



SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/09

Morgan Motor Car Centenary Celebrations Cheltenham, UK 1 - 2 August 2009

Morgans everywhere, as far as the eye could see . . .



This visit to the UK wasn't in the plan for me. I had previously dismissed any thoughts of participating in the Morgan Centenary Celebrations as a bit too time consuming and a bit too expensive. Especially after the time we took off for MOG 39, not to mention the expense. And, I was scheduled to be in some other country on another of my business trips.

Andrea, however, had her own business trip on the schedule. And, she had to go to the UK. We talked about her getting her a ticket so she could go to the Morgan festivities, but she didn't seem too overly thrilled about the opportunity, as she her work location and hotel room was some 2 hours away, in Farnborough. So I dropped the idea.

Then . . . my business trip got cancelled. At first I didn't think it was worth the effort to go to the UK but with some gentle persuading from friends, I rationalized the trip. My office work was less intense than normal so I could get away without feeling too guilty. I could use Andrea's hotel and rental car and with a few frequent flyer miles for airfare it would be a reasonably inexpensive excursion. (I subconsciously dismissed the potential pub costs . . .) And, well let's face it, the Morgan Centenary is a once in a lifetime event . . .

So, at the last minute, I order tickets for the final two days - the big event at Cheltenham on August 1st and 2nd. I booked the event tickets from the MCC over the web, but having heard the horror stories of late ticket deliveries on the internet Morgan chat rooms, 'emog' and 'mogtalk', I feared the worse. I was actually quite surprised when they arrived a full week ahead of our departure.

We flew out on Friday evening, July 31st, and since Andrea was on a company paid ticket and I was using my frequent flyer miles, we were naturally on different airlines and had different flight schedules. Andrea was flying direct and I had stops everywhere. Finally, I arrived in Gatwick at 9AM Saturday morning with Andrea waiting for me in the arrival lounge. She had already had a shower and gotten the rental car. I took a quick shower and we were off for Cheltenham. I was in the UK and headed to the Morgan Centenary Celebrations!

And, as could be expected, it rained . . .



The drive to Cheltenham was not too terribly eventful. We had a GPS navigator, courtesy of Avis, and the fastest route was about 2 hours. That was until we hit the detour on the M4. The processes of marking detours is a bit different in the UK. They seem to use a system of geometric shapes. The detour we were to follow was marked by the square '□' shape. We only figured this out after a bit of confusion. We had the GPS telling us where to go, a route that was blocked, and then we had Andrea telling the GPS where to go. Other detours used the circle 'O' or the triangle 'Δ' shape. Once we figured out we were 'squares', it all made good sense. We didn't, however, get to Cheltenham until early in the afternoon, and after we had passed through at least a zillion round-a-bouts.

When we pulled into the town of Cheltenham we followed 'Morgan Festival' event signs that seemed to be fairly well placed. We did see a good number of Morgans going the opposite direction and worried that the rain was taking a toll on attendance. As we entered the Racecourse we curved around some well manicured hedges, we saw the Morgan Motor Company banners.

Great! We found it!

Ok, I thought, a nice enough place, but nothing overly special, and then we rounded a corner and headed down a small hill into a valley.

Then it hit us. The small valley and the opposite rise formed a makeshift parking lot . . . with more Morgans than I had ever seen in my entire lifetime (even if you add them all up!)

Thousands of Morgans . . .

Just getting out of the parking lot was not going to be easy. I meandered the rows, not taking pictures of individual cars, but rather the sheer expanse of all the cars.

I was simply amazed !



We finally found our way to portal and in to the main venue. The MMC had a schedule of formal events and although we tried to plan our activities, we rarely found ourselves at the appropriate place, at the appropriate time. Rather we went where the spirit moved us. As we entered the venue we were greeted with a large number of Trikes, perhaps forty to fifty. Most were covered by their hoods or tarps to keep out the rain. Just around from the Trikes were a number of notable Morgan cars. Some of which were Melvyn Rutter's, such as the 'Pink Lady' 4/4 he bought for his wife and a lovely blue +4+ that was for sale.

There were a good number of vendors on site, but not the sort one would expect at a typical Morgan meet. Although there were a few tents with folks associated with the MMC, like 'Techniques', Auto Glym, and of course Melvyn Rutter, (with a plethora of Morgan regalia, books, shiny bits ,etc.), there were many other vendors offering unexpected wares. Holdens was there with clothing, offering flying jackets, leather helmets, goggles, etc. There were artists with automotive themed pieces and auto insurance peddlers. There were even jewelers and luggage vendors. Perhaps this sort of vendor array is more in keeping with the upscale character the MMC is going for with the Aero range? We didn't spend long, as it was a bit hard to peruse the vendors' tents on Saturday as the rain, coupled with the crowds, generated a good bit of mud underfoot. I had all I could do just to move forward. Best to leave the shopping for Sunday and hope it didn't rain.

We soon found a bit of cover in the MMC Pavilion and then a tent for the GT3 racer of Banque Baring Sturdza. There was also a nicely thought out Morgan car production array, under a overhang, showing the various stages of manufacturing the Morgan car.

We left late afternoon to dry out and to find the hotel in Farnborough. A two hour drive and then a quick pint (or two) at the pub. Then off to bed. Needless to say we were a bit tired after having flown all night.

Sunday Morning and we drove back to do it all again. And, it wasn't raining. So much to see and do. It really is quite difficult to describe the feeling I had . . . excitement, awe, amazement . . . I'm not sure. Definitely impossible (for me certainly) to replicate in words. So, in hopes of giving you a sense of it all, the following pages highlight some the more interesting events and cars I found at the celebration.

Truly a fitting Celebration for 100 years. MMC Congrats!



Aero SuperSports



The New Aero SuperSports was quite the hit with the crowd. I found it nearly impossible to get a clean photograph.

The press was all over the car and it appeared as if there were a good number of VIPs being 'handled' by MMC principals.



The MMC is obviously hoping for a profitable run with this car and if the buying public can balance the realities of the financial impact of such a purchase, with their less rational, emotional side (sort of a 'right brain' - 'left brain' thing) the MCC should do well.

Let's hope so, because, as I understand it, the MCC will only consider US exports once they have sold enough to justify the expense. I wonder how the fitted Champagne carriers will fare?

It is absolutely impossible to show all the sights of the Centenary. Go to the MOGSouth web site to see photos of more of the cars and the events. <http://www.mogsouth.com> Words and Photos Mark Braunstein (expect as noted.)

LIFECar

The LIFECar was also on display within the MCC pavilion. It attracted quite a bit of attention as well, but not the level granted to the new Aero SuperSports.

Although, I didn't hear Charles Morgan speak at the scheduled event, I did hear that he committed to having a production version of the LIFECar on the road within three years.



Three years is certainly an ambitious schedule. It may be tied to UK grants or other financial incentives, I don't know. I don't believe, however, that there will be a sufficient Hydrogen Fuel infrastructure in place by then, to support this technology. Nor do I believe the costs will be low enough for even the 'well healed' to accept. Something to watch . . .



AeroMax Coupe



A enticing color obviously chosen to attract attention. It worked!

Actually seeing the Aeromax in various colors was interesting for me as I had only seen the original one at the factory a few years ago.

Actually, there were quite a few of the Aeromax Coupes at the event. This one was displayed inside of the factory pavilion, while another, in a more subdued bronze color, was out front, standing guard at the entrance.

The Aeromax Coupes were also prominently featured in the manufacturing process display. There was a green metallic car there, and then I spied an Ice Blue one in the parking lot.



Special Cars



The Plus 4 Saloon



The EB Plastics Bodied Plus 4



TOK258 - Rob Heap Photograph



1947 S1 DHC - Featured in Worrall's Book



Jane Morgan's Plus 4 DHC with Automatic



Heather Morgan's Plus 4

3 Wheelers



"Disabled Parking" ??

The Three Wheelers were out in force. It seems as if they were everywhere!

There was a contingent relegated to 'Disabled Parking' (not sure this is fair!) outside, with another very nice display of cars inside the grounds, near the vendor tents.

The cars ranged from the 'modern' F Types to early 2 Speeders. There were Sports and SuperSports, with power by JAP, Matchless, Blackburne and others, from all over the UK and many from continental Europe.



Post War F4



Chris Booth's 1914 JAP Powered Sporting



Early JAP Powered 2 Speeder



Chris Booth's Next Project

3 Wheelers



Chris Booth's 1910 Runabout Recreation



Chris Booth's recreation of the very first Morgan was exceptional and rightly displayed in the MMC Pavilion, along with the LIFECar, Aero Max and Aero SuperSports. It attracted a huge amount of attention and finding an opportunity to photograph the car was nearly impossible.

Chris Booth was in attendance and had a tent display in the midst of the Three Wheelers. I chatted with him a bit and it was evident he truly is one of the few 'experts' on the Three Wheeler. I will definitely visit his Trike museum on my next UK adventure.

The Three Wheelers at the show were there in a quantity that approached the numbers I saw at the 50th Anniversary of the MTWC AGM. Amazing.

And, it there were a good gathering of Trike notables hovering in proximity of the Three Wheeler display. I chatted with Chris Towner, Fred Sisson (MOGSouth Member), Brian Clutterbuck (MTWC President) among others. The cars do attract a loyal and dedicated group of motoring enthusiasts. I'd have one but . . .



Brian Clutterbuck's 1930 Family Aero



Other Centenary Events

Although Morgan was the theme of the celebration, there were a number of other events to entertain the masses; a clay forming event for the kids, a motorcycle dare devil team, roving circus performers to amuse the crowds, the manufacturing display mentioned previously, as well as evening concerts and fireworks finale.



Concours Winning Trike 1934 Super Sports

There was also a Concours and an Autocross. These two events were not really well supported, with only 15 participants in the Concours and 19 cars in the Autocross. Most thought they wouldn't be competitive in the Concours given it was the 100th Anniversary, and the Autocross, as the announcer reflected, is an American motor sport, only just now gaining popularity in the UK.

The Banque Baring Sturdza GT3 race car was also on display. Several of the French race mechanics were with the car and they started it up and even though we were not in the tent with the car, it was quite deafening!

Again, the entire event was well done by the MMC and I am really glad I got to be there. Here's to the next 100 Years!



Plus 4 - Autocross – An American Sport?



Aeromax in work.



It's a Beast!

1909



The **Morgan Centenary** is here! This is the year we have all been waiting for. Some will go to the UK for festivities while some will celebrate here in North America. We have tried to capture all the events in the **MOGSouth** region (highlighted in **BLUE**), as well as, all the special US based events that will celebrate the Morgan Anniversary.

2009 US CENTENARY EVENTS

2009



- **Pebble Beach Concours d'Elegance**, 12 - 16 Aug 2009, Monterey CA (**Morgan** Class)
- **The Masterpiece Concours d'Elegance**, 22-23 Aug 2009, Milwaukee WI (**Morgan** Featured Marque)
- **Atlanta British Car Fayre**, 2 September, Norcross, GA
- **SVRA Watkins Glen**, 10 -13 Sep 2009, Watkins Glen, NY (Peter **Morgan** Memorial Race #4)
- **VSCDA Elkhart Lake Fall Festival**, 11 - 13 Sep 2009, Elkhart Lake, WI
- **MidWest MOG Concours d'Elegance**, Sep 2009, Auburn, IN (**Morgan** Featured Marque)
- **MOGSouth Fall Meet**, 16 - 18 Oct 2009, Spartanburg, SC (** See details in this issue)
- **EURO Auto Festival**, 16 - 18 Oct 2009, BMW Plant in Greer, SC (**Morgan** Featured Marque)
- **Winter Park Concours d'Elegance**, 8 Nov 2009, Winter Park FL (**Morgan** Featured Marque)
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 1 Nov 2009, Hilton Head Island SC
- **MOGSouth Christmas Party**, 5 Dec 2009, Clayton GA, Hosts: Dorothy and Glenn Moore TBD

MMC Centenary - Post Script

Making the trip at the last minute was a bit hectic, but we pulled it off. Andrea and I had a great time and we got to see some folks we haven't talked to in awhile, like Fred and Roni Sisson and Chris Towner, as well as some of our friends, who we'd just seen in Virginia the MCCDC MOG39 event; Alan Marsh, Bill and Reny Willoughby, Ed Zielinski and Rich Fohl. And, like any good Morgan Club Newsletter Editor I did say 'Hi' to several of our major advertisers. I saw Linda and Larry Eckler of Morgans of New England (Morgan Spares), Dennis Glavis of MorganWest and Melvyn Rutter of the Morgan Garage.

A few other notables we saw, some we chatted with for a while, other just in passing, Brian Clutterbuck (President of the MTWC) and his wife and daughter, Chris Booth (Three Wheeler expert and Museum Curator) and Hermen Pol (noted Morgan Historian). We saw Keith Ahlers (Morgan Racer) and Jeremy Harrison (we know from Morgans Over America 1 (MOA 1 - 1990) and current MSCC Concours Chair) but didn't have a chance to chat. We did however chat for a few minutes with Chris Lawrence.

We saw Ken Hill's famous Le Man Replica 'KPH486' driving by, but interesting enough neither of the two Aero 8 Le Mans cars were there, nor did we see any of the SLRs. Maybe they were on the track somewhere.

Certainly the MMC Centenary was a special event and the memories will definitely be filed away with the many other special Morgan moments we have enjoyed because of this silly affliction. This car is special but more so because of the Morgan community that really make these moments special. I continue to be blessed with many of these opportunities and I hope they continue, well into the future . . .

Mark



MOGSouth Fall Meet - October 16 - 18, 2009

Spartanburg, SC

The Fall meet will be held in conjunction with the EURO Auto Festival, at which Morgan is the featured marque. The EURO show takes place on Saturday, 17 October, at the BMW Zentrum and is a car show with "people's choice" voting. It is not a concours. As the name suggests, it is open to European cars only and normally attracts quite a few unusual cars. In addition to the 400 to 500 cars on display, there are many vendors of auto-related products as well as food and drink stands.

As the featured marque, Morgans will be displayed directly in front of the Zentrum building and reflecting pool. Trikes will have their own display area, a large grass circle in the middle of the paved driveway. We're hoping to have a large turnout of Morgans so that we can really do justice to the special display.

Unlike the typical MOGSouth event, we will not be having a club-sponsored hospitality room. The EURO weekend includes a free hospitality room on Friday and Saturday, featuring snacks, beer, wine and soft drinks, which is open to all EURO participants. The registration packet for each car entered in the event will include two participant badges, and the event chairman has assured me that any accompanying children will be welcome in the hospitality room, so most MOGSouth participants should be covered. We normally have a few folks coming to our meets without their Morgans, and there are two possible options for them. They can register for the event anyway, or they can try to team up with any of the people who are entering more than one car and may have extra badges as a result. If anyone with extra badges will let me (John Tuleibitz) know, I'll attempt to match them up with anyone who needs them.

A tentative schedule for the weekend is as follows:

Friday, October 16, 2009

3 PM to 9 PM - Hotel and event check-in

3 PM to 6 PM - Hospitality Suite

7 PM to 9:30 PM - Dinner

9:30 PM to 11 PM - Hospitality Suite

Instead of the Friday night EURO reception, which is an additional cost event, we will locate a casual dining spot in Spartanburg for the Morgan group.

Saturday, October 17, 2009 - Show Day

8 AM to Noon - Show field is open

9 AM - The show and judging begins

Time TBA - Autocross using BMW-provided M-3s.

4 PM to 6 PM - Hospitality Suite

7 PM to 9:30 PM - Banquet - Featured speaker, Anatoly Arutunoff

9:30 PM to 11 PM - Hospitality Suite

Saturday's banquet is \$50 per person. I have been told that the banquet food is excellent (supposedly better than the hotel's restaurant), plus, the speaker at the banquet will be Toly Arutunoff. For those of you not familiar with that name, Toly won an SCCA H-production National Championship with a Morgan and has participated in many other events, both here and overseas, in a wide variety of exotic machinery.

It has been suggested that there may be some spouses who do not want to spend a full day at a car show. There are several possible alternatives including a trip to Greenville (which is a beautiful city), a trip to Landrum for antique shopping and/or wine tasting, or sightseeing and lunch in Spartanburg. If enough interest is shown, we will put a plan together. If interested, please contact Pat at patuleib@yahoo.com.

Sunday, October 18, 2009

9 AM to Noon - Fun Rally, ending with lunch at the BMW Zentrum

The Meet HQ is the Spartanburg Marriott at Renaissance Park. It is sold out, so the Courtyard Spartanburg (864-585-2400) had been identified as the overflow. If you have any questions, please contact Lee Gaskins, Gene McOmber or me. **John Tuleibitz** - jatuleib@yahoo.com



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2007 MORGAN AERO 8 Blue Sprint Metallic Series III, one of 8 US cars. Audi Sprint Blue Metallic with Heron grey ostrich embossed leather piped in navy blue leather. Blue mohair top; blue wool carpets piped in Heron Grey. Factory blue mohair top cover w/MMC winged logo embroidered on it. Seats have Aero embroidered into headrests. Factory side exhausts, Stainless steel mesh in rear lower valence, Alpine stereo CD w/ satellite antennae. Black ravenwood ash dash and door cap trim. 2,100 one owner California miles.

2005 MORGAN AERO 8 Morgan Silver Shark/blue leather, blue mohair top and top boot. Very late 2005 morgan aero 8, factory side exhaust, stereo cd, approx. 10K one owner miles.

2005 MORGAN AERO 8 BMW Cool Blue exterior Magnolia leather w/blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot w/contrasting piping, 8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition Dark Jaguar Blue, Stainless wire wheels and LeMans '62 overriders, Badge Bar, Stainless luggage rack Tonneau and side screen storage bag, K and N intake air filter, RPI SuperChip, Griffin alloy radiator, Knock sensors, Magycor carbon fiber plenum air intake trumpets, Stainless steel exhaust and full header system!

2003 MORGAN PLUS 8 35th Anniversary Edition Ivory/Black, 5.7k miles, One owner car from new. LeMans'62 overriders; stainless wire wheels, badge bar, black leather bonnet strap backed in black mouton.

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. Beige mohair top, tonneau and side curtains, luggage rack, tan factory spare tire cover, badge bar with badges, tan mohair top, bonnet strap with mouton, hood/ bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

2002 MORGAN PLUS 8 BMW Imola Red Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

1964 MORGAN PLUS 4 Raspberry Brown Leather, Alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

1961 MORGAN PLUS 4 Four Passenger Family Tourer Red body with black wings Black interior with red piping Full black weather equipment Fiat 2000 DOHC 4 cylinder engine with Automatic Transmission Many time MORGANWEST Class winner Bonnet strap Lucas driving lamp Beautifully maintained Morgan by lifelong Morgan enthusiast who built it in the Factory Morgan Plus 4/ FIAT 2000 tradition of the mid-1980s

1955 MORGAN PLUS 4 Roadster Twin Spare Serial Number 3390, commissioned October, 1955, dispatched from the factory December 10, 1955

1954 MORGAN PLUS 4 Roadster Twin Spare Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinsparses, fold down windshield; you can buy this car for 1/2 the price of restoring one!)

1934 MORGAN MX FAMILY Black UK/2nd owner; nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

1933 MORGAN JAP SUPER SPORT Trike Pozzi Blue, Red leather interior, Pebble Beach quality restoration by MorganWest and East Coast Morgan 3 wheeler guru/ restoration specialist. Submitted for consideration for next year's Morgan class at the Pebble Beach Concours. **HUGE PRICE ADJUSTMENT DOWN**

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4PM Aug 6 2009





Take a look at that pile of parts in the basement. SuperDave's Garage can put it back together before you go to that great big parking lot in the sky!

These two cars were disassembled for a total of 46 years! Neither wife had ever seen" their car" in one piece.

1958 blue Plus 4 available. Ex show winner. Call for details

Dave also has a few odds and ends available, such as good wings, bonnet and tub for an early Plus 4 DHC. Reasonable offers accepted!



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

If anyone has forgotten to send their dues to Randy, you are not too late! He'll still take your check. Drop it in the mail and get credit for 2009!

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.

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