 2011's Goodwood Festival of Speed, Reeves took folk up the tricky hill in one of five fully finished Three Wheelers. Before that, we got the inaugural press road test of the first Morgan trike since the year when England and South Africa abandoned a 12-day cricket test, *Gone With The Wind* premiered and we went to war with Germany.

At the heart of the Three Wheeler is its V-twin engine from S&S of Wisconsin, USA. Known as the X-Wedge and introduced in 2007, this 1,982cc, dry-sump unit has a 56.25-degree angle, a solid, forged 43lb crank for longevity and engine balance at idle and three belt-driven camshafts to allow almost straight pushrods. Retailing at approximately £6,700 in the States, this two-valve, fuel-injected unit punches out 115bhp and 100lb ft of torque with peak revs at 5,200rpm. It's like a Harley unit but better: S&S has been in the engine business since 1956 and is highly respected.

The trouble is, torque kills transmissions. S&S says it produces torque spikes of 1,800lb ft, which makes the gears clash and sing against each other. Reeves and his team, together with S&S, have adapted a Harley-Davidson mechanical cushion drive, which successfully irons out the firing impulses. The engine sits on a rubber-mounted bed plate and the stainless steel exhausts have flexible couplings and mountings. Start her up and you see a lot of movement, but the cabin and major controls are stock still.

The gearbox is from a Mazda MX-5, with the drive back to a bevel box and a belt drive to the 16-inch rear wheel with a 205/55 tyre. It slots gears just like the fantastic little sports car it comes from. The pedal box is tiny, but just big enough for size 12s. I'm six feet tall and just fit in the cockpit, but Reeves says he wants more room in production cars.

The S&S mill sounds madly eager, picking up the tempo as you raise the clutch, with the firing beats making a drum roll as the revs rise. Every one looks around and frankly you'd need to be wearing a gold lamé mankini to make a more dramatic entrance.

Unlike some rivals, the Morgan trickles well, pulling from under 1,000rpm without a hint of temperament, although the cush drive squeaks like a trapped budgie under load.

Speed up and you soon realise this is a seriously quick car. At a whisker under 1,000lb, with a two-litre engine it thrusts forward like a jabbing finger in the mid-range and after 4,500rpm it's fast enough to have you backing off. That S&S engine will light up the rear tyre in first and second, but is also docile enough to pull away sedately. The car is brilliantly stable at high speed, too. The brakes have more travel than a driver would like, but you need that to feather the car into a corner. I'd have liked a little more feedback, however.

As with most three-wheelers, the smooth ride comes as a surprise, because even if the front wheels don't catch the bumps, the rear will. I didn't like the tendency for the rear wheel to fire itself upwards off mid-corner bumps, but Reeves says that is being sorted.

The steering is fast, but benign and lightly weighted, with lots of feedback. Get the hammer down and you need to concentrate, but the Morgan turns in well. If you should choose to provoke the rear wheel under power, it comes off the slide gently rather than trying to pitch you into the scenery.

Above all it's fun, fast or slow. Pottering over the South Downs at a gentle pace, I laughed out loud at the sheer and increasingly rare joy of driving. It's £30,000, but they've already taken 476 orders, the latest from US talk show panjandrum Jay Leno, who drove one for half an hour and placed an order.

**It's that sort of car. Only Morgan could have done it and, thanks to Humphries and Reeves, they have.**

***Hats off to one and all.***

By Andrew English, 06 Jul 2011, <http://www.telegraph.co.uk/>



## Updates on the 2011 MOGSouth Christmas Party - 3 December 2011, Highlands, NC

1. Highlands Lodge.....regular rooms are \$89 plus tax; some include fireplaces and balconies. the suites, which include a jacuzzi tub, are \$139 plus tax. Handicap rooms are available. Breakfast is included in this price. They are holding 24 rooms for us through November 7th. After that date rooms will not be guaranteed. Call 828-526-5899 to make your reservations.
2. Hospitality will be in the lobby, which has a fireplace and generous seating.
3. The Highlands Lodge is just yards away from the main street in Highlands and the restaurant where we will be having our Christmas dinner.
4. To find out more about shopping and what to do in Highlands, please click on the following link:  
[www.highlandschamber.org](http://www.highlandschamber.org)
5. Please note that there will be a Christmas parade down Main Street on Saturday at 11:00am. Although you will be able to access the hotel from route 106, Main Street will be closed to car traffic for a few hours.
6. Dinner on Saturday night will be at the Main Street Inn at 7:00. (Note that the Inn does not have rooms available this time of year.)
7. Dinner is \$35 per person. It includes salad, main course, and dessert. This price also includes tax, gratuity, soft drinks, and coffee or tea.
8. A full bar is available for those who wish to purchase alcoholic beverages.
9. You must email Marilyn Bondon no later than November 7th with your dinner choice....she can be reached at her email [italianjob@bellsouth.net](mailto:italianjob@bellsouth.net). Information on your dinner choices will be sent out in the next few weeks. Please note that payment for the dinner will be due by October 31st, since the restaurant will be closing for three months after our dinner.
10. For fun we will have an automotive ornament exchange, either handmade or bought, tacky or fancy.....the choice will be yours. More information to follow.
11. Dorothy, Stacey and I are very excited about our Christmas party in the Highlands . . .it is a beautiful mountain town with great shops, restaurants, scenic views, and a super spa at the old Edwards inn. Looking forward to seeing everyone there! **Marilyn Bondon, Stacey Schepens and Dorothy Moore**

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# Book Review: **PASSION FOR SPEED**

by Nick Mason and Mark Hales

Nick Mason is one of the founding members of the British psychedelic rock group Pink Floyd. The group was an immediate hit in 1965, and as soon as the royalties started rolling in, Mason began to convert them into a collection of used racing cars. Unlike a lot of collectors, he didn't just store his cars away. He drove them and became a well-known member of the vintage racing fraternity. He's also ventured beyond the vintage stuff occasionally, with five drives in the LeMans 24 Hour. He is still buying and racing exotic machinery and he, and his wife and daughter, are regulars at events like the Goodwood Revival and LeMans Classic. He also still performs with Pink Floyd, and continues to collect lots of car-buying cash. Unlike the stereotypical rock star, he's also very literate and writes regular columns for British car magazines.

Mark Hales is a motorsports journalist/race driving instructor/racing driver who is good enough that he is able to spend a great deal of his time racing incredibly valuable vintage cars for their owners. He's also a very good wordsmith.

Several years ago, Mason and Hales teamed up to write a book titled Into the Red. The book was a big success among die-hard car nuts and, in 2010, the pair updated the book and re-released it under the current title.

*In case you're already tired of this article, I'll cut right to the chase. This is the best car-related book I have found in over 50 years. Period.*

The book is a compilation of articles on twenty-four cars from Mason's fleet. They range from a 1901 Panhard B1 through racers of every decade up to the Ferrari Enzo of 2003.

Each car is covered in several ways, and thoroughly enough that the only way I could read it was one car at a time, with a few days rest between each one.

Photos show the cars, interesting details and, in some cases, scale models of the cars.

Mason writes a tale of why and how he got the car and some of the adventures involved. The fact that he is extremely knowledgeable and dealt with some of the best known vintage car owners in the world didn't keep him from getting some nasty surprises when the new car showed up. Just like buying a Sprite on eBay, but multiply the price a hundred thousand times or so.

Hales write a description of seeing the cars, getting in and driving them at serious speed, mainly at Silverstone. He is capable of generating word pictures that very nearly put you in the driver's seat.

An article is included for each car describing its origin and early history prior to its acquisition by Mason.

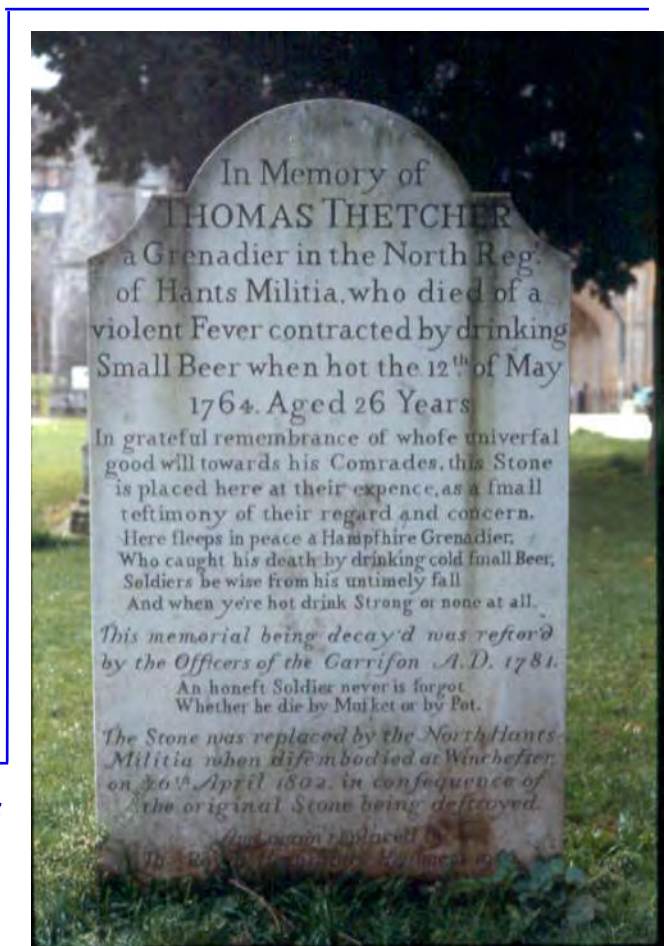
A page of technical data for each car rounds out the writing and includes all the good stuff like power, power to weight, tire sizes, suspension type and performance figures.

But, that's not all. With his background in the recording world, Mason found the people and equipment to put together a CD, which is included with the book. The CD has recordings of each car starting, pulling out of the pits and passing the pits at full speed. A lap of the track recorded inside the car finishes the concert. Crank up the stereo and sit back to enjoy some incredible sounds.

And, after all that, it is not an incredibly expensive book. In fact, it's such a bargain that there's no excuse to not own a copy.

**Book Review Courtesy of John Tuleibitz**

**[Another bit of entertainment offered up by John Tuleibitz is this headstone. These are certainly words to 'live' by. Thanks John! Ed.]**







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**SUPERDRY LIMITED EDITION!** Gloucester, UK June 2, 2011, [www.mogwire.com](http://www.mogwire.com)

The Morgan Motor Company is planning to launch a Special Limited Edition Threewheeler in conjunction with SuperDry. The SuperDry Group produces three lines of clothing: SuperDry, 77Breed and SurfCo California targeting the street skater and surfer markets respectively. SuperDry have no advertisements or celebrity endorsement, but the popularity of the brand grew rapidly after David Beckham was seen wearing one of their signature Osaka T-shirts. The two firms plan to present the SuperDry Edition at Goodwood at the end of June. It will have a matte silver body, orange sidewall tyres, matte orange trimmed mirrors, matte trimmed orange exhaust pipes, and matte orange trimmed dash with a red tarp leather interior. SuperDry branding will appear on the body, the steering wheel, the seats, bonnet strap, head lamps and badges.



SOUND BITES . . .

**THE eMog ERA ENDS, Planet Earth, June 14, 2011, [www.mogwire.com](http://www.mogwire.com)**

The eMog Pub, the Morgan community's oldest, largest and most robust Morgan internet forum has closed its doors. "It was a wonderful experience." says Lorne Goldman, its founder. "eMog kept growing and growing. We keep receiving requests for new memberships still! But the Works, moggers and the message have changed in 10 years. I felt it was time for me to move on to other things." The impact of eMog was significant. Thousands of fixes and friends. Even the eMog badge became an instant collector's target, selling out its run of 600 within 48 hours of its offering. The total message posting (245,847) dwarfs the figures of all other Morgan forums, past and present, all combined! 70,312,224 emails sent. "But the multiplicity of English Morgan forums has divided the English speaking part of the Morgan world, exaggerating the new divisions created since Peter Morgan's passing. The quality and consistency of Morgan technical support elsewhere has become very low at a time when it is most needed. Closing eMog will hopefully help the other forums by spreading eMog's expertise and techniques". The closure released a floodgate of sentiment, on & off the internet. *[We all benefited greatly over the years from eMOG and the communications forum it enabled. A big thanks to Lorne and the others. Ed.]*

**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.

- [Jay Leno Tests New Morgan 3-Wheeler in England](#) (Jay Leno takes a drive and meets Charles at Goodwood)
- [New Morgan 3 Wheeler Performance \(Burnout!\)](#) and [3wheelerburnout2](#) (Two Videos of the New Threewheeler)
- [Monthéry 2011 Vintage Revival from the cockpit](#) (Tremendous three wheeler racing on the banked course.) Must watch!
- [motoman builds a morgan](#) (Two part series. Very good information about Morgan car build.)
- [Morgan Builder / Morgan Bower #01](#) (Great Morgan Traditional Build Videos with cameos of some very well known
- [Morgan Builder / Morgan Bower #02](#) Morgan personalities. Peter included. To some, this is the very mystique
- [Morgan Builder / Morgan Bower #03](#) and the very reason we are fans of the Morgan motor car.)



# MORGAN WANTS & SELLS



Folks with Morgan „Wants or Sells’ should send an email to Mark or Randy with the details. [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

## Plus 8 Parts For Sale !!!

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

Pair of early Plus 8 wheels \$750.00. Factory luggage rack \$150.00 (also fits Plus 4 series 4). Plus 8 bumper (fits front or rear). Pair side curtains \$75.00 and some misc parts. If you know of anyone who might be interested, I have two boxes of assorted car magazines dating back to the mid 1960s thru 1990. Car Car & Driver, Sports Car Graphic, Road & Track. Jerry Munn 904-387-0172

## Have a Need for Power ?

## Plus 8 Engine For Sale !!!

Buick / Rover 293 CID (CID x 16.39 = cc = **4.8** liter), Cross bolted block with top hat liners, professionally flowed / ported 300 Buick head, 300 crank, etc. Less than 400 miles. Complete from water pump to clutch. Start it, hear it run, and drive it! Make offer. Richard 703-536-6460 (Arlington VA)

*[ I have personally seen this motor in action at the MCCDC MOG events. It is lightening quick and beautifully built. And it fits! It could be yours. Call Richard Now. 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)





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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Morgan cars  
for over 40 years

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## 1959 Morgan +4 For Sale



- Right hand drive
- Front disk brakes
- Gemmer Steering
- Leather seats
- Newer black vinyl top
- Black Vinyl Tonneau
- Black vinyl boot cover
- New SideScreens, and original unrestored sidescreens
- Stainless Steel Luggage Rack
- Restored in 1997 including all new wood and new chassis frame
- Engine rebuilt in 2002
- **Questions ?**
- Call Eric Cummins (706) 878-3318 or email at
- [ecummins@bellsouth.net](mailto:ecummins@bellsouth.net)

## Asking \$27,000



# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

The New Threewheeler continues to be the big news at the factory. The production Threewheeler cars have started to roll out and a few have been seen by the press and at major events around the UK, like the Goodwood Festival of Speed.

Lots of apparent demand for the cars, and the factory is gearing up production.

Still nothing here in the US as yet though. I know the dealers are hoping . . .



**Morgan Motor Company driving up the profits** by Iain Laing, Jul 11, 2011 <http://www.nebusiness.co.uk/>

"THE Morgan Motor Company, which makes stylish handmade sportscars, has seen its profits treble last year to £1.7m on sales of £29m.

*[This isn't bad, any profit is a good thing in tough economic times. I'd certainly take it, but if you do the math, return on sales is just some 5-6%. Not as high as most commercial ventures would expect, and certainly not in keeping with financial demands of a publicly held company. Good thing the Morgan Motor Company is still a privately held firm! Ed.]*

The 100-year-old company, which is now run by the founder's grandson Charles Morgan, has 149 staff at its base in Malvern, Worcestershire.

The business has withstood the worst of the downturn in the motor industry with loyal clients happy to wait years for their order. Celebrity clients include Top Gear presenter Richard Hammond, who crashed his £110,000 Morgan AeroMax in 2009."

**MMC Purchases AERO Racing Limited Malvern, May, 2011,** <http://www.mogwire.com>

Aero Racing Limited has been sold by Charles Morgan to the MMC for a sum of £200,000. Incorporated in January 2001 to fund the brief racing career of the DeWalt Aero, the ARL became inactive after the sale of the racer, leaving a debt outstanding to the Works.

It was revived in 2005/6m and began billing parts to dealers, soon becoming the largest buyer of Morgan products during that period, It then moved on to retailing racing components, regalia modifications and special models such as the new +4 Super Sports. Aero Racing Limited took over funding for the Morgan Challenge in 2010.

**PLUS 8 TO RETURN Belgium, May 2011,** <http://www.mogwire.com> In the wake of the demise of Aero-type sales, there remains a reported eighty (80) BMW V8 engines unsold at the Factory and worth an estimated £1,000,000.

The Works indicated in writing to the dealers meeting here that it will attempt to sell the remaining Aero engines by reviving the 2005 Garnett initiative and dressing the engines and an Aero chassis in a trad body. A new Plus 8! Alan Garnett, the last MMC Chairman, had planned to produce a super Plus 8 with trad bodies and the aero chassis, powered by the immensely strong LS (Corvette) engine.

The present MMC administration aborted the project at Garnett's departure in 2006, writing that they would never put a trad on an Aero chassis. Though the Aero chassis is USA compatible, information received indicates that there are no plans to supply that country. Only the UK market seems targeted. *[It will be interesting to see if this is really a path forward or wishful thinking on the part of the source. And I find it curious why the US would be excluded. I would hope that the US market is one that the MMC would like to perpetuate and encourage. Ed.]*



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

Followed by

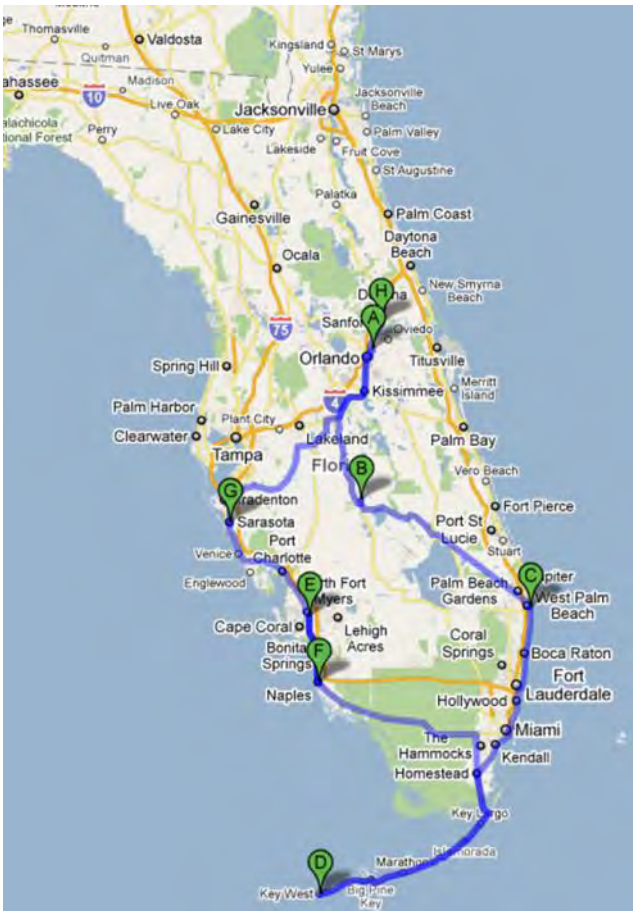
## Gator MOG's Morgans – South to the Keys 7 – 11 November 2011

Taking your Morgan to Florida to enjoy the warmth of the South in November – Participating in a high quality Concours d'Elegance on the downtown streets of Winter Park Florida – Having a Morgan adventure that is not your normal weekend drive – **This is why you have the Morgan.** There a number of things we'll need you to do in preparation, like booking your hotel rooms and registering for the Winter Park Concours, etc. The instructions and forms are included in this issue of the newsletter on subsequent pages. There are negotiated hotel rates and rooms reserved, so you need to register with the Hotels now, or miss out on the rates. Call or Email either Rick Frazee mog4@earthlink.net (407) 647-1188 / Mark Braunstein series1@bellsouth.net (407) 322-5060. **But be sure to let Rick or Mark know if you are coming to Orlando for the MOGSouth Fall Meet or traveling south with us to the Florida Keys following the Meet so we can make sure we get your participation programmed into the plans.**

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

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

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



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

### MOGSouth Fall Meet

#### Friday 4 November

**A** Welcome Noggin & BBQ Party – Frazee's Host

#### Saturday 5 November

Winter Park Concours Breakfast

Winter Park Concours Tour

MOGSouth Party - Braunstein's Host

#### Sunday 6 November

Winter Park Concours – **Special Morgan Class & Awards**

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

#### Monday 7 November

Travel Home or Join the Crowd Headed South

### Gator Mog Morgans - South to the Keys !

#### Monday 7 November

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

**C** Travel to West Palm Beach (113 Miles)

Chariots of Palm Beach Morgan Dealer Party

#### Tuesday 8 November

**D** Travel to Key West (225 Miles) Key Largo for Lunch

Gator Mog Pizza/Beer Party

#### Wednesday 9 November

Tourist Day in Key West – Off Shore Power Boat Races

Dinner - On Your Own, Key West FL

#### Thursday 10 November

**E** Travel Across Everglades National Park (274 Miles) To Fort Myers FL,

Lunch in the Everglades with Air Boat Rides

Morgan Party – Joan Maupin Host

#### Friday 11 November

**F** The Collier Automotive Museum in Naples, Fla (TBD) (35 Miles)

Travel to Sarasota (107 Miles)

**G** Morgan Club Dinner - Anna Maria Oyster Bar, Bradenton

#### Saturday 12 November

Breakfast Hosted by the Olmer's, then Travel Home –

Easy Access to I-75, I-4 and only 160 Miles to Sanford for the Autotrains **H**

# The MOGSouth Fall Meet – Winter Park, Florida

4 – 6 November 2011 Followed by

## Morgans – South to the Keys 7 – 11 November 2011

Both Events Presented by Morgans of Florida - Gator MOG

First Things First - There are two events to plan for (1) the Fall Meet, and (2) Morgans South to the Keys. The Hotels for these two events are shown below. You have to make your own reservations for either or both events.

Then you also have to register for either or both events. These forms are included on the following pages. **Two forms** for the Fall Meet (Winter Park Concours Registration Form and Winter Park Concours Release Form - And Don't forget a **Photo of Your Car** ) and **One form** for the trip to the Keys.

Send Completed Forms to MOGSouth c/o Rick Frazee at 1921 Englewood Road, Winter Park, Florida 32789 or email to Rick at [MOG4@earthlink.net](mailto:MOG4@earthlink.net).

Questions call Rick at 407-620-0507, or contact Mark Braunstein at 407-322-5060 [series1@bellsouth.net](mailto:series1@bellsouth.net)

Taking your Morgan to Florida to enjoy the warmth of the South in November – Participating in a high quality Concours d'Elegance on the downtown streets of Winter Park Florida – Having a Morgan adventure that is not your normal weekend drive – *This is why you have the Morgan.* There a number of things we'll need you to do in preparation, like booking your hotel rooms NOW, and registering later for the Winter Park Concours, etc.

Here's the Hotel list! Do it Now as Rooms are Limited!

### MOGSouth Fall Meet

- Best Western Mt. Vernon Inn, 110 S Orlando Ave. Winter Park, FL 32789 Call for Reservations 800-992-3379 (POC Penny Leffel) 3 Nights (Friday - 4 Nov, Saturday - 5 Nov, and Sunday - 6 Nov) Rooms are \$89.00. Room block is under **MogSouth Car Club**
- Winter Park Concours d'Elegance 4 - 6 November. **Registration Form is Separate.** Note there is a fee for Registering, which includes Participation in the Tour D'Elegance Automobile (Saturday, 5 Nov), Tour Breakfast and Gourmet Luncheon, Registration for the Winter Park Concours d'Elegance Car Show (Sunday, 6 Nov) Participations Gift Bag, Commemorative Poster, Gifts and Mementos

### Morgans – South to the Keys

- Hampton Inn West Palm Beach, 1601 Worthington Rd. West Palm Bch, FL 33409 Call for Reservations 561-472-7333 (POC Debbie Allen) 1 Night (Monday – 7 November) Rooms are \$89.00, Room Block is under **MogSouth (Morgan) Car Club**
- Best Western, Key Ambassador 3755 S Roosevelt Blvd. Key West, FL 33040 Call 800-432-4315 / 305-296-3500 (POC Donna Loveless) 2 Nights (Tuesday/Wednesday – 8/9 Nov) Rooms are \$139.00, Room block is under **MogSouth (Morgan) Car Club**
- Hampton Inn Bonita Springs, 27900 Crown Lake Blvd., Bonita Springs, FL 34135 Call for Reservations 239-947-9393 (POC Ruth Oberboltzen) 1 Night (Thurs – 10 Nov) Rooms are \$99.00, Room Block under **MogSouth (Morgan) Car Club**
- Hilton Garden Inn Airport, 8270 N. Tamiami Tr., Sarasota, FL 34243 Call for Reservations 941-552-1100 (POC David Alexander) 1 Night (Fri – 11 Nov) Rooms are \$89.00, Room Block under **MogSouth (Morgan) Car Club**

Call or Email either Rick Frazee [mog4@earthlink.net](mailto:mog4@earthlink.net) (407) 620-0507 / Mark Braunstein [series1@bellsouth.net](mailto:series1@bellsouth.net) (407) 322-5060 with questions.

# Winter Park Concours Registration Form

You must complete this form to be included in the Concours

Please make checks payable to: **Winter Park Concours** but Send Completed Forms and Checks to **MOGSouth** c/o Rick Frazee at 1921 Englewood Road, Winter Park, Florida 32789 or email to Rick at [MOG4@earthlink.net](mailto:MOG4@earthlink.net). Questions call Rick at (407) 647-1188 or Mark at (407) 322-5060



## 2011 MOGSouth Fall Meet Registration Form

All Winter Park Concours events are by pre-registration. Space is limited so register early. MOGSouth will collect all registration forms and work directly with the Winter Park Concours to facilitate MOGSouth Participation. Form must be mailed with complete payment. No refunds after Oct.1.

A **non-returnable photo** of the registered automobile entry **MUST** be included  
ALL ENTRIES DUE TO **RICK FRAZEE** BEFORE SEPTEMBER 1, 2011

**Winter Park Concours D'Elegance.....Sunday, November 6, 2011 – 10:00am – 4:00pm**

- \_\_\_\_\_ **Concours Participation Package, Nov. 6, 2011**  
**Special Pricing for Morgan Owners!** \$ 100  
*Includes: Participation of one (1) Tour D'Elegance Automobile – Saturday, Nov.5, 2011*  
*Tour Breakfast and Gourmet Luncheon for two (2) – Saturday, Nov.5, 2011*  
*Registration for one (1) automobile in Sunday's Winter Park Concours d'Elegance Car Show*  
*Participations Gift Bag, Commemorative Poster, Gifts and Mementos*
- \_\_\_\_\_ **Saturday**  
**Tour d'Elegance Guest Meals (Breakfast and Lunch for 2 People), Nov.5, 2011**  
**Special Pricing for Morgan Owners!** \$ INCLUDED

## 2011 Morgan Car Application

Make: MORGAN Model: \_\_\_\_\_ Year: \_\_\_\_\_

Body Style: \_\_\_\_\_ Chassis No: \_\_\_\_\_ Color: \_\_\_\_\_

- 1.)  Original OR  Restored  
 2.)  Judged (Cars 2003 & Earlier) OR  Display  
 3.) Do you want this car considered for the Preservation Award?  Yes OR  No  
*(If yes, the Preservation Award Form must be submitted with this application. Download it from [www.winterparkconcours.com](http://www.winterparkconcours.com))*

**Car's Significant History:**

**RELEASE:** The undersigned, on behalf of himself and all those participants and guests, does hereby release The Winter Park Concours d'Elegance committee, staff and sponsors, Tim Webber – The Coordinator Inc., The City of Winter Park, and any and all facilities used by the Winter Park Committee, their owners, employees and representatives from any and all liability arising from the entire event, and does warrant that everyone will abide by the rules and regulations governing the entire event.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ St. \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please make checks payable to: *Winter Park Concours* but  
**Send Completed Form and Check to Rick Frazee at 1921 Englewood Road, Winter Park, FL 32789**  
 If there questions email or call Rick at [mog4@earthlink.net](mailto:mog4@earthlink.net) (407) 620-0507  
 The Winter Park Concours d'Elegance proceeds rain or shine. No refunds after October 1, 2011



**Release**

The Undersigned, On behalf of himself and all those Participants and Guests, does hereby release Winter Park Concours LLC, Committee, Staff and Sponsors, The Coordinator, Inc, The City of Winter Park, and any and all facilities used by The Winter Park Concours d'Elegance, their owners, employees and representatives from any and all liability arising from the entire event, and does warrant that everyone will abide by the rules and regulations governing the entire event.

Name Printed: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

***The Winter Park Concours d'Elegance will publish a catalog, so all Concours Participants Must Send a Photograph of your Morgan***

***Send Completed Form and Photograph to Rick Frazee at 1921 Englewood Road, Winter Park, FL 32789***

*If there questions email or call Rick at [moq4@earthlink.net](mailto:moq4@earthlink.net) (407) 620-0507*



# Morgans – South to the Keys, 7 – 11 November 2011

Send Completed Form to **MOGSouth** c/o Rick Frazee at 1921 Englewood Road, Winter Park, Florida 32789 or email to Rick at [MOG4@earthlink.net](mailto:MOG4@earthlink.net). Questions call Rick at 407-620-0507. Or contact Mark Braunstein at [series1@bellsouth.net](mailto:series1@bellsouth.net) or call 407-322-5060.

Just so we are sure we know you are coming and have good contact information, please provide the following;

Participants (Driver and Navigator)

Names: \_\_\_\_\_

Addresses: \_\_\_\_\_

City: \_\_\_\_\_ St. \_\_\_\_\_ Zip: \_\_\_\_\_

Home / Office Phone Numbers: \_\_\_\_\_ Cell Phones: \_\_\_\_\_

Email Addresses: \_\_\_\_\_

Make: \_\_\_\_\_ MORGAN \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Body Style: \_\_\_\_\_ Chassis No: \_\_\_\_\_ Color: \_\_\_\_\_

Please Let Us Know Your Interest, So We Can Plan Headcounts

**Num of People**

- |                             |  |
|-----------------------------|--|
| _____ Monday, 7 November    | Morgans of Palm Beach Dealer Party                                     |
| _____ Tuesday, 8 November   | Key West Pizza Party   |
| _____ Thursday, 10 November | Everglades Air Boat Ride (there will be a small fee, ~\$15 per person) |
| _____ Friday, 11 November   | Collier Museum (there will be a small fee, ~\$15 per person)           |
| _____ Friday, 11 November   | Morgans – South to the Keys Culmination Dinner                         |



## 1938 HRG Coupe

An interesting bit of British automotive history was seen at the Pittsburgh Vintage Grand Prix. The single HRG Coupe. This car is owned by Robert Affleck of Bradfordwoods, PA and restored by Hahn and Woodward Restoration in Harmony, PA. According to the owner, HRG Engineering produced some 241 cars between 1935 and 1952, but only this one Coupe.

The 1938 Coupe was the inspiration of Major Ted Haliford (who was the H in HRG) and was produced as a prototype. It was the only HRG to have Triumph power. The frame was modified from a Halford-Cross Rotary Special Race car.

The rear of the car was taken from the distinctive MG Airline Coupe, and when I first saw the car, I took it for an MG Airline Coupe. Then when I moved to the front, I knew it was something different. The front, e.g. the fenders and bonnet, were typical HRG. (Bob 'Kermit' Wilson, who many of you know, also has a HRG.) The car was first shown to the public the Brooklands Race Track in England in 1938. Unfortunately, when Haliford left the company the Coupe project was scrapped. The Coupe was purchased by the current owner in 1965, but not brought to the US until 1985. Then the restoration began. Very pretty car, with lovely provenance.



Mark



2011 Morgan ThreeWheeler



**Morgan**  
WEST  
Authorized Morgan Motor Car Dealer



2010 Aero



4/4 Sport Competition  
Coming to America?  
Deposits now being accepted.

2012 MORGAN EvaGT  
// Order yours now!

2010 MORGAN Aero SuperSports  
Kilimanjaro Sand Metallic

2010 MORGAN Aero SuperSports  
Zurlic Black w/Red  
Diamond Dust

2010 MORGAN Aero SuperSports  
Porsche Medium Ivory exterior,  
About to enter build on July 11.

2007-8 MORGAN Aero 8 (Series III)  
Iridium Grey Metallic

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

2005 MORGAN Roadster  
Pollen Yellow exterior

2005 MORGAN Roadster  
Connaught Green 1,500  
miles Tobacco leather



DRIVEN #T HEART

2005 MORGAN Roadster British  
Racing Green, 7k miles

2003 MORGAN Plus 8 35th Anniv.  
Edn. 8,500 miles lots of extras

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

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

2003 MORGAN Plus 8 35th  
Anniv. Edn. Merlot Metallic/  
pale grey and black two tone  
interior/grey fabric top, A/C.

1991 MORGAN Plus 8  
Green // SALE PENDING

1968 MORGAN Plus 4 Four  
Seater BRG/Black.

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

1965 MORGAN Plus 4 Four  
seater, Silver/Medium Blue

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

1961 MORGAN Plus 4 Roadster  
BRG Body/Black wings

1955 MORGAN Plus 4 Roadster  
Twin Spare sn#3390

1952 MORGAN Plus 4 LAB  
274 'The Dellow Morgan'

1948 MORGAN 4/4  
Series One Roadster

1947 MORGAN F Super  
Three Wheeler Fly Yellow/  
Green // SALE PENDING

other marques

2011 ZOLFE GTC/4

2011 PERANA Z Arriving Soon

2003 JAGUAR S Type R

1976 CITROEN 2CV Truckette

1973 CITROEN SM //  
HUGE PRICE MARKDOWN

1954 JAGUAR XK120 MC DHC

9AM Jul 23 2011



2011 Perana Sports Car Z-One  
American muscle...Zagato design. Reserve yours!

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2011 Allard J2X MKII Maserati Pontevchilio Burgandy with Tobacco Leather,  
burgandy piping, full top and side curtains and Hemi engine!

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DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405



# 1909



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

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

Life's too short --  
enjoy it now!



2011 MORGAN US EVENTS

# 2011

- **Concours d'Elegance of America**, Jul 31, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 21, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, September 8 – 11, Watkins Glen Int'l, Watkins Glen, NY
- **Atlanta British Car Fayre \***, Sep 10, Norcross GA
- **Britz Blitz Car & Motorcycle Show**, Oct 8, Canton, GA
- **EURO Auto Festival \***, Oct 14 - 15, BMW Plant in Greer, SC
- **SVRA Gold Cup-Season Finale**, Nov 3 – 6, Virginia Int'l Raceway, Alton, VA
- **Hilton Head Island Concours d'Elegance \***, Nov 6, Hilton Head, SC
- **MOGSouth Fall Meet**, Nov 4 – 6, Orlando FL
- **Winter Park Concours d'Elegance**, Nov 6, Winter Park FL
- **Morgans – ‚South to the Keys'**, Nov 7 – 12, Orlando to Key West, FL
- **MOGSouth Christmas Party**, Dec 3, Highlands NC., Marilyn Bondon and Stacey Schepens Hosts
- **VDCA Roebling Road**, Dec 9 – 11, Roebling Road Raceway, Bloomingdale, GA

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

## I Need All the Help I Can Get!

The MOGSouth Newsletter needs contributions, articles, pictures, event reports, tech articles, etc. Lately the Newsletter has been more often than not, a travelogue of your newsletter editor's Morgan activities, and really doesn't represent the breadth of MOGSouth. I need contributions that better represent more of what the broader club is doing with their Morgans or related. And, now that I live in Florida, my ability to get to many of the traditional events is very limited. There have been several suggestions. Some maybe better than others.

One suggestion is to use regional groups like some of the other Morgan clubs that represent large spread out regions, like MOGSouth. MOG North West has regional PODS and each newsletter has reports from the designated folks in each of the regions. The 3 Wheeler Club also does this. Our regions might include Georgia, the Carolinas, Florida and those 'Out West' in Alabama, Mississippi, etc. Perhaps others?? Another suggestion is to identify folks for reporting assignments based on the listed events on the MOGSouth Calendar.

I'd like to hear what you think. Send me an email to [series1@bellsouth.net](mailto:series1@bellsouth.net) or to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

Thanks, **Mark**



bring on the curves

### for everything Morgan

- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family owned and operated since 1977

**Morgan Motors**  
OF NEW ENGLAND



### Morgan Three Wheeler

Now Accepting Deposits for 2012 Production  
Factory Authorized New Morgan Dealer

Our illustrated parts  
catalog available free  
online or call for a  
printed copy

www.morgan-spare.com • morganparts@taconic.net • Parts (888) 345-6647 • Tech (518) 329-3877

**MOGSOUTH REGALIA** - MOGSouth has regalia items for sale. ~ **CAPS** ~ The „Club Logo’ style baseball cap (tan or black) with the MOGSouth 4-color logo on the front - MOGSOUTH on the back. The ‘Club Logo’ cap sells for \$25 plus S&H, plus ‘Profile’ caps with logo design based upon our name tags (tan or black) and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These bags sell for \$30 Plus S&H. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941. If you would like any of these other regalia items, please contact Randy Johnson by email at [randy@therandalgroup.com](mailto:randy@therandalgroup.com) or by phone at (404) 290-1382 .

## Hope to See Y'all at the Fall Meet in Orlando!!!

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

### SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/11  
296 LAKESHORE DRIVE, BERKELEY LAKE, GEORGIA 30096-3030

### Not a Member of MOGSouth? It's Easy to Join!!!

Dues for the calendar year are \$25. They are due and payable January 1st.  
To join us, please mail your check payable to **MOGSouth** to:  
**MOGSouth c/o Randy Johnson, 296 Lakeshore Drive, Berkeley Lake, GA 30096**

