

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/08

MOGSouth Spring Meet Greensboro, North Carolina

The Tarheel Tour May 23-25, 2008 by Andy Leo

When we and the Buckleys agreed to host the MogSouth spring event, our concern was that the event location would be too far North to attract a large turnout. We were wrong! John and Gladys McNaughton came in from California, Dave and Joan McEwen from Colorado; from Ohio we had Gary and Sally Kneisley, Bruce and Betty Hardman, Charles and Beth Miller; from Virginia, Tom and Beate Warden and their children, Patrick and Nathalie, Scott and Katherine Macmillan, Cassell and Pearl Adamson, John and Katherine Adamson and Rich Fohl; from Georgia Harry Abernathy, Graeme and Emma Addie, Lenn and Mary Nelsen, Robin Addie, Charles Harris and two children, 2yrs old and 2 months old, Dwight and Jacqueline Kinzer; Carl and Betty Clouser came from Pennsylvania, John and Pat Tuleibitz, Charley and Caroline King from South Carolina, and Bob and Missy McKenna from Maryland. As expected, the turnout from North Carolina was significant: David and Sarah Chiles, John and Mae Council, Jerry and Naoma Ellison, Norris and Susan Haynes, Ellis and Rachel King, Gene Spainhour and Pat Harris, Jack and Pat Zimmerman, and of course the delighted hosts! We missed the Bondons and the McOmbers who had to cancel their plans to attend and Joe and Cynthia Speetjens who experienced problems with their Plus 8 Plus that they had expected to drive from Isis in California. As the accompanying photos attest, we had a wonderful variety of Morgans at the meet; the oldest being the Addie's '35 Trike and



the newest being the '05 Roadsters of the Buckleys and the Kings. In addition we had the XK140 Jaguar driven by the Ellisons (their Morgan was having a new dashboard made), a 911 Porsche driven by Pat Harris and Gene Spainhour (Gene's Morgan would not start Friday morning) and Mac and Trudy McKinney's MGB. We also had four or five non sports cars along on the Tour.

Upon arrival on Friday, folks were directed to the hospitality suite where a welcome bag chocked full of goodies awaited along with snacks and drinks. That evening, the entire group dined at the Print Works Bistro at the host hotel, the Proximity. On Saturday morning, we gathered in the parking lot under a grey, drizzly canopy. We fired up 23 Morgans and the aforementioned others at 10 sharp and after about a mile into the tour, the clouds disappeared and we were treated to Carolina blue skies. The rest of the day was clear and the temperature moderate...perfect driving weather. Our first stop I had billed as a "visual delight," and I believe everybody agreed with my description. Tucked away in the little town of Somersville, NC is a Lamborghini dealership. In addition to the Lambos, there was a nice selection of Ferraris and Porsches, a Superformance Cobra, and a couple Lotus Elises. Months ago when I approached the owner, Steve Barney, about our visit, he told me he had been a Morgan dealer in Italy years ago. He was very enthusiastic about our visit and he spent quite a bit of time looking at our Morgans while we enjoyed his exotic inventory.

The second leg of our tour took us through some beautiful NC country scenery and ultimately to the Chinqua-Penn Plantation. We parked on the lawn and were served box lunches prior to taking guided tours of the plantation house. The grounds were beautiful, especially the rose garden and it afforded a pleasant setting to relax, enjoy the cars and new and old friends. Wine tasting followed and by four o'clock we were ready to depart on the final leg of the tour.

Another thirty minutes through the countryside and our caravan pulled onto the front lawn of the Yancy House. A bar was set up on the veranda to which everyone promptly headed. After a delicious dinner, we assembled on the front lawn where "awards" were presented. The "booby" prize was given to Pat Zimmerman, who, instead of riding to Greensboro from Pinehurst, NC with her husband Jack in their very pretty yellow and black 4/4, opted to drive their sumptuous new black Jaguar sedan! Another award was given to Graeme and Emma Addie for bringing and driving their very nice 3 wheeler on the Tour and for bringing along friends and family and two neat flat rats. Another gift was given to Mac and Trudy McKinney. Mac, a very good friend of mine and a native of Yanceyville, was so helpful in setting up the driving route and suggesting the places we visited. We then caravanned another 45 minutes back to the hotel. I am pleased to say we had no mechanical problems and all Morgans performed admirably. We appreciated the opportunity and greatly enjoyed hosting this event. Our thanks to all those who attended (59 total) and we look forward to being at the Fall event.

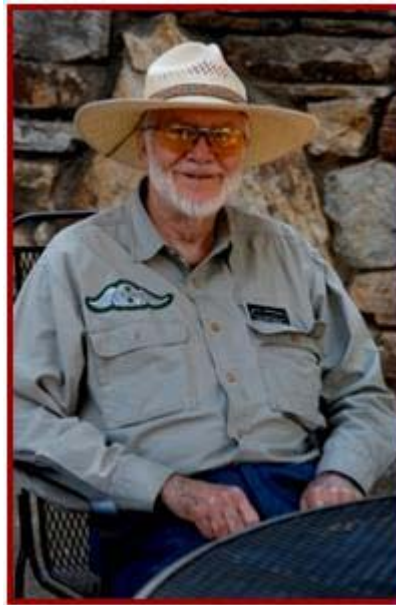
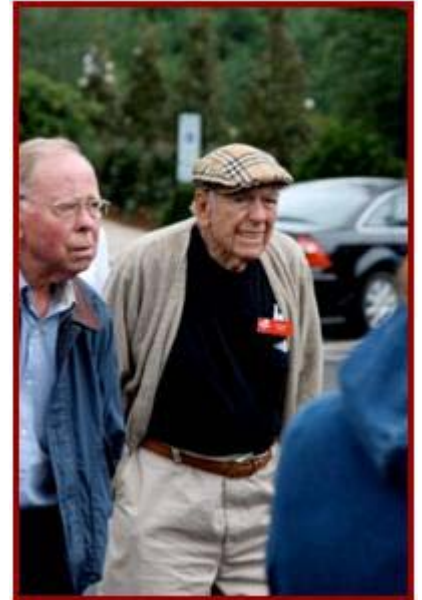


All Photos Courtesy of John Tulebitz

Andy

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MOGSOUTH SPRING MEET 2008



Photographs this page courtesy of Pat Buckley - Go to <http://www.mogsouth.com> for more event photos



Glenwood 2008 ~ 6 - 8 June

Philip Houha's Morgan Fun in the Rockies

First it was an event. The next year we started a trend. Now we are at the "Tradition" stage in participating in the Denver to Glenwood Springs Road Rallye. (Hey, that's the way they spell it.) This is the longest running rally in the US.

This is the 56th running of this event. We had a speaker one evening describing his first participation in the Glenwood back in 1958. He and his brother headed to Denver the night before the rally in their MG TD, freshly assembled hours before after a longer than expected repaint process. Oh, by the way, the rally that year was held in March (envision a Colorado March in the mountains) and they were car #1 scheduled to depart at the first start time of 3:01 AM.

We had a much easier time in 2008 with a 8:00 to 9:00 AM start of the tour on Friday from Arvada, over Berthoud Pass, through Winter Park, Kremmling and over Gore pass. Our weather was great and over 80 cars enjoyed the vistas and challenging questions and challenging roads. My ace navigator, Laura Houha, made sure that we were on route and answering all the questions along the way. We did well enough for a 2nd in the Historic class. We missed only one question and answered many of the tie breaker questions. One was so easy for us "What car did Peter Sellers drive in the movie "The Party"? A Morgan 3 wheeler of course.

On Saturday we were car #79 which meant we started at 9:19 am in the Time, Speed, Distance Rally. The route took us through the Glenwood Canyon (one of my favorite places on earth) to Gypsum Colorado. From there, back to Dotsero then follow the Colorado River upstream for miles and miles, through canyons, gorges, having the most fantastic scenery. South to Wolcott, east to Avon for lunch. East again to Minturn, south to Red Cliff and its arched bridge, south through the 10th Mountain Divisions Camp Hale where Bob Dole trained in W.W.II. On to Leadville and the finish at Copper Mountain. Oh, we had 76 miles left to get back to Glenwood. We had triumphs and failures along the route. Steep roads at altitude made it impossible for our 53 year old sports car to maintain the prescribed speed for those sections, and traffic in Avon slowed us even more. So much for the poor leg. The triumph was the following leg that took us through Red Cliff. Even with a bout of getting lost in this small mountain hamlet for all of 1.5 block, we scored a perfect time for the leg. Overall we had a great time and were awarded a 3rd in class for the rally.

Sunday arrived with dusty cars due to a sprinkling over night as we headed to Two Rivers Park for the Funkhana and the car show on the lawn. Laura and I felt very proud for holding the first place spot in the Funkhana. Then again, we were the first car to run it. Take those achievements where you can find them.

The Morgans looked very sharp on the lawn with the Cook's 4/4, the Stephen's Plus 4 and the Maloney's Plus 8



Article and Photos Courtesy of Phil Houha

~ Continued from Previous Page ~

making a fine impression for the marque. I have spent the past two years in purgatory in the elite class as I scored a first in class two years back. My old driver of a car can't compete with those highly restored and polished up show cars. Next year we are back to the regular folk.

After all the farewells Laura and I headed to the Denver Hotel for a lunch stop before heading home. For the next three hours we climbed mountain passes, and careened down the drops, spotted some of our MG friends tending to steam escaping from beneath the bonnet while climbing Vail pass at over 10,000 feet. We turned out of Clear Creek Canyon and headed along the Hogback to Boulder and home.

I hope that we get a large Morgan participation next year to mark the Morgan Motor Company Centenary. The MG club has offered us our own Morgan class for the car show. We can prove the point penned by my daughter Laura "Morgan, limited quantity, life time quality." We do this every year with a 53 year old car.

I hope to see you all next year to start your tradition!

Philip



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more horsepower is needed...*



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■ **Road & Track - June 2008** - Dennis Samanaitis - Morgan Life Car

■ *'At this point, the Life Car is clearly a concept car only. However, tiny Morgan is a flexible company. Set the lads to it, and they could fabricate an interim gasoline-electric hybrid to be followed as fuel-cell Morgan wings embroidered in.'*

■ **Road & Track - July 2008** - Paul Brown - Self Induced Excess (Letters to the Editor)

'After many years of dealing with [BMW's V8 engine] we swapped in a Chevrolet LS7. Our own 'evil twin' recently achieved a 1 min 23 .04 second lap at Willow Springs Raceway and with new shocks on order, I'm hoping for teens in the future.'

Morgan 100 Years - The official history of the world's greatest sports car by Charles Morgan and Gregory Houston Bowden. Order your copy from the Factory and get it personally signed by Charles Morgan - publish date October 2008.



'Y'all - 1964 Sebring Races, after dark toward the end of the race, I was standing across from the pits when the Cobra hit the slow moving Alfa (I don't recollect that the Alfa had his lights on) in this clip. The explosion that resulted and the burning magnesium of the Alfa created an image that I can still see today. This is some of the best Sebring race footage I've seen.'

Cheers, Rick Frazee

<http://www.youtube.com/watch?v=TPPiTQpXibk>



VIR Gold Cup 2008



Race Report and Photos - Dave Bondon

Stacey qualified 7th and finished 5th in a very competitive field! It was 100 degrees or more from the time we got there on Weds until we were South of Charlotte on the way home Sunday. The Morgan ran without a hitch through it all.



John Hardin Council Sr.

Mr. John Hardin Council Sr., 78, of Brookside Drive, Boone, died Saturday evening, May 31, 2008 at Carolinas Medical Center in Charlotte.

He was born Nov. 25, 1929 in Watauga County, to Edward Tracy and Grace McNinch Council. Mr. Council was a member of Boone United Methodist Church. He was a graduate of UNC-Chapel Hill and was a veteran of the U.S. Navy, serving during the Korean Conflict. He owned and operated Watauga Wood Products from 1961 to 2005 and was a real estate developer. For more than 50 years, he served on the board of directors of Watauga Medical Center and was a board member for the High Country Bank. Mr. Council was a recipient of the Alfred Adams Leadership Award and held memberships in the Daniel Boone Fishing Club and the Morgan Car Owners Group South.

Survivors include his wife, Mae Orr Ventress Council; two sons, John Council, Jr. of Boone and Ben Council and Tamela Gragg of Blowing Rock; one daughter, Tracy Dee Council and husband, Don Ellison, of Takoma Park, Md.; three granddaughters, Amanda Council Dickerson and husband, Hill, of Wake Forest, Grace and Mollie Ellison of Takoma Park, Md.; and three grandsons, Cody Dee Council of Raleigh, Dalton Ward of Blowing Rock and Quentin Lewis of Boone; one great-granddaughter, Ava Grace Dickerson of Wake Forest; his sister, Grace Council Atkinson of Durham; one step-daughter, Robin Ventress of Salt Lake City, Utah; step-son, Alan Ventress and wife, Rosemary, of Canton, Ga; and two step-granddaughters, Hadyn and Caroline Ventress, both of Canton, Ga..

He was preceded in death by his parents, Edward Tracy and Grace McNinch Council.

Services were conducted Wednesday morning at 11 o'clock at Boone United Methodist Church, officiated by Dr. George Naff. Burial will be private.

In lieu of flowers, the family suggests memorials to Watauga Medical Center, P.O. Box 2600, Boone; to Boone United Methodist Church Building Fund, 471 New Market Blvd., Boone; or to ASU Office of Gift Planning for the Grace McNinch Council Scholarship for Teacher Education, ASU P.O. Box 32007, Boone, N.C. 20608.

The family received friends Tuesday evening from 6 until 8 o'clock at Austin & Barnes.

Online condolences may be made to the Council family at austinandbarnesfuneralhome.com Austin & Barnes Funeral Home & Crematory is serving the Council family.



[John was a stalwart member of our group and always a pleasure to be around and a true Morgan Owner. He will be greatly missed. Our condolences go out to Mae and all her family. Dale and Randy]

[John and Mae were always such fun and a great part of the MOGSouth family. We offer our sincere condolences and any assistance we might be able to provide to Mae and to their family and friends. Andrea and Mark]





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FACTORY NEWS

Now that the spring car shows are complete, the factory has begun to ship the first Aeromax production units. This black Aeromax at Flaving, the German dealer, is the first I've seen in any color other than silver; and in my opinion, the black is quite elegant.

The factory has also added the 4/4 Sport to the traditional body range. The 4/4 Sport is all about what is missing - with its smooth bonnet without the expected louvers, the wings without the running



MORGAN 4/4 SPORT



AEROMAX AT FLAVING GERMANY

lights and the back deck devoid of the spare tire with only a cover over the usual well. I can't say it isn't appealing but I suspect they won't be a candidate for the US market.

My sense is that if the factory decided to make the investment to satisfy the US DOT and EPA laws in a traditional bodied car, it would not be the one at the bottom of the price range. I would think they'd invest in the one at the top of the price range.



AGENT GREGORY FLAVING



Once Again Gator MOG Is Going North to MCCDC's MOG 38



Join Us!!

The MCCDC Club will once again host a Morgan Owners Gathering (MOG) over the 4th of July weekend just as they have done for the last 38 years. This year will be the last MOG located in Shepherdstown, West Virginia. MCCDC has been in this location for a few years and will move to a new location next year, however the site has significant attractions and it really is a wonderful location. The problem for us, here in Florida, is West Virginia is a long way to drive a Morgan, only to turn around after the meet and drive home. According to Google maps, it is some 14 hours and 915 miles from Orlando, or if you live further south, say like Naples, it is even longer, 18 hours – 1150 miles. And with the way I want to travel, that's 2-3 days up and the same coming back. For me, that's a long time riding in the Morgan, and although they are always good fun, it's just a few more days than I (not to mention the wife) want to allocate to a car meet.

Well, we broke the code last year. A few of us Gator MOG types traveled to the meet via the Autotrain. It was great fun and no wear and tear on the Morgan or our butts. See my report on MOG 37 in last year's MOGSouth Newsletter on the MOGSouth web (<http://www.mogsouth.com>)

The meet itself is great fun and if you haven't been to one of the MCCDC MOGs, you really do need to go. It is the only meet I know of that still has a full array of events; Concours d'Elegance, Autocross (at Summit Point Raceway), Gymkhana, and TSD Road Rally. And, they continue to present lovely, engraved pewter plates to many of the participants at the Awards Banquet. All in all, it is probably the best, or one of the best, Morgan meets in the US.

It costs around a \$1,000 for two folks and a car on the Autotrain, depending on the kind of sleeping arrangements you opt for. With today's gas prices, the costs of hotels and meals for two over the several days to get there, the Autotrain can be several hundred dollars **cheaper** than driving or towing, and decidedly **faster**! I've done the math and can show you the numbers!

We have the Mount Vernon Best Western Hotel, in lovely Winter Park, run by Gator MOG leader, Rick Frazee, for a convenient stop over for those coming in from the south. We both have garages with space, lifts and tools at our convenience and other arrangements can be made, such as trailer parking, etc. Just let us know your needs. Rick & Sam, Andrea & I, will be in Autotrain Car #5342 this year and we'd love to have you join us. Last year we took three cars North to the MOG 37 and would love to get a larger contingent of Gator MOGs going this year. If you are interested in joining us or are just curious, give either of us a call or send us an email. We'd love to hear from you!

Rick Frazee - (Home) 407-647-1188, (Work) 407-571-7128, (Cell) 407-620-0507,
mog4@earthlink.net

Mark Braunstein – (Home) 407-322-5060, (Work) 407-306-2965, (Cell) 407-462-6561,
series1@bellsouth.net

[If you are coming with us on the Autotrain or driving to Shepherdstown, WV on your own, make sure you have your hotel reservations and have signed up for the various events and meals (sign up sheet follows) The MCCDC folks need the headcounts to plan the events properly. June 1st was the deadline for the discounted rates so if you haven't done it yet, you are a bit too late. But better late than never . . . Ed.]

MOG 38 Registration

MOGSouth / GatorMOG

July 3-6 2008

Clarion Inn, Shepherdstown, West Virginia 304-876-7000

Mail Registrations to: Millie Adams, 1701 North Pocomoke Street, Arlington, VA 22205

MOG 38 fees can be paid by check drawn on a US bank Checks should be made out to MCCDC

Rooms should be booked directly with the hotel

Thursday July 3	Friday July 4	Saturday July 5	Sunday July 6
Registration Meet & Greet MogBriefs & Noggin	Concours <i>Concours Lunch</i> Gymkhana MogBriefs & Noggin	Autocross <i>Autocross Picnic</i> MogBriefs & Noggin	Scavenger Hunt <i>Banquet</i> MogBriefs & Noggin

Driver_____

Companion_____

Others in Party_____

Address_____ City_____ State_____ Zip_____ Country_____

Home Phone_____ Cell Phone_____ e-mail Address_____

Club Affiliation_____

Morgan Stats

Year	License Plate	Model	Body Style	Color	Interior	Serial #

Registration

	Before June 1	After June 1
Primary Registration (all events for 2 people and 1 Morgan)	\$150*_____	\$165_____
Single Day Registration 2 people and 1 Morgan	\$50_____	\$65_____
Additional Adults (16 and older) includes all events	\$50_____	\$65_____
Additional Cars includes all events	\$50_____	\$65_____

Meals (per person)

Children under 8 y/o are free; children 9-16 y/o half price

July 4th Concours Lunch	\$20_____	\$25_____
July 5th Autocross Picnic	\$20_____	\$25_____
July 6th Banquet	\$32_____	\$37_____

I/we volunteer to help with the following: circle your choice

1) Registration 2) Scavenger Hunt 3) Autocross 4) Gymkhana 5) Concours 6) Noggin Fun & Games 7) Regalia



Joe Speetjens' Trades Up for an ISIS Plus 8 Plus

Can it get any better than this?

I promised a number of people that I would write up a review of my Plus 8 Plus conversion that I picked up last week, so here it is. For you to fully appreciate this review, I think you need to know a little about me and my driving style.

I have had various British cars since 1971. I have had a TR4, three TR3s, an Austin Healey 3000, an Austin Healey 100-4, an MG - TD, a JZR Morgan trike repicar, and four Morgans. I purchased my first Morgan in 1985, a 1965 4/4 that had been rebuilt as a church project. It looked great, ran great, but the suspension was so bad that I could only do 100 miles in a day and then I had to recuperate for a week or so before I could get back in it. There were no other Morgans in the entire state of Mississippi that I could find, so without any other information, I just assumed that they were all that way.

In my attempts to try to improve the ride, I found Bill Fink of Isis. He gave me some great advice, but little seemed to help. In 1987 Bill told me about a 1984 propane 4/4 that was for sale and I quickly purchased it. It was even more beautiful than the first and was extremely comfortable to drive. I soon converted it to gas and started to go on extended trips in it. From 1987 to 1995, I put a little over 50,000 miles on it with the longest drive including over 1100 miles in a single day. It was light, nimble, problem free, and fun to drive.

My next Morgan was the 1995 Plus 8 purchased new from Isis that has just been converted to a Plus 8 Plus. Prior to the conversion, I had put over 53,000 miles on it and had won a number of longest distance awards at the various Morgan events. Last summer, I toured the eastern US and Canada for three months. It was during that time that I first drove a Plus 8 Plus and thought about it the entire summer.

My most recent Morgan is a 1953 Plus 4 4-seater. I have always wanted a flat-rad and a 4-seater, and I am delighted with this car.

So, as you can see, I am not a great speed demon or a horsepower fanatic. I am more interested in reliability, comfort and fun. Making the decision to convert a car that I greatly loved was a major one. There were a number of issues that concerned me. The price was, of course, an issue; the time being without it was an issue; whether I would still be as happy with the car afterwards was an issue.

Now that I have had my car back for a week, have driven it almost 3000 miles from California to Mississippi (including side trips along the way), and have driven Bill's car for a week while he was finishing mine, I felt that you might be interested in what was actually done and my opinions.

The engine was replaced with a Corvette LS3 440 hp engine mounted 1 1/2 inches further back. The radiator was replaced with a GM stock car radiator and a 16-inch fan that keeps the operating temperature between 90 and 95 no matter what the temperature may be. The transmission was replaced with a GM GTO six-speed that shifts smoothly and is reported to be bullet proof. The rear axle, brakes and springs were replaced with a GM Camaro differential and disc brakes held in place by an anti-trap bar, a fabricated frame, and coil-over shocks. This set up gives the added advantage of moving the rear wheels about 1/2 inches further back giving a longer wheel base and centering the wheels in the wheel arches (Bill says 1/2 inch is all I gained, but it appears to be more like 1 1/2 or 2 to me). The installation looks very professional and is hardly noticeable unless you are looking for it.

Granted, the cost is expensive, but if you consider all of what is included, fabricated, and time spent PLUS the cost of all the other methods of getting a few more horsepower, better handling, better reliability, and increased value of the car, I think the expense may seem more reasonable.

Several individuals that have tried Bill's Plus 8 Plus have commented on the harsh ride. I agree that Bill's car does have a harsher ride than my original car, but I had already gone through the standard shocks, Konis, and AVOs to get a really comfortable ride. My Plus 8 Plus ride is much more comfortable than Bill's, but not quite as comfortable as the AVOs were. The existing coil-over shocks are adjustable and the springs can be replaced independently of the shock, so I may play with them once the car is broken in. The bottom line here is that the ride comfort should NOT deter anyone who is considering this modification.

And now for what most of you are interested in - the power. This car goes like nothing I've ever driven, including my wife's BMW M5. During the trip home, my GPS recorded 101.5 and 95.9 as top speeds and I never realized I was going that fast. Bill has managed to not only give the car more power but improve the handling as well. He and Keith had to change the angle of the steering column in order to accommodate the engine. Although neither Bill nor Keith thinks this should improve the steering, I believe that along with setting the engine 1 1/2 inches further back the steering is much improved. Turning the wheels while standing still is the same, but with any movement whatsoever, the steering becomes much easier. The rear suspension is comfortable and keeps the wheels on the ground. With the rear disc brakes, the car stops better and the hand brake actually works. The net effect is a very fast and controllable car.

My car was the 10th conversion and the first one to utilize the LS3 engine. I would suggest that anyone considering this, should drive one of Bill's more recent projects. He and Keith are constantly improving their design.

Would I do it again?

In a heart beat!

Joe



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KEY PLANNING DATES

The MOGSouth schedule of 2008 events for is still being worked, however, these are the dates and events we know about. If you have contributions to this calendar (whether North or South) please send the details to Mark at series1@bellsouth.net or to mogsouth@yahoo.com.

- **MCCDC's Annual Morgan Meet - MOG 38**, Week of 4 July 2008, Shepherdstown, WV
 - **Virginia International Historic Races**, 6 - 7 Sep 2008, VIR, Danville, VA
 - **British Car Fayre**, 6 Sep 2008, Historic Norcross, GA **** Updated ****
 - **Goodwood Revival**, 19 - 21 Sep 2008, Goodwood, UK
 - **Petite Le Mans**, 1 - 4 Oct 2008, Road Atlanta, Braselton, GA
 - **EuroAutoFestival 2008**, 17 - 19 Oct 2008, BMW Zentrum, Spartanburg, SC
 - **Winter Park Concours d'Elegance**, 2 Nov 2008, Winter Park, FL
 - **MOGSouth Fall Meet**, Dates and Location - **TBD**
 - **Hilton Head Island Concours d'Elegance**, 30 Oct - 2 Nov 2008, Hilton Head Island, SC **** Morgan Class ****
 - **Daytona Continental Historic Races**, Nov 6 - 9 2008, Daytona Speedway, Daytona Beach, FL
 - **MOGSouth Christmas Party**, 6 Dec 2008, Hosts - **TBD**
-
- **VIR Gold Cup Race**, **TBD** Jun 2009, Danville, VA, (**Morgan** Featured Marque)
 - **Pebble Beach Concours d'Elegance**, 12 - 16 Aug 2009, Monterey, CA (**Morgan** Class)
 - **SVRA Watkins Glen**, **TBD** Sep 2009, Watkins Glen, NY (**Morgan** Featured Marque)
 - **VSCDA Elkhart Lake Fall Festival**, **TBD** Sep 2009, Elkhart Lake, WI (**Morgan** Featured Marque)
 - **MidWest MOG Concours d'Elegance**, **TBD** Sep 2009, Auburn Cord Duesenberg Museum, Auburn, IN (**Morgan** Featured Marque)
 - **EURO Auto Festival**, 16 - 18 Oct 2009, BMW Plant in Greer, SC (**Morgan** Featured Marque)

MOGSOUTHEVENTS 2008 2009





(310) 998-3311

Ordered and available: The very first

2009 Aero America 4.8 Automatic! Bentley Porcelain pearl metallic/Black leather seats with Red Ostrich leather diamond pane quilted seat inserts, upper door panels, upper steering wheel and steering column surround and transmission cover; Black mohair top; six louvred (as in Series 3, non Aero America) front wings, fully louvred bonnet halves, silver finish wheels with polished outer rims, body coloured side mirrors, Factory side exhaust or place your own personally commissioned Aero America 4.8 Automatic!

'05 Aero 8 Rolls Royce Garnet, Tobacco leather, One local owner sold new by ourselves; all Factory updates, 4.4 liter BMW V8; stunning Rolls Royce Garnet exterior w/ burgandy mohair top, tobacco leather interior w/cream piping; burgandy carpets piped in tobacco leather; burgandy windpiping; Factory side exhaust, Alpine stereo CD; stainless steel mesh trim; stainless badge bar w/ Aero Squadron badge.

'05 Aero 8 Morgan Silver Shark with Medium Blue leather piped in light grey; blue mohair top, 996 miles, Factory side exhaust, Ravenwood black stained ash door and dashcap trimmed, Armourfend, absolutely as new.

'05 Roadster Indigo Blue/Woodsmoke, light grey leather piped in blue, LeMans '62 overriders front and rear, MotoLita wood rimmed steering wheel w/alloy boss and walnut steering column surround, stainless luggage rack, 35th Anniversary stainless mesh grill, stereo CD, badge bar with Club badges, stainless windshield wipers, wind deflectors, Lucas driving lamps, stainless luggage rack, double eared knock offs, bonnet strap, 1,835 miles

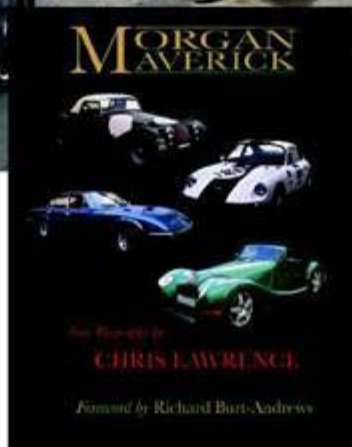
'03 +8 35th Anniversary Edition Bugatti Blue/Black leather w/blue piping, mohair weather equipment; Stainless wire wheels w/ double eared knock offs, RPI chipped, Magnyocor wires, Liebrands

stainless steel headers, 240 HP!!! Lucas SLR 576 foglamps, Stainless luggage rack, MotoLita Wood rimmed steering wheel, badge bar w/ Club badges, black/black mouton bonnet strap, stereo CD, union jack enamel bonnet badge, stainless steel inside door latches, mohair top boot, inside door map pockets. This is a very special, one of a kind performing Plus 8.

'03 +8 35th Anniversary Edition, Vin# R13153, 6650 miles, Red exterior, Tan leather with Red inserts and piping, Factory lightweight alloy wheels, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan Mohair Side Curtain Bag, Car Cover. The most collectible Plus 8s and definitely moving up in value with no similar model for the US from the MMC.

'02-'03 +8 Mulanne British Racing Green/Tobacco leather piped in Magnifico Cream, 2003 cream faced instruments; Green mohair weather equipment, stainless wire wheels, round exterior mirrors; 3,413 miles; MotoLita wood rimmed steering wheel, badge bar w/Club badges; Alpine stereo CD; wind wings, stainless luggage rack.

'02 +8 Polaris Silver exterior/Medium Blue leather piped in light grey; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless steel wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless steel mesh grill, Morgan logo inscribed double eared knock offs, Stainless badge bar with MSOC of No.Cal. 50th Anniv badge; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build record; stainless steel luggage rack.



Available from MorganWest!

The new autobiography by Christopher Lawrence, the most important driver in Morgan history.

\$95.50 plus shipping. Priority mail, \$10, Continental US. Overseas shipping costs available upon request.

Order by email: suzanne@morganwest.net or by phone.

'02 +8 BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

'64 +4 Raspberry, Brown Leather, Alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

'63 +4 Four Seater Battleship grey/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k miles! >\$10k Factory Authorized Morgan dealer upgrades: R. Koni shock conversion, tune, new tank, gauges repaired, rebuilt front end...

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

'55 +4 Roadster Twin Spare Extremely rare example restored by Malcolm Schmeer to an excellent show/driver condition. This great example was on display on the Yankee Candle Car Museum for several years. Finished with a stunning yellow exterior and brown leather.

'52 +4 TT Special Red/black // Sale Pending!

other marques

'65 Austin-Healey 3000 Mk II Blue Metallic

'59 Triumph TR3a Black, The most spectacular TR3 ever!



ZOLFE

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Dennis@MorganWest.Net - Managing Director
3003 Pico Boulevard, Santa Monica, CA 90405

Morgan
WEST

Authorized Morgan Motor Car Dealer





Dave Has A Few 'Interesting' Things for Sale

New 2008 Suzuki "Boulevard" C50 Blue/Silver paint, on Certificate of Origin. Powered by a 805 cc o/h cam, 4 valve/cylinder, V-twin with dual throttle valve injection. Comes with spoke wire wheels with chrome rims and alloy hubs and \$1000 worth of options available from dealer at no additional cost. Other options include deep padded leather-grain seat, tank mounted speedometer and dual chrome right side mufflers. Purchased by aging business man (our son Morgan) at charity auction...wife won't let him ride it. Purchase price \$6500.00.... help this guy out! Make any reasonable offer.

ROADSTER MODIFICATIONS

Contact Dave to get the factory recommended modifications that keep the drive shaft from contacting the rear transmission bracket and addresses the coolant leak problem.

Rumor has it Dave may have also have a late model Plus 4 Available - Call Him Now!



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

MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. ~ **CAPS** ~ The 'Club Logo' style baseball cap (in tan but could also order black) with the MOGSouth 4-color logo on the front and the word MOGSOUTH on the back. The 'Club Logo' cap sells for \$25 plus S&H. We have also been able to order caps with a logo design based upon our name tags. These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ In addition to the caps, we have been able to order an attractive, tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These bags sell for \$30 Plus S&H. If you would like any of these items, please contact Randy Johnson by email at randy@therandalgroup.com or by phone at (770) 729-8786. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941

The new Name Tags are in! Randy ordered an additional 50 MOGSouth name badges and they are available for current paid up members. They are \$8.50 per badge plus S&H. Randy will accept orders via email. Once badge is engraved, it will be mailed and invoiced.

Call Randy!



We continue to use the Email contact list for communication and distribution of our news letter, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. To get the free Adobe Acrobat Reader, you can download it (Acrobat Reader, V6 or higher) from <http://www.adobe.com>. If you have problems reading the newsletter call Mark Braunstein at (407) 322-5060. If you need to update your email address, send it to mogsouth@yahoo.com.

Many thanks to those that have contributed articles and photos to this issue and to Andrea Braunstein for her grammatical check. Articles and photos are always welcome and solicited. We also would like inputs for the Web Site at <http://www.mogsouth.com>. Please send any comments, suggestions or contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/08
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

