

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/12

Orlando All British Car Show

Winter Park, Florida

31 March 2012

The 28th Annual Orlando All British Car Show was a great British Car event with nearly 200 cars and a very large crowd.

The weather was great until the middle of the afternoon and I'm sure the lovely weather contributed to the high attendance.

Again this year, the show was held on the grounds of Winter Park's Mead Gardens, and this is a tremendous location for a car show, with the lush surroundings and the shade offered by the trees.

As usual MOGSouth's own Rick Frazee was the Show Chairman and a number of MOGSouth members played key roles in the administration and operation of the show.

Morgan was well represented with 2 three wheelers, my Series 1 DHC, a few Plus 4s, a 4/4 and a few Plus 8s. No Roadsters or Aero 8s.

And, as would be expected there were a great many other British Cars to amuse and entice. The MG group was large, as was the Mini contingent. Triumph, Rolls Royce, Bentley, even Marcos was there.

Again I expect that the lovely weather had something to do with the great turn out.

The logistics of the show was a challenge for Andrea and I this year as I had registered three cars and had to get the all ready and to the show on Saturday.

Problem was that I was on business travel the entire week prior to the show. I was in Las Vegas and then Huntsville AL and didn't get back until late on Friday.

So I ask a friend from work if he was willing to drive one of my cars to the show. Ok and I had a plan.



Well it was sort of a plan. The biggest challenge was getting ready for the event. I had to do everything ahead of time knowing that I was going out of town. I am not that could at prior planning but tried. When I finally got home Friday evening I had to get the trailer loaded with the DHC (still not licensed for the road) and make sure the other two cars, the '81 4/4 and the '71 Plus 8, were presentable. I got it done, but it was late when I rolled into bed. Then up early.

Stefan and his daughter Aspen arrived on time and we loaded into the cars, with Andrea in the Plus 8, Stefan and Aspen in the 4/4, and I had the DHC in the trailer. We progressed down the back roads to Winter Park. No traffic and for some reason, we made most of the lights.

Mead Gardens is a great spot, shady but open amongst the trees. We parked the Morgans in the designated spot and wandered around looking at all the wonderful cars. Rick and Sam Frazee had erected a pop up tent and we added the MOGSouth banner to fly our colors. Cool . . .

It was a great day to have a British Car except that right in the middle of the awards ceremonies the sky opened up and we got a dousing. Typical Florida weather. I got the DHC in the trailer and without getting too wet, but both Andrea and Stefan got soaked. Andrea headed for home at speed, with the top down, hoping to avoid the rain, but Stefan didn't have a clue how to put up the top. Towels and beers when we got home. Another memorable Morgan adventure. I can't wait for next year!

Mark



Top to Bottom Above - 1960 Plus4, 1964 Plus 4, 1971 Plus 8 and 1981 4/4

Top to Bottom Left - 1936 Aero Super Sports, 1938 Drop Head Coupe Prototype, 1950 F Super Racer, and the Morgans on the Field



■ **Walter Mitty, Road Atlanta (26 -29 April 2012)**

The race was great! I came in 4th overall – passed lots of Porsches. Ray Morgan had the fastest time of race which is great. He probably could give you more information overall because there was a lot of action behind me and in front of him. On Saturday Lee Gaskins, Randy Johnson, Mercer, Pete Olsen all came – super fun had by all!

Stacey Schepens

Atlanta British Motorcar Day (12 May 2012)

British Motorcar Day at Berry College was May 12, 2012. Turn out was down slightly overall, but everything looked very good as usual. Weather was slightly overcast, Temperature about 68 - 70 with slight wind. Good conditions for a sun burn. The Morgan line up included two 2005 Aero 8's belonging to Morgan Bondon and Rosie and Brian Miller. Trades of Cyril Brown, James Cook, Dave Bondon, Pete Olson, Alan Ventress, and Drew Weigner completed the line up. My Plus-8 is in the capable hands of Larry Ekler for collision repair so I only had my '09 Royal Enfield with sidecar, but it drew moderate attention. At least it is dark green like my Plus-8.

Dwight Kinzer

MCCDC's MOG 42 (1-3 June 2012)

Well, it was at Mog 10 that we were last at the Mimslyn Inn in Luray, Va. I well remember the late night conversations out on the front porch and all the wild shenanigans out on the lawn and in the swimming pool. We are all older now and things have calmed down a bit and the Mimslyn is much improved from it's somewhat run-down state in years past to become quite the elegant lady. The grounds and the hotel were beautiful, the service second to none and the food in the dinning-room, pub in the basement or the front porch was great. MOGSouth was lightly represented with only two cars, David and Sarah Chiles, and Bob and Lani's competition plus 8. We were reinforced by MOGSouth members Dwight and Jacquie Kinzer, and Charlie and Caroline King.

We arrived a day early as the weather looked like rain every minute. The rains came but only at night which gave us more time to sit and talk on the front porch. We meet some new folks both to the club and to Morgans, young people with kids, so there is hope that the club will continue to grow. Penny Bates was there with her van full of spares as usual. She is quite a trooper. Dave's steak house is still there. Attendance as a whole was down, I think there were only about 30-40 Morgans but the ones that were there represented the Marque well.

The Concourse was held on the lawn at Luray Caverns, plenty of room, nice flat grassy area. The Rally was different but enjoyed by all. The Gymkhana and Autocross was held at Shenandoah Speedway, owned by some really nice folks. The trackside lunch was the best ever. Late Saturday night, after the banquet, at the stroke of midnight there was an appearance of MOGMAN, who raced skateboards down the front drive. They are talking of having MOG 43 at the same place next year.

Bob Steele

MCCDC's MOG 42 (1-3 June 2012)

MOG 42 at Luray, VA was very good. Temperatures overnight were in the low 60's, with day time highs in the 70's. About 40 Morgans were present. The Mimslyn Inn has outstanding food services, both inside and outside overlooking the Morgans, frequently with live music. The lobby with bar was well utilized for the noggins. The hotel is also pet friendly. Concours was held at Luray Cavern, about ½ mile from the Mimslyn Inn with more than adequate space, food services convenient and quite a few spectators. Autocross and Gymkhana were at the Shenandoah Raceway, which was about 15 miles south. This was a very good venue. It is a banked oval stock-car track with completely paved infield. The Autocross was laid out with 9 gates in the infield, then a 9-cone chicane using turn 1, the main straight, and turn 4 of the main track, then 3 gates leading to a loop, followed by 7 or 8 gates in the infield leading to the finish. Interest was expressed in using this venue next year and using the complete oval track.

Dwight Kinzer



MOG42 at the Mimslyn Luray VA, 1-3 June 2012



The Mimslyn

Photo courtesy of Bob Steele



Photo courtesy of Paul & Terri at British & Classic Car Doctors



Photo courtesy of Bob Steele

Caroline King, Joe Topinka



Dr Rich Fohl

Photo courtesy of Matt Warren



David Childress' F Super on the Grass - David Chiles taking a photograph of something shiny . . .

Left Photo courtesy of Paul & Terri at British and Classic Car Doctors, Right Photo courtesy of Matt Warren



MCCDC MOG42 PHOTOS



Carrol Shelby

Born: January 11, 1923, Leesburg, Texas

Died: May 10, 2012, Dallas, Texas

For many of us that have grown up with the venerable Carrol Shelby it was sad to hear that he passed away this past May. It seems that he was always the American automotive hero and he was always in our lives, if not on the streets with the Cobras, Mustangs, Dodges or the Viper, then on the television with his endorsements. Carrol Shelby means different things to different people. I never actually met the man . . . knew him only from a far. I was at a few events that he attended but never actually participated in the talks or other activities where he was featured.

He had a enviable life, always in the automotive spot life. Some may remember him for his win at Le Mans in 1959, driving for Aston Martin, but more of us associate him with the Shelby Cobra muscle car. This car was the result of the unlikely marriage of the light British AC Ace with an American V8 power plant. Unlikely as it was, it was a marriage made in heaven. The Cobra debuted in 1962, but it was only a few years later the same formula was applied to the Morgan, with the mating of the light weight Morgan roadster with the Rover, ex Buick, V8. **No doubt the Cobra's success entered into the minds of Peter Morgan and Maurice Owens as the Morgan Plus 8 project started to evolve in 1966.**

Carrol Shelby went on to partner with Ford on the GT40 and the other Detroit 'big iron' companies like Chrysler, on cars such as the Shelby Dodge and the Viper. There has been much written recently about Carroll and his legacy, and I am sure there will be much more.

It's interesting to note, however, that the Shelby community decided to honor the passing of Carroll Shelby in the same way we, the Morgan community, honored the passing of Peter Morgan some 9 years earlier. **It is today, as it was then, a very fitting tribute to an automotive icon that meant so much to those in our hobby.**



SHELBY FANS AROUND THE GLOBE GIVE TRIBUTE WITH "MOMENT OF NOISE" (MAY 2012) John Neff, www.autoblog.com

"At 6:55PM PST on Wednesday 30 May 2012, **engines across the world were revved in unison to honor the late Carroll Shelby**, who passed away last Thursday at the age of 89. The raucous tribute was organized by the Petersen Automotive Museum in Los Angeles, which followed up the synchronized salute of RPMs with an evening of remembrance hosted by Jay Leno and attended by a litany of the auto world's most revered members, including Parnelli Jones, Phil Remington, Don Prudhomme, Linda Vaughn, Ed Pink, Edsel Ford II and Dan Gurney, among others both famous and just friends of Shelby. Outside of LA, though, many other gatherings were hosted around the world where teams of idling Shelby automobiles – Mustangs, Cobras, GT500s and more – waited for the clock to strike 6:55."



The GT40 dominance at Le Mans in 1966. 1st, 2nd and 3rd Place finishes.

Carrol Shelby and the 1967 GT40 at Le Mans.

A PROPOSED SALUTE FROM EMOG (November 2003)

"There has been a need expressed amongst us to reflect, in some way, how Peter Morgan's life touched ours. Of all the ideas and suggestions put forth, one seems to stand out and capture the imagination and heart more than others. We are a community, scattered over 33 countries, joined by his joy and our own in this little eclectic car. Any tribute should reflect this bond of spirit and how widely it has spread. We would like to suggest a unique salute to Peter Morgan. At 13:00 November 29, 2003 Malvern time, coinciding with the Memorial Service at the Malvern Priory **we shall each start all our thousands of Morgan engines wherever they may be, and reflect** for five minutes on the ties that bind us to Peter Morgan and to honor him for that gift. All of us here are fortunately placed to create this and make it reality. We can excite a 1,000,000 horsepower salute around our small planet. Doubtless his spirit will mark the moment to turn each ignition key or press each starter button with a quietly delivered; "Gentlemen, start your engines."



MORGAN MOTOR COMPANY CARS SHOP EVENTS NEWS SERVICES MEDIA

GUMBALL 3000 MORGAN 3 WHEELER ACROSS AMERICA Superdry. 極度乾燥 (しなさい)

Follow Charles on the Gumball Rally
New York to Los Angeles, 7 days

Charles and Kiera Morgan are set to put the Morgan 3 Wheeler - Superdry Edition on the world's racing stage

FIND OUT MORE

MORGAN MOTOR COMPANY © Copyright 2012

Subject: Gumball 3000

New York to Los Angeles, 7 days, 2 countries, 12 states, driving 3000 miles, the adventure of a lifetime! With key check-points and parties on route.

The event will combine automobiles with music, film and entertainment throughout the 3000 miles, closing the streets in each city to create a Gumball festival!

100 of the world's most beautiful, expensive, desirable, classic, eco and extravagant automobiles converge on the Big Apple, with 200 participants taking part, flying in from over 40 countries to take their place on this exclusive grid!

DAY ONE > 25th MAY > NYC to Toronto; DAY TWO > 26th MAY > Toronto to Detroit to Indianapolis; DAY THREE & FOUR > 26th & 27th MAY > Indianapolis Indy 500 Race!; DAY FOUR > 28th MAY > Indianapolis to Kansas City; DAY FIVE > 29th MAY > Kansas City to Santa Fe New Mexico here we come! ; DAY SIX > 30th May > Santa Fe to Las Vegas; DAY SEVEN > 31st May > Las Vegas to Los Angeles; FINISH LINE: The Hollywood Hills are in sight !!!

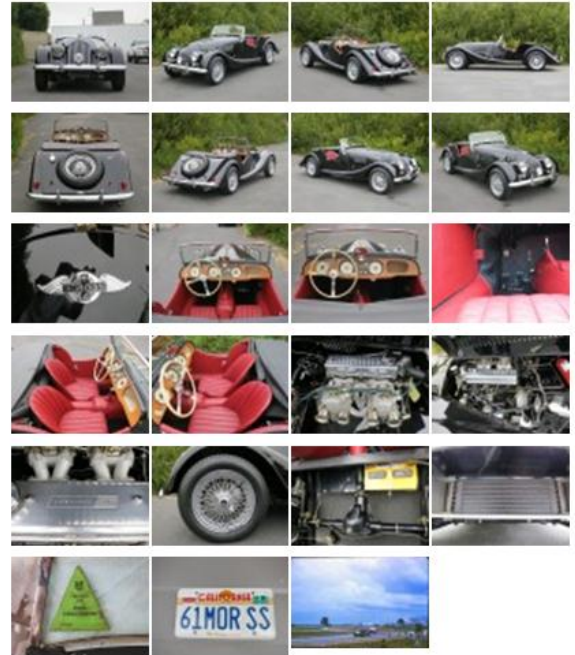
The Gumball 3000, annual rally has become a week long festival hosting music concerts, action sports demos, art exhibitions and spectacular car shows in each city centre from China to Los Angeles and everywhere in between over the last 13 years!

Go to www.morgan-motor.co.uk to share Charles' and Kiera's full experience on twitter!



Images & words courtesy of the MMC

1961 Morgan Plus 4 Super Sports Roadster **WOW!!**



\$165,000

[Maybe if I wax mine, just one more time . . . Ed.]

Description: The Morgan Plus 4 Super Sports owes its existence to the tuning and driving skills of Chris Lawrence who prepared, tuned and drove his Morgan Plus 4 to resounding success in the 1959 season in England. Lawrence continued to race his Morgan in 1960, entering the full 22 - race schedule for the Freddie Dixon Trophy. He won 21 of them ... and finished 3rd in the other. In 1961 Lawrence drove his Morgan to Le Mans but the car was rejected by the technical inspectors as being too old, although there is speculation their attitude may have been influenced by the presence of a factory team of special Triumphs which didn't want to be shown up by the Triumph-engine Morgan.

Peter Morgan recognized the value of Lawrence's competition success and agreed to give him full works support for the 1962 season which paid off at Le Mans where Lawrence won his class.

Earlier, however, Lawrence had established a commercial relationship with the Morgan factory, preparing engines to special order in the facility which eventually became Lawrencetune. Chris Lawrence's engine modifications were comprehensive, including full static and dynamic balancing of the crank, rods, flywheel and clutch by Jack Brabham Motors, high compression pistons, high performance camshaft, Weber DCO carburetors, 4-branch exhaust headers and meticulous porting, polishing, flow bench testing and assembly of the entire engine. An engine oil cooler was standard equipment. **The car offered here is one of these very rare and special early Plus 4 Super Sports.**

4828 was first purchased by Ben Hall through Stanley Stone Foreign Cars in Cleveland, Ohio. Imported by Fergus Motors in New York, Morgan's US distributor, it was delivered in the fall of 1961 and is believed to be the first aluminum Super Sports in the US. Hall actively raced his Super Sports throughout the US for several years. Competing almost every weekend by Hall and his mechanic George Shauer, the Super Sports saw action at Indianapolis Raceway Park, Pewaukee, Elkhart Lake, Minneapolis, Watkins Glen, Meadowdale, Lime Rock and Nelson Ledges. In 1966 Hall and Al Costner took the Super Sports to Sebring where, entered by the importer Fergus Motors, they were a dnf.

The 1966 Sebring entry was poetic justice for Chris Lawrence's 1961 rejection by the Le Mans scrutineers as well as a comment on Morgan's "if it works, don't change it" philosophy. At Le Mans the officials claimed Lawrence's Morgan was an updated prewar car. At Sebring in 1966 the organizers rejected any car more than four years old, so Fergus successfully passed off Hall's 1961 Super Sports as a 1962. Ben Hall retired his Super Sports in 1967 and its recent history picks up in 1976 when it was acquired by Bryce Bannatyne in California who drove it on the street until selling it in 1980 to Milton Jantzen. After a restoration Jantzen historic raced it until the front fender and grille were damaged in a 1987 racing accident at Palm Springs. In 1989 Sam Foster bought it, repaired the damage and repainted the car, racing it in the 1990 Monterey Historics. In 1991 David Trueman purchased 4828 and began a comprehensive long term restoration which culminated in its superb condition

Advertisement on the internet on www.hemmings.com/



1967 Morgan Plus 4 Supersports

£147,500

Model: Plus 4 Superports
Year: 1967
Colour: Deep Blue
Engine: 2.2 Lawrence Tune
TR4A

[And, another one. I am genuinely impressed by the prices being asked for the P4 Supersports. Certainly investment grade ... Ed.]



Genuine Morgan +4 Super Sports. Impeccable history, matching numbers, FIA HTP, welcome at all the major historic race meetings including Le Mans Classic, Silverstone Classic, Spa and Goodwood. Chassis 6625 was the 98th Super Sports produced by the Morgan factory.

The car was built with a low-line, all aluminium body and fitted with a 2.2 Lawrence Tune TR4A engine, Moss gearbox and Salisbury rear axle. The original engine retains it's twin Weber 42 DCOE carburettors and now has an all steel bottom end, forged pistons, finned sump and strengthened rockers. The engine is maintained by MASS Engineering. In 2002, the car was completely restored by Techniques. 6625 was raced from new and has completed over 50 races in the hands of its current owner winning a class championship on the way. It is a very competitive historic, racing car and much admired.

There are believed to be only 7 genuine Supersports residing in the UK and just 4 racing. It is the first time that the car has been offered for sale in over 15 years.

Offered by Richard Thorne on the internet at www.rtcc.co.uk



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Visit our Web sites: www.melvyn-rutter.co.uk • www.the-morganworld.com The man from Hallingbury, he say YES!



**Upcoming
Event!**

**Update your
Calendars!!**



It is time to start planning for the Atlanta British Car Fayre.

Saturday September 8th

10:00am - 3:00pm

South Peachtree Street

Historic Downtown Norcross



Taste Of Britain invites you to a day of fun and fellowship at the annual **Atlanta British Car Fayre**.

About 200 British cars and a selection of British motorcycles will be on display.

If you are the proud owner of a British car or motorcycle, tootle in and join other owners and enthusiasts for a great day out!

Visit our website at www.tasteofbritain.com for complete information and event registration.

Register now and reserve your spot!

SATURDAY SPECIALS!

English Cream Tea



English Cream Tea will be served at the Masonic Lodge from 1 - 4:30 pm just a few shops down from Taste Of Britain.

Fish & Chips



The Iron Horse Tavern will be serving fish & chips, wrapped and ready to go. Have a picnic in the park or sit and enjoy the music and DJ's.

Music



Enjoy the music of The True Oldies 106.7 radio station while browsing the car fayre.



While enjoying the car fayre, stop in **Taste Of Britain** to stock up on your favourite British foods! We also have an extensive variety of giftware including, brown betty teapots, tea cozies, pubware, and cards.

For car enthusiasts, we offer license plates, bumper stickers, window decals and keyrings with the England, Scotland, Ireland and Wales flags.



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 (the words in red) into the Search Box.

evo Quick Test review- Morgan Plus 8 (Video of the new car being driven. Quite informative)

New Morgan Plus 8: The Adventure Road Test - CHRIS HARRIS ON (A road trip video. Seems somewhat familiar . . .)

Gumball 3000 Morgan Aeromax on Belgium highway HD 1080p (The last Morgan outing at the Gumball. Trike is next.)

Gumball 3000 2012 - Morgan 3 Wheeler On the Streets of NYC (Morgan 3W in Super Dry livery.)

Wheeler Dealers Morgan +4 New Episode (Older Wheeler Dealer episode with a Plus 4 that needs a new chassis.)

Morgan 2012 LMP2 at Sebring - podium position (Video of the Sebring Race)





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

2010 MORGAN Aero SuperSports Kiimanjaro Sand Metallic/Distressed Tan leather interior in quilted pattern

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

2003 MORGAN Plus 8 Indigo Blue/Pale Grey leather piped in blue, 2,984 miles, Blue fabric top and weather equipment, celebrity owned, loaded with options, as new

2000 MORGAN Plus 8 Ivory exterior, stone gray interior 9.3k miles

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

1965 MORGAN Plus 4 Four seater Bare metal repainted in BMW Laguna Blue, fully disassembled new chrome, all new stainless steel fasteners.

1959 MORGAN Plus 4 Drophead Coupe Kingfisher Blue/Black Leather, Black mohair fabric top, recent stunning restoration, chrome wire wheels, one family ownership from new, sold new to lady doctor in Los Angeles.

other marques

2012 ZOLFE GTC/4

2012 AC 378 GT

2003 JAGUAR S Type R

1978 TVR TAIMAR

1973 CITROEN SM // HUGE PRICE MARKDOWN

TVR 3000 S CONVERTIBLE Prototype 1978 model; purple/tan leather, black top, 58 miles.



2011 Allard

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



Jun 6, 2012

2012 AC378 GT Zagato

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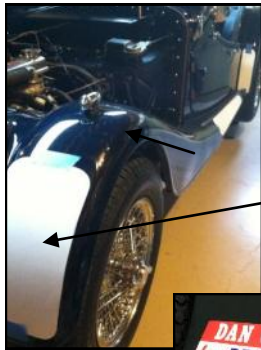
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MORGAN WANTS & SELLS



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

NEW - Garage Cleanout Means Morgan Parts for Sale

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

Original Plus 8 Axle Parts For Sale !!!

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

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

Contact Jack Claxton for pics or more info.

jclax5817@aol.com

(706) 297-2824 (w, direct line) (678) 450-0703 (h)

Trike Trailer for Sale !!

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





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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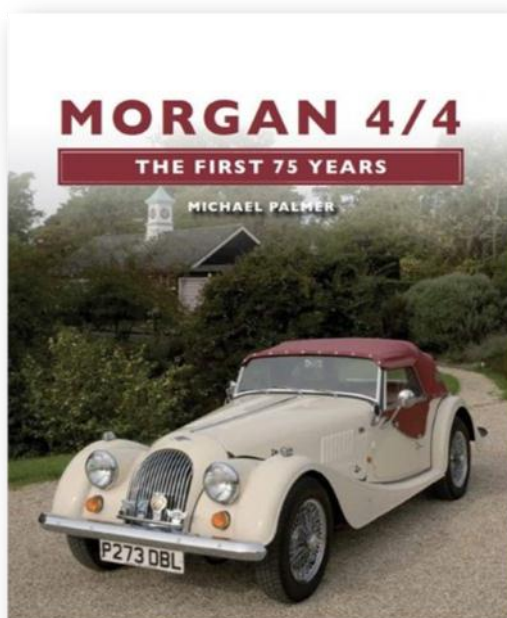
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Morgan Library Additions

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



Morgan 4/4: The First 75 Years

By Michael Palmer

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

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

Hardcover: 192 pages

Publisher: Crowood Press

Language: English

ISBN-10: 1847972888

ISBN-13: 978-1847972880

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

**See Book Review
Later in this Issue!**





MORGAN MOTOR COMPANY NEWS

NEWS



The Morgan factory has been in the news quite a bit lately with the New Plus 8, shipping the newly powered Roadster and of course the respectable finish at Le Mans with Oak Racing.

The 3 Wheeler demo cars still haven't made it to these shores and I know the dealers are hoping that they will arrive quite soon.

There are also folks out there that already have put deposits down and dealer demo's will mean that their cars will soon follow.

Gumball Rally The MCC have been busy of late. Charles and his wife Kiera participated in the Gumball Rally in one of the new three wheelers. This had to be a bit of a challenge given the distance (New York to LA) and the luggage capacity . . . There is a short report from the MCC web elsewhere in this issue.

Plus 8 Response is Substantial www.mogwire.com reports "A MMC source advises customers that they have taken **132 deposits and orders**. At the rate of purchases this will be the **most popular Aero since the Series 1**. The supply of older BMW 4.8 V8s made now only for Morgan will be limited to 450 units. BMW ceased using this engine in its own production line 2010. Base price is £85,200*, £20k deposit."

CARSSHOPEVENTSNEWSSERVICESMEDIA

Morgan Plus 8 at Santa Pod raceway UK Saturday 9th June

Morgan attended one of the infamous RWYB ('Run What You Brung') timed race events at the Santa Pod Raceway. The stunning red company demo Plus 8 was Driven by Sam Connell, Morgan employee. Sam last raced the quarter mile in 1979 where he competed in the European top modified car finals. When armed with 367bhp, a sub 1100kg weight and a 4.8litre V8 Plus 8, Sam was able to take home a very respectable quarter mile time. 12.60 seconds from standing in a standard production car. A time amongst the fastest of production cars ever to fly down the legendary straight. Slower cars on the day included several purpose-built machines and a Mercedes C63 AMG coupe boasting a 6.3 litre engine and 451bhp



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MORGAN AERO PLUS 8 www.motorsportmagazine.com

Classic good looks, but the demeanor of the Plus 8 is also a retro experience

It's not clear why it has taken Morgan more than a decade to marry the classic looks of the original Plus 8 to the bonded aluminium structure of the startlingly ugly Aero 8, but I am glad they've finally got around to it. For the first time in too long, here is a Morgan that's both gorgeous in appearance and astonishingly quick point to point.

Not that I'd yet call it a good car, at least by any conventional measure. Its faults are too numerous to mention in detail, but fundamentally the 390bhp 4.8-litre BMW engine asks questions that the car to which it's fitted can't answer. The performance is savage and electronic regulation nonexistent, meaning that on damp roads it will happily spin its rear wheels at dizzying speeds. Worse, the steering is so ludicrously aggressive off-centre that the car requires concentration to guide even at sensible speeds, let alone when the back's got loose on a wet road. There's also nowhere to put your left foot, a gale in the cabin even with the roof up and guaranteed loss of dignity every time you get in and out. And there is no storage space at all.

Yet used on the right road (dry) at the right time of year (summer) for the right purpose (going to the pub and scaring your friends), its charm is real and rare. Whether that makes the Plus Eight an £85,000 investment worth making is another matter. It won't depreciate much and you'll look very dashing in it. But the Plus 8 is simply not good enough to be treated as a serious road weapon, so its scope is limited to that of recreation. And in that case you can buy a Morgan Three Wheeler, have even more fun, and look even more dashing - and all for a third of the cash.

The Fine Art and the Artistry of Historic Motor

Mike Tate, <http://www.vancouversun.com/> 4/27/2012

Book Review - *Morgan 4/4 The First 75 Years*, by Michael Palmer. Published by Crowood Press

The Morgan Motor Company itself is 'batting' just over a century in cricketing terms, but the Morgan 4/4 as an automobile has been 75 years in production and is surely the very DNA of this traditional manufacturer. Even today that 4/4 'look' is recognizable in the very latest designs leaving the factory.

Morgan 4/4 The First 75 Years takes the reader from conception and development through the full history of production and even gives a glimpse at future departures.

From the old 'flat-grill' fronted 4/4's of the nineteen-thirties to the 'waterfall grill' design that still carries that particular Morgan look even in today's Ford Zetec S.E. engined Aero Racing Competition 4/4 it's all in here with interesting 'Owners Experience' inserts that colour the author's views.

To this day, all Morgan's are still 'handmade' in the true sense of the word and the tradition of 'craft' is alive and well at the factory. This book clearly pays homage to this fact with its behind-the-scenes look within the production facility, located in the small town in England, where Charles Morgan, his father and his grandfather have kept the family business alive even through troubled economic times and the whims of changing fashion and fancies.

Motor competition in its many forms - trials, mud-plugs, sprints, Rallies, time trials, hill-climbs and full-bore road and track racing - were always relished by Morgan 4/4 owners, and this is well covered by author and Morgan aficionado Michael Palmer.

The photography, from various sources, featured on almost every page, is crisp and well reproduced. Morgan enthusiasts will relish this look at their 4/4s. *[FYI, it has a few words and pictures about my Series 1 4/4 DHC Prototype. Ed]*

Morgans Over America VI - 2015

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



1909



2012 US (and a few International) EVENTS

2012

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

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

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



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

- **Ault Park Concours d'Elegance**, Jun 10, Cincinnati, OH
- **Mid-Ohio Vintage Grand Prix**, Jun 21 – 24, Mid Ohio Sports Car Course, Lexington, OH
- **Keeneland Concours d'Elegance**, Jul 19 - 22, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix***, Jul 21 – 22, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 29, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 19, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, Sep 6 – 9, Watkins Glen Int'l, Watkins Glen, NY
- **HSR Atlanta Historic Races**, Sep 13 - 16, Road Atlanta, Braselton, GA
- **Atlanta British Car Fayre***, Sep 8, Norcross GA
- **MOGSouth Fall Meet, Date/Location TBD**
- **VDCA Atlanta Motorsports Park**, Oct, TBD - *New Track!
- **EURO Auto Festival***, Oct 20, BMW Plant, Greer, SC
- **HSR Savannah Speed Classic**, Oct 25 - 28 Hutchinson Island, GA
- **Hilton Head Island Concours d'Elegance***, Nov 2 - 4, Hilton Head, SC
- **Winter Park Concours d'Elegance***, Nov 8 - 9, Winter Park, FL
- **HSR Daytona Historic Races**, Nov 8 - 11, Daytona, FL
- **Formula 1 United States Grand Prix***, Nov 18, Austin, TX TBD
- **MOGSouth Christmas Party, Dec 1, Location TBD**
- **VDCA Annual Season Finale**, Dec 7 – 9, Roebing Road Raceway, Bloomingdale, GA



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

Hey!! We Need A Volunteer to Host the 2012 Fall Meet. Call Randy Now!!

We use the Email contact list for communication, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. Download Adobe Acrobat Reader free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060, or update your email by sending it to mogsouth@yahoo.com.

Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/12

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

Dues for the calendar year are \$25. They are due and payable January 1st.

To join us, please mail your check payable to MOGSouth to:

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