

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/11

Atlanta British Car Fayre

Norcross, Georgia
10 September 2011

The Atlanta British Car Fayre, held annually on the first Saturday after Labor Day in

downtown Norcross, Georgia has turned into a wonderful event.

Approximately 200 British Cars and motorcycles participated on a splendid fall day and were warmly welcomed by the residents and business owners of Norcross.

According to my count, there were 12 MOGSouth members' cars on hand and additional members visited as well.

In addition to myself, other local members bringing their cars were, SuperDave and Marilyn Bondon, Lance and Connie Lipscomb, Jack and Monica Claxton, Fred Hollinger, Ham Williams, Glenn and Dorothy Moore and Roy and Laura Oppedisano.

Traveling longer distances were Cyril Brown from Suches, Dwight and Jackie Kinzer from Rome, Randy Barber from Sharpsburg, and Graeme Addie, daughter Emma and Grandson L'il Graeme from Augusta.



Also attending were Morgan Bondon, Mark and Fran Ehrhard, Pete Benbow, Jim and Rosemary Winn and Gil Stegan from West Palm Beach, in Atlanta visiting his son.

The Fayre is organized and hosted by the British American Business Group and The Taste of Britain and this year's supported charity was The Rainbow Village.

All of us enjoyed visiting with MOGSouth members, catching up and discussing motoring plans for the fall, including the Fall Meet in Orlando as well as the jaunt to the Florida Keys.

We also enjoyed seeing the numerous other British Marques on hand as well as the great food and cold beverages available at the Iron Horse Tavern and the Norcross Station restaurant as well as shopping at The Taste of Britain and other shops of downtown Norcross.

Mark your calendars for September 8, 2012 for next years' Atlanta British Car Fayre.

Randy

A few of the MOGSouth Contingent at the Fayre !!



Article and Photos Courtesy of Randy Johnson



CHRIS LAWRENCE PASSES AWAY

Herefordshire, UK August 14, 2011

News arrived from England that Chris Lawrence, the racer, designer and icon of the Morgan Golden Age, passed away peacefully while watching England win the cricket match against India yesterday. Chris had an amazing life and career, bringing much glory to the marque. Richard Shepherd-Barron, his friend and Le Mans co-driver writes [HERE](#) of the man and his achievements. *Requiescat in pace* (www.mogwire.com)

CHRIS LAWRENCE (1933-2011)

by Richard Shepherd-Barron for the Morgan Wire

There is much made of our Le Mans adventure. Rumors about it multiply every decade. There is even a tale that claims we drove TOK from England through France to the circuit. That one is true.

In those days, Chris would tow his steed of the moment on a car carrier behind an old Jaguar estate car he owned, stuffed with car parts, tools and track side creature comforts. We had met up at his place before leaving for Le Mans. The plan was that Chris would set off before us with TOK in tow and I would leave a bit later. All seemed to go well with Chris and my wife Penny and I started down the road 30 minutes after Lawrence. But we had not driven far when we found TOK, at the side of the road, abandoned! A note from Chris in the car explained that the carrier had burned a bearing and that we should leave our vehicle and drive TOK. And so it found its way to Le Mans under its own steam!

Problem is, race cars do not carry passenger seats. Penny sat on the floor all the way learning more than anyone would want to know about British and French 1962 road surfaces! Then she stoically did the same on the way back. That is her Le Mans memory!

I first met Chris Lawrence in 1959 when we were both doing Club and national races in the UK. However, we really got to know each much better at the Nurburgring in 1960 when he was co-driving Bill de Selincourt's Lola-Climax 1100 in the 1,000 kms race and I was with Bob Staples in his AC Ace-Bristol. We then moved on to Spa-Francorchamps for their series of sports and GT races and discussions there led to me driving the Deep-Sanderson FJ cars from time to time. Our wives, Penny and Jenny

Lawrence got on very well and that added to the synergy of the tiny crew we all made. I joined Chris full time at the end of that year to drive a Morgan in international GT races for the next two seasons - culminating in our class win at Le Mans in 1962.



Chris Lawrence - Photo Courtesy Doug Hallawell



Chris was a very clever and ingenious engineer who not only developed and tuned the Plus Four Morgan with great success but will also be remembered for his work with the series of Deep-Sanderson cars (Formula Junior and GT), the patented Lawrencelink suspension, the design and development of the French Monica luxury GT car and, as the final achievement of his career, the design and development of the Morgan Aero 8 - both production and racing versions. The Aero 8 changed the whole concept and future of the Morgan company.

As well as developing cars, Chris could race them against, and beat, strong opposition in many categories throughout his long racing career - which even included some outings in a Cooper-Ferrari in Formula One in the late Sixties. We got on really well as friends and made a very balanced team for long distance races as we were both the same physical size so no fiddling with seats was required and, as an added bonus, could produce virtually identical lap times on a regular basis without straining the car. Chris had a particularly skill in that he was incredibly quick through the slower and medium speed corners - I could never keep up with him at Silverstone, Snetterton or Crystal Palace, for example! We had a really happy time with our little team in 1961 and 1962 with a lot of laughs, some disappointments and also some major success. I have very fond memories of Chris and our time together - I'm sure we had much more fun in motor racing in those days for the whole scene was much more relaxed although we were there with all the serious intent young men can muster.

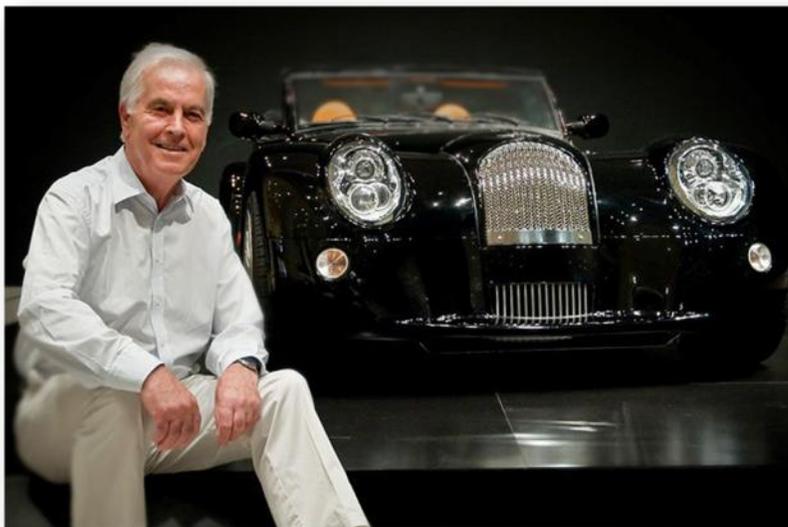
Richard Shepherd-Barron

By www.mogwire.com (Lorne Goldman)

There are few figures in any marque that can cut as fine an impression as Richard Shepherd-Barron. He does it without effort and an easy charm. He is a totally genuine guy with credentials that would make others swell-headed. His is not. (His lovely wife Penny would have none of that in any case!). His effort here for Chris Lawrence is typical of Richard. He comes from an era when Motor Racing was considered a gentleman's sport, an attitude that blessed what many regard as the Golden Age of motor sports! It characterizes his personality.

Richard raced professionally for 5 years in the late Fifties and early Sixties, driving and testing cars; Fiat-Abarth, Alfa Romeo, Lotus, Cooper, AC-Bristol, Morgan, Deep-

Sanderson, Taraschi-Fiat, Chevrolet, Porsche, Ferrari, Ford GT40, Mini. He raced in International GT and Sports Car races on circuits such as Silverstone, Brands Hatch, Goodwood, Nurburgring, Monza, Le Mans plus Formula Junior (like today's Formula Ford) at Pescara and Reggio Calabria. In 1959, Richard competed in 42 different events, winning 15 and finishing in the first 3 in more the 1/2! It is a privilege to know him.



Richard Shepherd-Barron - Photo Courtesy MOG Wire

CHRIS LAWRENCE and the Aero Eight at Morgan Motor Company

[Selected Milestones taken from the MMC Web Site - See www.morgan-motor.co.uk for the complete list. Ed.]

- 8th January 1996 Chris Lawrence leaves Marcos and joins Morgan living in his caravan on site.
- Chris starts modifying front engine subframe of the honeycomb chassis Morgan Plus Eight GT2 Race car built by Andy Rouse and Roddy Harvey Bailey as raced in 1995 at Silverstone in British GT.
- 21st February 1996 Successful test of new suspension design at Mallory Park
- 2nd/3rd March 1996 BPR Race Paul Ricard. Morgan Plus Eight GT2 achieved 170 mph, a personal best for me.
- 23rd/24th March 1996 BPR Race Monza. Apart from the amazing pizzas at the hotel my main recollection is of the difficulty in keeping the race car pointing straight going down the straight!
- 1st April 1996 Tim Whitworth joins company. One important job is to audit expenses of the Morgan race programme.
- 13th/14th April 1996 BPR Jarama Spain and broke down on the first lap in front of 200 Spanish Morgan owners.
- 11th/12th April 1996 BPR Silverstone. Morgan punted off by Zonta in a Porsche GT1 at Becketts.
- 29th/30th June 1996 BPR Nurburgring.
- 13th/14th July 1996 Anderstorp Sweden where after retiring Charles Morgan sliced his finger dicing sweet chilli

chicken for the team.

- 7th 8th September 1996 BPR Brands Hatch 12th overall, 6th in class. The bonnet flew off the Morgan half way through the race. The pit crew retrieved it from the hairpin before refitting it.
- 21st/22nd 1996 September Spa. Engine blew after Eau Rouge whilst climbing hill.
- October 5th and 6th 1996 October Nogaro. DNF. Driver of Porsche GT2 in a near fatal terrible crash.
- November 1996 Adrian Van der Croft buys the Morgan Plus Eight GT2 honeycomb race car
- Lawrence builds new race car with Randle/Park Sheet Metal bonded tub and designs new front end utilising aluminium extrusions. Rear suspension uses wishbone as spring turret in an easily detachable subframe .
- 11th Feb 1997 First crash test of aluminium chassis at Mira, only 4mm rearward movement of steering column recorded during the mandatory full frontal crash test at 40mph
- First track test of the car with a wide Plus Eight body at Snetterton where car lapped under one minute ten secs.
- 25th May 1997 BPR International FIAGT Race at Helsinki, Finland, which was held on an improvised track in the harbour. Charles Morgan posted faster times than Bill Wykeham.
- 29th June 1997 BPR International GT Race Nurburgring. Finished almost last but was congratulated by Karl Heinz Kalbfell and Wolfgang Reitzle of BMW who watched their McLaren BMW F1 win.
- Aluminium race chassis is fitted with Chevrolet engine and becomes "Big Blue".
- 19th October 1997 "Big Blue" entered for Sebring 12 Hour International GT Race with Chevrolet engine.
- BPR 1997 Laguna Seca with "Big Blue". Tony Dron sets a fast GT2 time in race but blows engine
- January 1998 decision made to end race programme and concentrate on developing production version of chassis. Project codenamed P8000.
- Start build of two P8000 road cars with aluminium chassis BMW N62 4.4 litre engines, manual 6 speed Getrag gearbox and wide Plus Eight bodies with one piece fibreglass wings and bonnet.
- May 1998 First Gumball Rally London to Portsmouth, then Bilbao to the Adriatic in dark blue prototype P8000.
- Work begins with Richard Joyce and AP Racing, Coventry, to engineer racing 4 pot calipers and the the latest ventilated disc brake system for P8000 road car.
- 22nd February 1999 P8000 first visit to Miramas. One week with two development cars (Green and Dark Blue)
- May 1999 finish production chassis. Create more aerodynamic bodywork with help from Morgan sheet metal shop
- June 1999 second Gumball Rally with Chris Lawrence via Hamburg in Dark Blue prototype P8000
- 19th July 1999 Granada hot weather testing P8000 to monitor engine cooling and aircon systems.
- Early one morning Chris hits the milk lorry when he sets off on the wrong side of the road in dark blue car.
- 26th 1999 July development team moved to Miramas to try V-max with new shape body. Reaches 160 mph . . .
- Chris develops roof tension system to control flapping hood material on the Morgan.
- 11th October 1999 Sir John Harvey Jones tries the new Aero 8 and pronounces it "magnificent".
- 12th November 1999 Peter Morgan's 80th Birthday Party
- Feb 2000 Geneva Showcar painted metallic dark blue
- 14th Feb 2000 Richard Surman Photographs Aero Eight Geneva showcar in new repair shop
- 29th Feb 2000 Press Day Geneva Car Show. Bare chassis and Aero Eight concept car displayed.
- Over 300 orders received for an Aero Eight priced at £49,950
- 29th March 2000 London Launch of Aero Eight at Wykehams Kensington.
- 7th April Aero Eight shown at Essen Motorshow.
- 18th/20th May 2000 Chris Lawrence does Gumball London to Moscow with Carrie.
- 17th/21st July 2000 Final handling and high Speed Testing at Miramas. V-Max of production car 160mph.
- 14th November Morgan Motor Company wins Autocar Award for most exciting low volume car company
- May 7th 2001 Two production Aero Eight cars started
- 13th June 2001 Morgan Aero Eight granted European Whole Vehicle Approval e11*98/14*0182*00
- Aero Eight Production begins in earnest in autumn 2001 in new workshop



SuperDave's Spares for the Keys

Driving your Morgan to the Keys? Here are a few tips on what to check, what to bring, and where to put it. Each model and year Morgan is a little different so not all of these will apply to you. I am going to put Chip Guard clear film on the forward facing body surfaces, and maybe the windscreen, to prevent sand blasting. Your local window tinting outfit can do this.

Things to bring:

- Spare Keys
- Throttle springs
- Ignition spares – points, condenser, and coil.
- Oil (If you are driving a mechanical lifter engine car be sure yours has Zinc in it)
- Fuses, bulbs
- Hoses – radiator top and bottom, and water hose.
- Fan belt
- Fuel pump - Ford and Triumph engine cars especially
- Inner tube – for older wire wheel cars (If yours are five years old replace them)
- Air in your spare
- Tools

Where to put it:

Older cars have space under the seat bottom boards that you can tie wrap stuff into. All Morgans have room in the rear axle compartment under the lid, on the side that does not hold the battery. You can screw down a plastic battery box or an air tight leftover container in there and fill it with spares. Under the spare tire there is quite a bit of room.

Things to check:

- Battery (if it is four years old replace it)
- All fluids
- Do all of your lights work?
- Wiper Blades (are they permanently deformed or cracked)
- Fan belt
- Brake pads
- Shocks (look for leaks)
- Grease (or oil) your king pins
- Repack your front wheel bearings if you have never done it.

SuperDave Bondon

[Thanks Dave! This will save someone an anxious moment . . . Probably me! Ed.]

MERRY CHRISTMAS EVERYONE!!!!!!

Now that we have celebrated Labor Day, it is time to turn our thoughts to the **MOGSouth Christmas Party**.

If you have not made your reservations at the **Highlands Inn Lodge**, please call them at **828-526-5899** . . . the rooms are very nice (some come with fireplaces and balconies) and the suites are complete with a kitchen . . . our room rates of \$89 for the standard rooms and \$139 for suites are exceptional for the Highlands, especially this time of year . . . many of your bed and breakfasts close after Thanksgiving because they are not "winterized"!

We are also very lucky to have the Bistro on Main cater our dinner . . . they are actually keeping the dining room open for our event (they will closing afterward) **so it is necessary for us to make our choices and send in our money by the end of October** since the Chef will be ordering for our group specifically.

Our choices are: Chicken Pot Pie; Filet of Beef Tips with a dark demi-glaze sauce with mushrooms; Grilled Salmon; and Bowtie Pasta in Feisty Feta Sauce with or without shrimp. All meals will be coming with a salad, broccoli, red skin mash potatoes, rolls and butter, chocolate mousse with strawberries, and coffee or tea.

A bar is available for those who might want alcoholic beverages (the club may be able to help out with the wine!).

The cost for this dinner (and the food is outstanding!) is \$35 per person, tax and tip included. Children's meals are available for \$10 and probably will be pizza and/or chicken fingers!

Please make your checks **payable to MOGSouth** and send them with your choices to me (Marilyn Bondon) at 266 Lakeshore Drive, Berkeley Lake, Ga 30096; they will be deposited into our treasury and I will be writing one check to the Bistro on Main. Please have your checks to me **by October 30** as they need a certain number to order the food and keep the dining room open.

For those of you who have never been to the Highlands, you are in for a treat . . . it is a beautiful town with lots of shops, galleries and a great spa . . . also, winter sports are available nearby.

We are also going to have an **automotive Christmas Ornament exchange** . . . either homemade (go crazy!) or bought . . . you can bring one per person or one per couple, depending on how many car ornaments you want to have for your tree!!! Looking forward to hearing from everyone soon . . . and, hopefully, seeing some of you on the Florida fall trip!

Marilyn Bondon



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Native Son Awarded Prestigious Award of Excellence

This July 16th the first ever Keeneland - Mari Hulman George Award of Excellence was presented to Mr. Bob Wilson. This crystal award, custom made by the German company Joska Kristall, started taking shape about 3 years ago in conversations between Bill Spoerle, master mechanic for the Indianapolis Speedway's own museum and Tom Jones, Director of the Keeneland Concoors. Looking to further build the relationship of two world renowned icons of racing - The Indianapolis Speedway and Keeneland, the world's best known thoroughbred horse race track.

The Concoors d'Elegance was the perfect stage in which an award of excellence would be given to a deserving individual. Someone who has supported the Concoors, has promoted the love of automobiles, and is well thought of by auto aficionados. There was one more important criteria - someone who supports the beneficiary of the Concoors event, the Kentucky Children's Hospital. Enter Bob "Kermit" Wilson.

Bob Wilson who now lives outside Chicago was born and raised right here in Lexington, Kentucky. His family is from here, his wife (Lynn) and her family are from Louisville with strong roots in Lexington. He attended the University of Kentucky and Transylvania University. Right now you are thinking to yourself, "so have a lot of people, let's separate Mr. Wilson from the pack". This man's nickname is Kermit. Loosely associated with a green bug eye Sprite that he used to race. His young children, looking out the back window of the family station wagon towing the bug-eyed (headlights) Sprite noticed the car's resemblance to Kermit the Frog. Now the car had a name. It wasn't long until the car's driver was also being called "Kermit" by family and friends; and now - the grandchildren and new friends.

Kermit entered a car in the first Concoors (2004), driving his **Morgan Trike** - yes a three wheeled car. It was a big hit with the kids who voted it winner of the Children's Choice award. Mr. Wilson now mentors Keeneland's "Junior Judges" on Saturday, moving with them from car to car to select the Children's Choice. As Bob says, he'd come to town just to support the Concoors on its merits of showing the finest examples of classic automobiles. Then, add to this that the proceeds benefit the Kentucky Children's Hospital "that makes it all even better." The Wilson's connection to the Children's Hospital is personal. Their first grandson, William, has TS (Tuberous Sclerosis), and it was the Kentucky Children's Hospital who stepped up to perform the first operation of its kind; removing tubers from his heart. William is still with us and the family members have rallied their support. At Lynn and Bob's request, in lieu of some "material" gifts for Christmas and their birthdays they asked instead that they make a gift of money, which they then matched to give to the hospital for a fund to help educate medical students on TS and other "orphan diseases". It is interesting to note that this donation is matched again by a special fund available to the hospital. Ergo, one dollar becomes four.

Bob's mantra: "Just do the right thing". It seems this has served Bob well over the years. He gives of himself in so many ways. True altruism. After accepting the award from Mrs. George and Mr. Ted Bassett of Keeneland Race track in this most special moment he was heard to say: "I'm not sure what I did to deserve this, but you're not getting it back." Over the years of competition, Kermit has won many, many trophies. He admits to not being a trophy hound and most of these have been handed out to children who have won events. But this award, the Keeneland-Mari Hulman George Award of Excellence is special. To make this clear to us, he informs us it is the *only* trophy that sits on his home's mantel.

Mr. Wilson, no... Kermit... congratulations on your award of excellence - of being an example of what we all should try to be to each other. After all - it is the right thing to do.

[Most in the Morgan community know Bob aka 'Kermit' (specially those playing in the Series 1 and three wheeler circles) and it's great that one of our own get recognized for his broader contributions. Bob races his Series 1 and F Type in the Midwest but Bob lives in Florida during the winter, where he keeps his Plus 4 4 Seater. Those participating in the MOGSouth Fall Meet will most likely see him as part of our event. Again, a big congrats to Bob. Ed.]



Bob 'Kermit' Wilson receives the Keeneland-Mari Hulman George Award of Excellence by the Keeneland Concoors d'Elegance



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The Best of Clarrie - An Omnibus edition of technical articles published during the last forty years about Morgan Three Wheelers by Clarrie Coombes **Morgan Three Wheeler Club**

[As many of you know, I have recently progressed backward into the three wheeler world, with my acquisition of a 1952 F Super. I have been reading what I can and thought this might amuse a few. Ed.]

From the chapter on 'Repair To Gearbox Mainshafts' . . . 'The shaft is fairly hard, so if an unhardened UNF nut was forced on and then given a mild beating with a hammer, the thread would deform and the nut would be a reasonable fit. The deformation would be confined to the nut and would not weaken it, for, after all, rolled threads are generated by deforming metal and they are considered to be stronger than cut threads. ***I know it is not considered to be good engineering practice but so much of the Morgan is not good engineering practice that it would be in keeping with the rest of the car.***

Rods' n Rockers by Max Oxley **MOTORSPORT**, August 2011

[Like many of you, I too have a liking (passion?) for two wheelers, having played with them almost exclusively before I could afford my own four wheeled conveyance. In keeping with what has become an obvious bent, I tended to like the wares offered up by the Brits and the Nortons were the subject of many of my youthful dreams. So this article, needless to say, of the future (new) Nortons caught my eye. Ed.]

'The new Norton 961 Commando is a pyrotechnic's dream made real - the first stage of Stuart Garner's efforts to reestablish the Norton name as something more than a chapter in motorcycling history. The Café Racer model stands at the top of a concise range that currently consists of three 961 variants.

Although Garner has great plans for Norton's future, the 961 isn't a machine that looks forward, but one that looks back. It is aimed squarely at the heritage market, at riders who hanker after good old-fashioned motorcycling. It is something of a two wheeled **Morgan.**'

SOUND BITES . . .

Great Morgan Videos on the MOGSouth Web Page

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> and put the following text strings (in red) into the Search Box.

Vintage Racing Today movie promo (Catch a glimpse of MOGSouth's Stacey Schepens and her Morgan!!)

Luther Blissett crashes Morgan at Silverstone Classic July 2011 (There are numerous videos of the crash and barrel roll. Demonstrates the strength of the recently produced classic chassis.)

Morgan Three Wheelers at Prescott (Threewheelers (a lot of 2 speeders) and a few War Birds)

Salvage Squad - Morgan 3 wheeler Part 1 (a series of videos about a three wheeler Super Sports restoration, pretty neat

Salvage Squad - Morgan 3 wheeler Part 2 and certainly worth the time. Sorry for all the three wheeler stuff, but I am a

Salvage Squad - Morgan 3 wheeler Part 3 bit preoccupied, given my latest pile of bits. . . Ed.)

Salvage Squad - Morgan 3 wheeler Part 4



MORGAN WANTS & SELLS



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

Plus 8 Parts For Sale !!!

Original VDO gauges: oil pressure, water temp & voltmeter \$20 ea. Flat rad Morgan photo in ash frame 12" X 12" \$10 or free with radiator purchase. Gene McOmber, (864) 944-6037 gmcomber@bellsouth.net

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

Have a Need for Power ?

Plus 8 Engine For Sale !!!

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

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



Morgan for Sale !

1959 Plus Four

Very original well conserved car. Updates include Koni shocks front and back, oil cooler/ oil filter conversion, alternator, geared starter, electronic ignition. Very strong motor rebuild, I am sure it has a D cam, now, Transmission and drive train excellent. Front bushings excellent. Fairly new factory muffler and exhaust - stainless. Drum brakes - all new including drums, rubber lines and axle seals. Excellent tires and 72 spoke wires. Won an autocross and several show trophies with it last year. Would not hesitate to take a long trip in it. Original white face gauges - good shape, speedo needs calibration and temp needs newer sending unit. I use a higher quality temp gauge on tunnel so not an issue for me. Steering box would benefit from a .003 shim, again not a bother for me. Interior is great. Actually has it's original leather and mats in very good shape, original pine and ply floorboards in excellent shape. Same for top. New side curtains. Wood is solid. Good lacquer paint job, but has small blemish near gas cap from Texaco Techtron gas! This car must have lived indoors! I love Malcolm, but I got to move to an apartment. \$32,000.00. One hour from Asheville. call 803 - 493- 8734 or home 704-313-3205 or email: kingstoncembalo@carolina.rr.com





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The +E is a new 'green' venture for the Factory. Not sure what this means for the LifeCar. Perhaps fuel cell technology is just too immature??

They do seem to be busy. Rumors of a US spec Roadster have been floated, with the car sporting the Ford 3.7l V6, sourced from the Mustang. This motor produces some 280 lb.-ft. of torque and 305 horsepower with an EPA-estimated 31 mpg highway. Mighty potent in a Morgan.

Niche Vehicle Network funds Morgan led Consortium's Electric Sports Car Demonstrator

<http://www.morgan-motor.co.uk>

A high quality, pure electric Morgan demonstration vehicle will be developed in just 6 months.

The Morgan +E project utilises a development of stunning "Aero Supersports" chassis as the platform for the electric conversion, replacing the existing 4.8 litre BMW V8 engine and conventional manual/automatic gearbox with a variant of Zytec's production 70kW electric powertrain.

The consortium is made up of the following of high technology companies:

Morgan Motor Company, have for the the past 102 years, been building unique sports cars that retain and support the philosophy of blending tradition, fun and innovation to create the ideal 'drivers car'. Morgan has vast expertise in chassis and suspension development, its own in house design department and in house manufacturing capability.

Zytec Automotive are based in Lichfield and design, develop and manufacture a range of Electric Drive systems for a variety of vehicle manufacturers. Most recently, Zytec managed the design and build of 100 first generation smart electric drive vehicles and has a manufacturing facility within smart's production factory in Hambach, to support the build of 2,000 smart electric drive's that are destined for cities in the USA and Europe.

Radshape produce chassis structures from their Birmingham manufacturing site, utilising folded aluminium sheet using a bonded and riveted construction. They have worked with Morgan on the design, development and production of aluminium chassis structures for over 12 years.

Through the TSB backed Niche Vehicle Programme, a grant of £100,000 has been awarded to the Morgan consortium for collaborative research and development, to develop the Electric Morgan + E.

The programme started in July and will be completed by January 2012, two vehicles will be completed, one to continue a development test programme, whilst another will be used as demonstration vehicle.

.Zytec Automotive sales and marketing director Steve Tremble agrees. "One of the reasons for building the demonstrator was to show the flexibility of the 70kW E drive, which will be developed to provide compact rear wheel drive installation for a wide variety of performance car applications" he says. "We look forward to driving the Morgan, our intention will be to generate drivability, performance and refinement that comfortably meets Morgan drivers expectations." Taking a vehicle like this into manufacture would be relatively simple, says Tremble.

"The E-Drive is a derivative of the production 70kW system currently supplied to Navistar, requiring the minimum of validation" and the intended Li-Ion battery technology from Valence has already been in volume production for more than 4 years in the automotive sector.

World-leading expertise

Zytec has designed and integrated electric drive systems for a wide range of European and US vehicle manufacturers and is currently building high performance electric drivetrains up to from 25kW -70kW and new developments of a higher power E drive are being progressed rapidly to meet the growing demand for 100kW+ performance. Their UK facility can accommodate up to 6,000 E drives a year in batches as low as 100, providing vehicle manufacturers with a highly flexible specialist production resource for their low carbon programmes.

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

Followed by

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

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

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

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

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



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

MOGSouth Fall Meet

Friday 4 November

A Welcome Noggin & BBQ Party – Frazee's Host

Saturday 5 November

Winter Park Concours Breakfast

Winter Park Concours Tour

MOGSouth Party - Braunstein's Host

Sunday 6 November

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

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

Monday 7 November

Travel Home or Join the Crowd Headed South

Gator Mog Morgans - South to the Keys !

Monday 7 November

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

C Travel to West Palm Beach (113 Miles)

Chariots of Palm Beach Morgan Dealer Party

Tuesday 8 November

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

Gator Mog Pizza/Beer Party

Wednesday 9 November

Tourist Day in Key West – Off Shore Power Boat Races

Dinner - On Your Own, Key West FL

Thursday 10 November

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

Lunch in the Everglades with Air Boat Rides

Morgan Party – Joan Maupin Host

Friday 11 November

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

Travel to Sarasota (107 Miles)

G Morgan Club Dinner - Anna Maria Oyster Bar, Bradenton

Saturday 12 November

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

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

The MOGSouth Fall Meet – Winter Park, Florida

4 – 6 November 2011 Followed by

Morgans – South to the Keys 7 – 11 November 2011

Both Events Presented by Morgans of Florida - Gator MOG

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

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

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

Questions call Rick at 407-620-0507, or contact Mark Braunstein at 407-322-5060 series1@bellsouth.net

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

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

MOGSouth Fall Meet

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

Morgans – South to the Keys

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

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

~ Continued on Next Page ~ 14

Winter Park Concours Registration Form

You must complete this form to be included in the Concours

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



2011 MOGSouth Fall Meet Registration Form

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

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

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

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

2011 Morgan Car Application

Make: **MORGAN** Model: _____ Year: _____

Body Style: _____ Chassis No: _____ Color: _____

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

Car's Significant History:

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

Name: _____

Address: _____

City: _____ St. _____ Zip: _____

Phone: _____ Email: _____

Signature: _____ Date: _____

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



Release

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

Name Printed: _____

Address: _____ Phone: _____

City: _____ State: _____ Zip: _____

Signed: _____ Date: _____

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

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

If there questions email or call Rick at mog4@earthlink.net (407) 620-0507

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

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

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

Participants (Driver and Navigator)

Names: _____

Addresses: _____

City: _____ St. _____ Zip: _____

Home / Office Phone Numbers: _____ Cell Phones: _____

Email Addresses: _____

Make: MORGAN Model: _____ Year: _____

Body Style: _____ Chassis No: _____ Color: _____

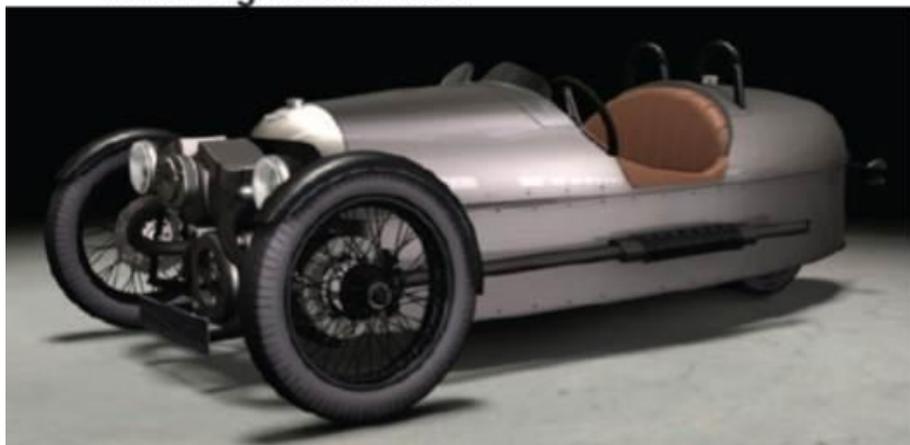
Please Let Us Know Your Interest, So We Can Plan Headcounts

Num of People

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

We are running out of space at the designated Hotels with the favorable ‘MOGSouth’ rates. You really need to make your Reservations now or be left sleeping in the Morgan!! (Which I have done, and is definitely NOT recommended.)

2011 Morgan ThreeWheeler



Morgan
WEST
Authorized Morgan Motor Car Dealer



2010 Aero



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

2012 MORGAN EvoGT
// Order yours now!

2011 MORGAN Aero SuperSports
Arriving Soon, 2nd to the last one! Bentley Silver Lake Pearl Metallic/Muirhead Portland Grey. Silver wheels.

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

2010 MORGAN Aero SuperSports
Kilimanjaro Sand Metallic

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

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



DRIVEN AT HEART

2005 MORGAN Roadster,
Aston Martin Racing Green Metallic, Cognac leather

2005 MORGAN Roadster, Maserati
Bordeaux Pontevecchio

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

2005 MORGAN Roadster
Pollen Yellow exterior

2005 MORGAN Roadster
Connaught Green 1,500 miles Tobacco leather

2005 MORGAN Roadster British
Racing Green, 7k miles

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

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

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

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

1968 MORGAN Plus 4 Four
Seater BRG/Black

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

1961 MORGAN Plus 4 Roadster
BRG Body/Black wings

1952 MORGAN Plus 4 LAB
274 'The Dellow Morgan'

other marques

2011 ZOLFE GTC/4

2011 PERANA Z Arriving Soon

2003 JAGUAR S Type R

1976 CITROEN 2CV Truckette

1973 CITROEN SM //
Huge Price MarkDown

1966 MORRIS Mini

1954 JAGUAR XK120 MC DHC



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



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

WWW.PERANAWEST.COM

(310) 998-3311

WWW.ALLARDWEST.COM

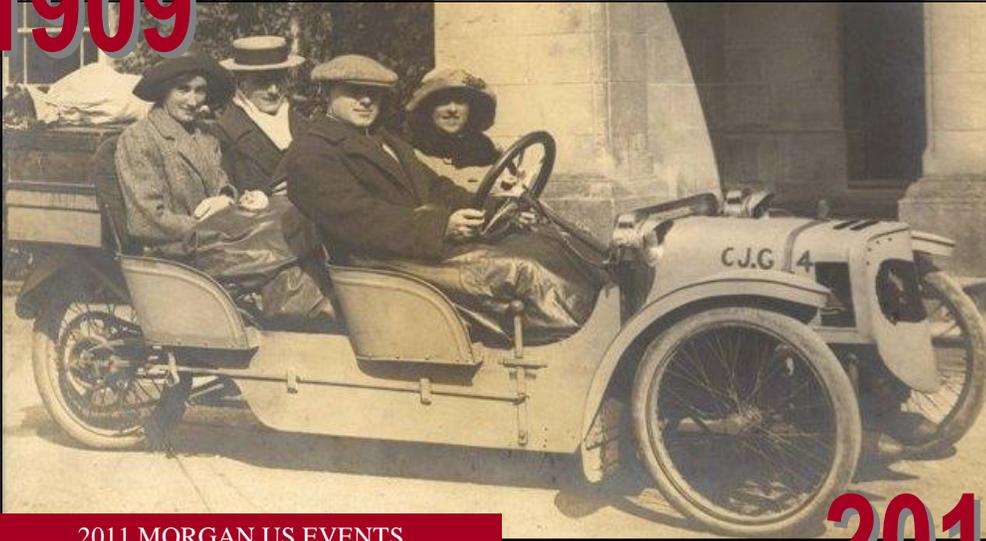
DENNIS@MORGANWEST.NET

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

10PM Sep 13 2011



1909



There are still great things happening in **2011**. The heat of the summer has waned and the driving is perfect.

The Fall Meet will soon be upon us. Details in this issue. A trip to Florida is just what you need!

Hopefully you have your plans laid out and your hotels booked. If not, we can still work things out. Just call us.

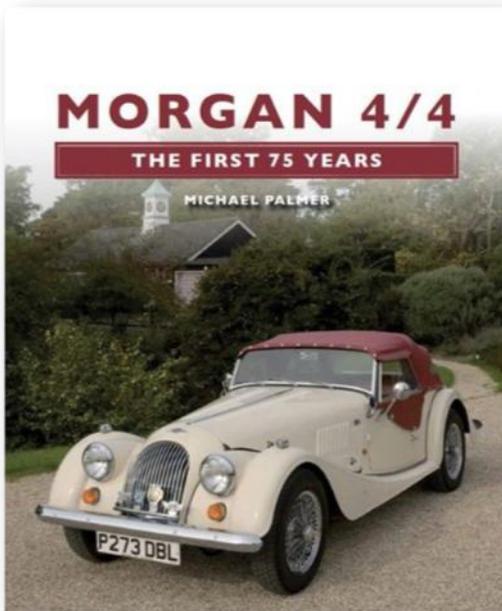
2011 MORGAN US EVENTS

2011



- **Britz Blitz Car & Motorcycle Show**, Oct 8, Canton, GA
- **EURO Auto Festival ***, Oct 14 - 15, BMW Plant in Greer, SC
- **SVRA Gold Cup-Season Finale**, Nov 3 – 6, Virginia Int'l Raceway, Alton, VA
- **Hilton Head Island Concours d'Elegance ***, Nov 6, Hilton Head, SC
- **MOGSouth Fall Meet**, Nov 4 – 6, Orlando FL
- **Winter Park Concours d'Elegance**, Nov 6, Winter Park FL
- **Morgans – 'South to the Keys'**, Nov 7 – 12, Orlando to Key West, FL
- **MOGSouth Christmas Party**, Dec 3, Highlands NC., Marilyn Bondon and Stacey Schepens Hosts
- **VDCA Roebing Road**, Dec 9 – 11, Roebing Road Raceway, Bloomingdale, GA

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



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 **this fall** from the Publisher at <http://www.crowood.com/> or Amazon at <http://www.amazon.com/>

[Need something for the Holiday Wish List or Fire Place Stocking?

What could be better than a new Morgan Book? Order it now. Ed.]



bring on the curves

for everything Morgan

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

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printed copy



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

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

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

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

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. 5/11
296 LAKESHORE DRIVE, BERKELEY LAKE, GEORGIA 30096-3030

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

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

