

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/12

2012 British F1 Grand Prix

Silverstone, United Kingdom

8 July, 2012

Everyone knows that England has a reputation for being dreary and rainy. In 35 years of visiting England fairly regularly, I've actually been bothered by rain very infrequently. Last September's Goodwood Revival was actually the first time rain really made things unpleasant.

This July was a whole different story. When I got to my hotel room in Stratford-Upon-Avon on the Friday of the race weekend, the local paper had a headline reading **"A Month's Worth Of Rain This Weekend"**. TV news was overloaded with stories about 16,000 Silverstone campsites having to be relocated, spectator parking lots being unusable and 4 hour traffic jams on the major highway leading to the track. The track manager was on the news asking everyone who did not have Park & Ride or VIP parking passes to stay home on Saturday because there would be nowhere to park. Talk about an encouraging start to the weekend!

Actually, going back several hours, the weekend had started quite well. Rather than try and work through the logistical nightmare involved in finding transportation, lodgings, etc. for the race, I had booked a tour with Grand Prix Tours. About 20 of us were met at Heathrow by a guide who was an old-time saloon (if you don't know, ask a British car owner) racer and who has been leading GP tours for about 15 years. He had more than enough stories to keep us entertained on our bus trips that weekend and knowledge of back road routes to the track that proved to be invaluable. From the airport, we were bused through a heavy rain to the British Heritage Museum where we spent a couple hours touring their large collection, which includes cars from the early 1900s to the present. They have a number of LSR cars, racers, rally cars, former British Leyland show machines and even a couple Morgans, flat rad and Trike. Then it was off to our hotel for some time to unwind in the bar and get ready for Saturday's qualifying sessions.



Ok, so it's the UK . . . It rained . . .

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2012 BRITISH GRAND PRIX SILVERSTONE, ENGLAND

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The knowledge of back roads that our guide had picked up in his years of racing at Silverstone paid off on Saturday. Our planned one hour trip to the track took less than an hour-and-a-half, while several other tour companies took three hours or more. His cell phone was ringing constantly as other guides he knew called asking for alternate routes. When we got to our hard-surfaced parking lot we had just a few minutes' walk through the Silverstone industrial park to the main track entrance. And then we were met by more mud than I have ever seen. The track is huge, and is surrounded by paved access roads, but the spectator areas and most roads leading to them were a sea of water and mud. And, the routes to the spectator areas are so poorly shown on the course maps that I trudged through the mud for a half hour before I discovered that I was headed in the wrong direction. Some serious slogging finally got me headed toward the corners I wanted to watch some of the preliminary groups from, but the going was so slow that I gave up and headed to the covered grandstand that held my reserved seat for the race, along with about 9,999 others. It was windy and cold, but it was dry.

Qualifying for F1 is broken into three sessions of 20, 15 and 10 minute duration. The rain became so heavy that the track pavement was flooded and the 15 minute session was stopped half-way through for a rain delay that lasted nearly 90 minutes. When it did re-start, several of the experienced drivers were on their radios asking the officials to delay qualifying until Sunday morning, but that didn't happen and the drivers got lots of experience driving in the wrong direction. By the time I walked back to the bus, I was seriously questioning the wisdom of the entire trip.

The tour's cocktail party at the hotel improved things a bit, but it was still not turning out to be a wonderful experience.

Sunday morning was overcast, but pretty much rain free, and the routes to the track were backed up for miles. We hit some more back roads, and after the guide and driver managed to lie their way past one heavily-manned roadblock we got to the track in plenty of time to watch the GP2 and Porsche Supercup racers dry the pavement for the main event. The F1 race was great. My seat was fairly close to the pavement, right at the final series of



With rain, you get mud



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corners leading to the finish line and across from the pit entrance and podium. There was a lot of action in that stretch of track with several unplanned excursions and some pretty hairy driving. And the noise was incredible. TV does not even come close to transmitting the sound of those engines. Without ear-plugs it would have been totally unbearable. I went into the event hoping to see Alonzo, Button or Webber win. Button circulated near the back for the entire race and Alonzo led nearly the entire event until his tire strategy bit him (again) and he was passed by Webber five laps from the end.

All bad thoughts about the weekend were totally gone by that time. Even the hamburger I had on the way out of the track couldn't spoil the mood. I just wished I could have ordered a truck-load of the burgers and had them shipped home. I could have tiled my garage floor with them.

The race weekend was done, but the tour was not. Monday morning, we headed to the Donington Museum for a tour of their extensive Formula One car collection. If you're ever in the area, this is something you don't want to miss.

From there, we returned to Silverstone for a tour of the Force India team's facility. We got to see the assembly, carbon fiber baking, fabricating and



John tries on a Williams F1 Car. Looks good. Should have brought it home it home. [Ed.]



component testing and also visited the simulator, which, unfortunately, was not being used just then. It was also interesting to see the six huge tractor trailers that had to be loaded with cars, garage equipment and engineering stations so they could be taken to the paddock and unloaded. And after the race, everything had to be loaded up again to

[See all the photographs of John's visit on www.mogsouth.com. Ed.]

go back to the shop and be unloaded. Total straight-line distance from the Force India facility to the paddock – about 200 meters.

When we left there, we headed to the Williams F1 team's facility where we were greeted in a large dining hall and served drinks and biscuits before a tour of their huge car collection and a room filled with exhibits of car parts and systems. We ended up in their trophy room for a really exceptional dinner. If this is the way they treat 20 race fans, I can't imagine the show they put on for potential sponsors. After that it was time to head back to the hotel to call it a very long day and to pack for the early Tuesday trip back to the airport.

The long weekend certainly proved to me that I would never have been able to book even a simple weekend at the race myself – I'd still be on the M40 trying to get to the track! Plus the knowledgeable guide, the excellent accommodations and the additional visits included with the package convinced me that GP Tours is the only way to see a Formula One race.

John Tuleititz



2012 MOGSOUTH FALL MEET

19 - 21 October, 2012
Jekyll Island, Georgia

In case you were wondering, **YES, MOGSouth will have a 2012 Fall Meet! Mark & Andrea Braunstein are Hosting.**

Most of the planning is complete and it looks to be a superb weekend, in a truly superb location, at the right time of year. Jekyll Island, GA is within an easy Morgan day's drive of most of the MOGSouth region, only some 5 or 6 hours.

The MOGSouth Fall Meet Hotel - Hampton Inn Jekyll Island www.jekyllislandhamptoninn.com - Reservations must be made by September 20th to guarantee availability and rate. We have blocked 20 rooms each night. 10 double queen standard rooms @ \$109/night and 10 studio suites @ \$129/night. The studio suites also all have a nice sitting area with a sofa as well as a private balcony overlooking either wooded areas, dunes or the pool area. To reserve your room, call our the hotel directly @ (912) 635-3733 or call the Hampton's Central Reservation Line @ 1 (800) 426-7866 (1-800-Hampton) and refer to the **MORGAN CAR CLUB**. Alternatively, go online to www.hampton.com. Choose the destination as Jekyll Island, chose the dates as 19/20 October, and use the special group code of **MOR**.

Fall Meet Plans Include (Still Tentative - subject to confirmation, availability, tour fees, times and all that other stuff . . .)

Friday 19 October

- 3:30 PM - Noggin at Meet Hotel (Hospitality Suite, Noggin and Nibbles courtesy of MOGSouth)
- 5:00 PM - **Dinner** on your own. Lots of choices. Just be at the Museum by 6:30 PM
- 6:30 PM at Museum (Shuttle at 6:00) - **Folklore Rumor & Myth** - Pass through the old Landmark District at twilight and enter one of the cottages for spine-tingling tales that will draw you back in time. (**14\$** per person fee.)

Saturday 20 October

- 7:15 AM - **Sunrise** (7:32 AM) on the Atlantic Ocean (photographers and others early risers . . .)
- Breakfast at Hotel
- 9:30 AM - **Scenic Drive** of Region (ending at Lunch location)
- 12:00 PM - **Lunch** - Saint Simons Island - **King's Tavern (The King & Prince Beach & Golf Resort)** (912) 638-3631 <http://www.kingandprince.com/> - Park at main parking lot, Tavern is through lobby. POC is Samantha.
- 1:00 PM - **Scenic Drive** of Region (return to Meet Hotel)
- 3:00 PM at Museum (Shuttle at 2:30) - **Passport to the Century** - Fifty-three prominent Jekyll Island Club members created an exclusive gilded era island retreat for family and friends on Georgia's coast. These empire builders shaped our nation's future. Step into their past with a guided tram tour of the historic district. (**12\$** per person fee.)
- *If Time Allows* - Visit the **Georgia Sea Turtle Center** (**6\$** (seniors +65) or **7\$** (adults) donation per person)
- 6:30 PM (Shuttle at 6:00) - **Dinner @ a Jekyll Island Tradition Fins At the Beach** (912) 635-3522 POC is Jason.
- 8:00 PM - Noggin at Meet Hotel

Sunday 21 October

- 7:15 AM - **Sunrise** (7:33 AM) on the Atlantic Ocean (second chance . . .)
- Breakfast at Hotel
- Depart for Home



THE SILVERSTONE CLASSIC 20/21/22 JULY (ANOTHER VIEW F1 & MORE . . .)

This gathering of sports and classic cars is titled as the World's Biggest Classic Motor Racing Festival and we have never before managed to visit, so this year we made the effort and booked 2 days at the club rate which included club area parking and entry for two people on both days. We could not make the Sunday event so had decided to drive down on Thursday and be there bright and early Friday for practice and qualifying. A hotel was booked at Banbury some 25 minutes' drive away (on a regular day).

The drive was to be motorway all the way from home to Banbury some 190 miles and with a pit stop to put up the hood as torrential rain hit as we approached Stafford fortunately for us we were almost at a service stop where we parked and very quickly erected the top. Three (3) hours after setting out we were in our room and taking hot showers.

Friday we were up and away to Silverstone and the drive in was smooth taking 25 minutes.

Many clubs were still setting up as were several stall holders. Morgan's were very organised due to the input of Peter and Michelle who had kept us informed of the allocated area, ticketing info by regular emails. The Morgan Motor Company was at the head of the Area and had a little display with the "new" Plus 8, a Plus 4 and the Super Sport.

First stop was the trade stands where we found a few parts still needed for our 57 Coupe rebuild. Then over to Copse corner to watch the qualifying for the F2 and F5000 race, the pre 61 sports cars, pre 63 Historic GT, and pre 56 Sports cars. Just over 3 hours of excellent racing in varying weather.

Lunch was a bacon (British bacon not belly fat) bun and a warm drink sheltering from the rain between Daimler 250 V8's and assorted Maserati. The rain slowed and we got into a covered grand stand at Copse corner with a good view from Woodcote past Copse on to Maggotts. There was again some great action from Touring Cars (BMW, Jaguar, Ford, Audi Mazda etc., all race prepared and fast) then on to Grand Prix Masters which are ex-Grand Prix cars from the 70's through the mid 80's; Tyrrell, Williams, Surtees, Lotus, March and Arrows to name a few. The next qualifying was pre 61 front engine Grand Prix cars and then Pre 66 GT with all 3 Morgan SLR's out on track with AC Cobra, XKE, TVR, Austin Healy 3000, Lotus and many more classics not forgetting a Shelby Mustang and a Corvette, 30 minutes of great fun. Next came the pre 66 rear engine Grand Prix cars, Lotus, Braham, Cooper, were the main contenders although the rain had started again the racing was full of action. The last race we were staying for was the World Sports car Masters with Keith Ahlers owner/driver of TOK and several other very tasty Morgan's including one of the SLR's racing earlier in the day now aboard a Cooper Monaco King Cobra. Other cars in this class included McLaren M1C, Lola T70, Chevron B8 & B16, Ferrari 512S, Ford GT40 and more. The rain at this point was hammering down and we did not expect the race to start, it did. Very few cars made it round Copse without spinning and several cars were badly damaged including the Ahler car which hit the wall a few times before Keith parked it. We decided to head back to the hotel, a long cold (actually warm) beer, dinner and a shared bottle of Merlot.

Saturday dawned to blue sky and the promise of good weather all day. We packed the car off with the hood and away we headed to Silverstone. A good fast drive but watching for the speed camera's which are along this road as we followed a Ferrari to join the mile and a half queue off the high way and into the Track. There were many more Morgan's there than on Friday and the parking was a little less muddy. Having watched the qualifying yesterday we knew we were in for a great days racing and so it was to be. Several races were watched from Silverstone 6 grandstand situated A, across from Maggotts & Becketts with a view from there over to Chapel then to our right we could see them coming from Abbey through Village corner round The Loop and on through Aintree so a fantastic area to watch from.

Close to lunch time we took a walk around the car club areas and were staggered to see over 150 Ferrari's including some 62 F40's. There were 72 car clubs represented, from Morgan, Ferrari, Maserati, Jaguar, MG, Triumph, Healey and Austin Healey, TVR, MX5, Marcos, Aston Martin, AC, Bristol, Corvette, Viper and on and on.

Classic car over load and lunch over we headed back to the same stand to watch more fantastic racing. Imagine stepping into a time machine and going back through the 60's, 70's and 80's to watch the British Grand Prix well that and all the supporting races was what we had before us. We stayed for the qualifying of the Morgan Celebrity challenge where TV and other assorted celebrities, including Chef Heston Blumenthal and Sir Patrick Stewart, climb into borrowed Light Weight Roadsters. Not like the regular folk whose cars these were but still bags of enthusiastic driving with the knowledge that any damage would be put right courtesy of The Morgan Motor Co.

Straight after this race we boarded our Morgan 4/4 N50 POG and headed for home. As we approached Birmingham the motorway signs were flashing a warning of "long delays ahead" the area defined is not easy to circumnavigate without a very long detour. We made the decision to call in at a service area before our last chance of a detour to check the warning maps the have on TV screens in the lobby. Great news the road had been cleared; we were home just 2 hours 40 minutes from leaving Silverstone. Off load the car, a quick shower then dinner and bed after a most memorable weekend of Classic cars.

Ian & Barbara Shelmerdine - Morgan fanatics and Part Time Florida Residents who visit often from the UK.



SUPERDAVE DRIVES THE SUPER DRY . . .

If you are going to be in Southern California for a wedding, you might as well include a Morgan outing in your schedule. Anyway, that's the way it works in the Bondon family.

In between receptions, dinners, and formalities Morgan (son) and I made a road trip to MogWest in Santa Monica to drive the new Morgan 3W. Charles Morgan had just dropped it off after driving 3100 miles in the Gum Ball Rally and winning the Spirit of the Gumball trophy.

What a hoot! I had an original three wheeler back in the early 80's (you may have heard the horse story...no space for it here) and I can tell you that Morgan has captured the spirit of the original in their new offering.

The "Puka Puka Puka" of the exhaust is perfect! Everything else is better. There is quite a bit of room in the cockpit as long as you use the "cooperative lean" to get the seat belts on. The engine bursts to life like an angry Harley (It's actually an S&S). Clutch and 5 speed transmission operate just like they do in the modern cars they come from.

So off we go... Might as well jump in at the deep end and take it out on the freeway. No sweat. Acceleration is very brisk and you almost forget there is only one wheel back there. Plenty fast and the visibility is "panoramic" since there is no top and damn little windscreen.

Take a look at the pictures and give me a call if you want one. **SUPERDAVE**



Morgan and I wore helmets since California law requires one for motorcycles (and that is what the Feds call it). Good thing too, the wind and engine noise is mostly damped out by the helmet padding, and it stops the bugs from going up your nose!



Morgan Plus E electric car: boxing clever?

Will Dron on July 23, 2012

<http://www.thechargingpoint.com/>

The definition of 'boxing clever'.

British idiom. It means to use one's resources beyond conventional ways. Some think it represents "thinking outside the box", but this is inaccurate. Boxing clever means not only thinking outside the box, but re-defining the common thought process itself. It's the ability to evaluate the current thought process, and replace it with a new, more superior, more productive, more efficient thought process. Ed.



Five-speed manual roadster could be available in road and hill climb specs

More than a century old, the Morgan Motor Company is a small operation that survives today arguably through not trying to over-stretch itself.

Production numbers at its Malvern factory are low: between 2008 and March 2011, start-up (and up-start) Tesla Motors had sold nearly 1,700 Roadster supercars; approximately twice Morgan's total vehicle production in the same period.

Morgan is also a firm with a reputation for traditional values; its hand-built vehicles currently available to buy include the quite mad but incredibly fun 3 Wheeler, which harks back to its original three-wheeled road cars of the early 20th century. The signature 4-4, meanwhile, has hardly changed in its styling since the first one rolled off the production line in 1936.

So what, we wondered, is the pure-electric Plus E all about? It looks like a Plus 8, the 4-4's big brother, which marries a BMW-supplied 4.8-litre V8 to a lightweight aluminium chassis – but its electric powertrain reminds us that Morgan isn't afraid to look forward, as well as back.

"Actually, we started the electric car project in 2009 with the LIFEcar (Lightweight Fuel Efficient Car), which was a hydrogen fuel cell project," Morgan's Business Process Development Engineer Robert Gibson reminds us. "But that was a showcase of technology that was never meant to go into production. The whole point was to show what Morgan could do as part of a collaborative project; it was just there for the sake of being there, really. Plus E will be production-intent."

At present, Morgan is still demonstrating the 2012 Geneva Motor Show car – stage 2 in the car's evolution, Gibson tells us. Part-funded by the UK Government's Niche Vehicle Network programme, this doesn't just look like a Plus 8, it uses many of the same underpinnings including the aluminium body and chassis, suspension and axle. It also keeps the traditional Morgan wooden body frame.

However, the Zytec-manufactured drivetrain incorporates a 70kW (95hp) electric motor (ex-Modtec) producing 300Nm of torque – that's 20Nm more than the 2.7-litre flat six drivetrain found in the Porsche Boxster. The production Plus E will use a new motor, also from Zytec, which Gibson indicates will offer a 30 per cent further improvement in both power and torque. Removing the BMW-engined drivetrain means a dry weight saving of 400kg, plus 100kg of fluids, meaning the Morgan Plus E weighs the same as a Plus 8 (1,100kg) yet still holds enough lithium ion phosphate batteries for around 80-90 miles of driving range.

The main talking point for the Morgan Plus E, however, is its five-speed manual gearbox. Those familiar with electric vehicles know that their phenomenal torque, and the ability to spin the motor at high revs, mean that gearing isn't strictly necessary. Drive most electric cars available today, which have one button to go forwards and one to reverse, and suddenly even a simple automatic shift starts to look overly complex.

"It's about driver involvement," says Gibson. "We wanted to take a step back from it and ask 'what's wrong with just using a normal manual gearbox?'. We have looked at using a sequential gearbox, but the problem is that you don't get the correct driving characteristics that would suit a road car."

The Plus E's transmission is exactly the same as a five-speed manual found in a petrol or diesel; the motor is connected to a flywheel then the gearbox via a clutch, and you need to press the clutch pedal to change gear.

"When the motor's spinning you need to be able to separate the drive from the gearbox," explains Gibson. "The motor has quite high inertia so once you back off, it continues to spin for quite some time. I've driven the first car and it's kind of strange, but also really intuitive at the same time, so it's quite good fun."

Quite good fun is probably an understatement. The huge torque, combined with low gearing and a lack of any kind of electronic traction control, mean it can be quite a handful – something to which anyone who caught the Plus E show car getting sideways off the start line at the 2012 Goodwood Festival of Speed hill climb can attest.

Morgan has a long history in hill climbing, a type of motorsport involving timed sprints over a fixed distance up – no prizes for guessing – a hill. Gearing is of huge importance for such events, and a hill climb special is a likely addition to the Plus E variants.

"The company that supplies the batteries have done a few trials of their own hill climb version," reveals Gibson. *"It's got an 80-mile range;* they did a weekend of hill climbing and only used 20 per cent of the battery, so they were carrying around a lot of excess weight. So the potential is we could have an extremely lightweight version for motorsport."

For those wanting the road version but worried about facing the wrong way every time they put their foot down, Gibson tells us the Plus E can be driven perfectly comfortably when locked in third gear. Probably just as well.

The Morgan Plus E is set for customer deliveries in 2015 and is targeted to cost no more than a 10 per cent premium over the Plus 8, which puts it at approximately £90,000.

[With only an 80 mile range it hardly would meet the needs of a typical Morgan road car. I found the 200 mile range on the recently acquired 1986 propane Plus 8 very limiting and one of the reasons this car will soon be converted to gasoline. As for the Plus E, my sense is that it could be used as a race car in some form but then that begs the question of recharging at the track. Also, given the price, a very expensive track toy. . . Perhaps there are comments or thoughts from the MOGSouth racing community (Dave, Stacey, Lee, Gene, Ray, et al.)?? Ed.]



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Upcoming Events!

The Atlanta British Car Fayre will be held on Saturday, September 8th in Norcross, Georgia

This has turned out to be a great event in the local Atlanta area.

NEW! MONTHLY ATLANTA AREA MOGSOUTH BREAKFAST!

At the 4 August MOGSouth breakfast of Atlanta Morgan owners at the **Rexall Drugstore in Duluth** we decided to **schedule a breakfast at the same location on the 2nd Saturday of each month.**

Next month (September) the 2nd Saturday is the same day as the Atlanta British Car Fayre so **we decided to meet again at 8:00 AM at the Rexall on September 8, have breakfast and the motor south five miles to Norcross for the Fayre.**

Address for the Rexall Drugstore:

**3165 BUFORD HIGHWAY
DULUTH, GA. 30096**

I will be sending a reminder as we get closer to the event. Hope to see you next month.

Randy Johnson

Car Fayre Registration information follows.

Online registration cost is \$15 per car, \$10 additional cars and \$10 per motorcycle.

'On-the-day' registration cost is \$20 per car, \$15 additional and \$15 per motorcycle.



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

Saturday September 8th
10:00am - 3:00pm
South Peachtree Street
Historic Downtown Norcross



Taste Of Britain invites you to a day of fun and fellowship at the annual **Atlanta British Car Fayre**. About 200 British cars and a selection of British motorcycles will be on display. If you are the proud owner of a British car or motorcycle, tootle in and join other owners and enthusiasts for a great day out!

Visit our website at www.tasteofbritain.com for complete information and event registration. Register now and reserve your spot!

SATURDAY SPECIALS!

English Cream Tea



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

Fish & Chips



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

Music



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



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

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

WE EXPECT MORE THAN 250 CLASSIC BRITISH CARS AND MOTORCYCLES. IF YOU HAVE ALREADY REGISTERED, YOUR PARKING SPOT IS RESERVED! WE LOOK FORWARD TO SEEING YOU THERE.



Great Morgan Videos on the MOGSouth Web Page

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

How to build the bottom end of a Rover V8 Engine (An good 'How To' with a heavy rock audio track. Turn it up or off.)
Morgan 3 Wheeler - Fifth Gear Web TV (Another good review of the new 3W. Can't wait to see them here in the US.)
Jay Leno....3 wheeled Car-Cycle (A video of Jay Leno filming a video for Jay Leno's Garage.com)





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

2005 MORGAN Roadster BRG Metallic, Tan leather, Black Mohair fabric top, steel wire wheels 12,500 miles, one owner, absolutely as new original condition.

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

2005 MORGAN Roadster Butternut Pale

Ivory yellow/Chocolate Cafe Au Lait leather with magnolia piping, 3,000 miles. Stunning and detailed nicer than new!

2005 MORGAN Roadster Grigio Ingrid Metallic/Cognac leather piped in tan, 3,000 miles, Stunning and as new.

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

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

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

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

1959 MORGAN Plus 4 Drophead Coupe

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

other marques

2012 ZOLFE GTC/4

2012 AC 378 GT

2003 JAGUAR S Type R

1978 TVR TAIMAR

1973 CITROEN SM // HUGE PRICE MARKDOWN

1972 HARLEY DAVIDSON XLH Sportster

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



2011 Allard

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

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Aug 1, 2012

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MORGAN WANTS & SELLS



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

Garage Cleanout Means Morgan Parts for Sale

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

Original Plus 8 Axle Parts For Sale !!!

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

Plus 8 Currie Enterprises Dana 44 Rear Axle Assembly Custom engineered to fit the Morgan Plus 8, 3.54 ratio, complete with 10" x 2.5" brakes and Currie Hand brake assembly. Engineered to be compatible with the Plus 8 wheels, leaf springs, prop shaft, and hand brake lever. This Dana 44 axle is stronger than the original 7HA, great if you have higher engine BHP and torque output. All

Morgan Library Additions

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





Isis Imports Ltd. can now dramatically enhance your Morgan's performance - Plus 4, 4/4 or Plus 8. Options include engines from 175 to 505 bhp, 5 or 6 speed gearboxes, coil-over rear suspensions or complete restorations. Contact Isis for more information.



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LATEST EvaGT UPDATE, Malvern, UK, May 2012, www.mogwire.com ***

The Morgan company has sent buyers an update on the EvaGT, its 3rd in 2 years. They report that the project is now moving along rapidly. An "innovative and elegant chassis structure has been developed...to withstand current and future global crash test requirements". *The earlier EvaGT statements stated that the Aero chassis would be used.* The new chassis structure will be made out of either magnesium (as reported previously) or aluminium (more cost effective). Morgan's design team are still developing the external design. The clay model shape shown at Pebble Beach will be "thoroughly refreshed". It is these developments that have led to the delays in the vehicle launch from 2012 to 2014. The MMC apologizes to the customers for this delay.

If Eva customers prefer not to wait and wish a model from the current range, contact the MMC sales office as incentives may be available to EvaGT depositors. OR, the MMC will refund deposits in full. *The MMC reported in 2010 that they collected a few hundred £5000 deposits for a 2012 production start.*



EvaGT concept at
Pebble Beach 2010

[*** As most of you know the www.emog.com online Morgan pub ran its course and closed up shop some time back. Many thanks to Lorne Goldman, the main bar keep at the pub. Now another key Morgan information source, also a product of Lorne's efforts, www.mogwire.com, has shut down. Not to fear however as most appropriate emog and mogwire material is accessible through the new www.gomog.com web site. Again, our thanks to Lorne for his tremendous contributions to the Morgan community, making us all more computer and Morgan literate. Ed.]





MORGAN MOTOR COMPANY NEWS

NEWS

There Morgan press has been a little less active of late, although there have been numerous reports about the Morgan LMP racing partnership with Oak Racing.

This partnership seems to be relatively successful but it's hard to understand just what the MCC gets from the deal.

Perhaps the next Morgan road cars will be offered in the florescent 'pink' of the Oak racing #35 LM2 Morgan-Nissan? We can only hope!



Race Reports Courtesy of the MMC www.morgan-motor.co.uk MORGAN MOTOR COMPANY © Copyright 2012

Perfect team performance from OAK Racing brings Morgan 2012 LMP2 to victory at Donington

"A combination of excellent strategy, pace and reliability helped contribute to OAK Racing claiming their first European Le Mans Series victory of the season at the 6 Hours of Donington today [7/15/12.]

The French team's #35 Onroak Automotive designed and built Morgan-Nissan 2012 LMP2 of Olivier Pla, Bertrand Baguette and Dimitri Enjalbert ran faultlessly throughout a race that also saw the #24 Judd-powered sister car come home sixth.

Having recorded his maiden prototype pole position on Saturday, Matthieu Lahaye maintained the #24's advantage over his opening double stint while, behind, Baguette battled through to run third.



Jacques Nicolet showed strong pace after replacing his team-mate Lahaye but later incurred a drive-through penalty for speeding in the pits. His misfortune would open the door for Enjalbert however who produced a very strong double stint to maintain the #35's victory chances after Baguette had earlier assumed the lead.

With the safety car negating all of the #35's advantage however, the stage was set for Pla to re-establish the car's lead over his final three stints en route to a 21-second victory."

Conquest Racing win in the American Le Mans Series - Morgan LMP2

Bowmanville, Ontario, Canada – July 22, 2012 www.morgan-motor.co.uk "The Conquest Endurance team and drivers Martin Plowman and David Heinemeier Hansson scored their first career win in the American Le Mans Series presented by Tequila Patron today at the Mobil 1 Presents the Grand Prix of Mosport. It was a hard fought race in the P2 category in which the Conquest and Level 5 Motorsports cars had numerous side by side battles, but eventually the #37 [Morgan - Nisan LMP2 car, sister to #34 campaigned by Oak Racing.] came away victorious and won from pole in only the team's fifth start. It was a remarkable weekend in which the Conquest team was fastest overall during Friday testing, took the pole position on Saturday, and the win on Sunday, all feats which are even more impressive considering that it was the first visit for both the team and the drivers to the Canadian Tire Motorsport Park. Next on the schedule for the Conquest Endurance team will be the Mid-Ohio Sports Car Challenge, which will take place August 2-6 at the Mid Ohio Sports Car Course in Lexington, Ohio."



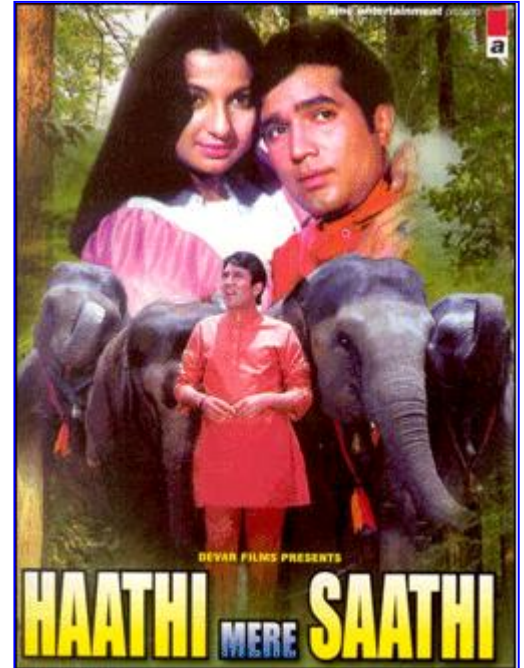
Morgans and Elephants . . . ??

[India lost one of its more famous celebrities in July. It's odd that when you look, nothing, but when you aren't looking . . . Even in India . . . Ed.]

Haathi Mere Saathi (English: Elephant My Partner) was 1971 Bollywood film, starring **Rajesh Khanna** and a favourite with children in the early 1970s. The movie has a Disneyesque appeal with an Indian twist. **Haathi Mere Saathi** was the biggest hit of 1971 going by box office collections eclipsing the Raj Khosla-made *Mera Gaon Mera Desh* and was critically acclaimed film. Rajesh Khanna was the biggest star of that period, and **Haathi Mere Saathi** ranks high among the biggest ever hits of his career.

According to www.gomog.com (movies) **Haathi Mere Saathi**, does what Hollywood has done now repeatedly, almost forty years back. The drama gives the elephant the most humane characteristics evident in a natural person today, minus all the special effects that we've come to expect in a [modern] film. This indeed is "the most unusual film ever produced in India". **A 1937 Morgan is the transportation of Rajesh**, who plays a rich man's son saved and raised with elephants.

Rajesh Khanna (born Jatin Khanna; 29 December 1942 - 18 July 2012) was an Indian actor in Hindi films, and was also a film producer and a politician. He was called as the first superstar of the Indian cinema. He appeared in 163 feature films of which 128 films saw him as the lead protagonist; he appeared in 17 short films as well. In 2005, he was awarded the Filmfare Lifetime Achievement Award. He was known as one of the first Casanovas in Indian cinema. Rajesh Khanna died after prolong illness on 18 July, 2012. Wikipedia



Morgans in China . . . ??

Chinese Car News, June 15, 2012, www.chinacartimes.com/

The British auto brand Morgan launched in China last Friday at the Luxury China Show in Beijing. The Luxury China Show is a flagship event for all luxury brands wishing to enter, or further their sales in the Chinese market.

Morgan launched two vehicles at the show, the Plus 8 and the Aero Coupe, both cars were well received by the Chinese media and consumers alike with several sales happening on the launch day. The British Ambassador to China, Mr. Sebastian Green, was on hand to assist in the launch of the 4.8L V8 powered vehicles, although the small stand was quickly overwhelmed by media who were more than interested in the cars and also the Ambassador. Morgan China Managing Director, Jim James commented: "Morgan is the oldest British car company and the Aero Coupe and Plus 8 are the newest of their lightweight, bespoke luxury sports cars. I am very excited to have the opportunity to launch these cars at Luxury China and to build awareness of this culture rich brand so that it can quickly establish itself as a known brand in the Chinese market." Morgan China are aiming for sales of around 50 units each year in the early stages although that will be ramped up as sales begin to roll.



The Aero Coupe is a lightweight sports touring car with a powerful 4.8L BMW engine. The GT3 Aero that has enjoyed a number of racing victories inspires the strong and rigid vehicle. The car is built on a bonded alloy chassis with handcrafted body and interior. Weighing 1,100 KG the car is very light, available with a ZF auto 6 speed or a BMW Manual 6 speed gearbox, it powers the car from 0 – 99 kph – 4.5 seconds and a top speed of 273kph. The car is fully Euro V compliant and has a Co2 emission of 282 g/km.

The Plus 8, a 2 seater convertible, modeled on the classic 1930's Morgan design, is the lightest V8 passenger car in the world approved to European safety standards. The car also has one of the stiffest chassis of all the convertible roadsters available today. The Plus 8 is also the only Classic Morgan available with a six speed automatic transmission. This can be operated in two modes, 'Sport' and 'Auto'. Also powered by a BMW 4.8L engine the scene – stealer is a wolf in sheep's clothing capable of reaching 249 kph.



1909



2012 US (and a few International) EVENTS

2012

The MOGSouth Fall Meet has finally been confirmed. Jekyll Island on the 19 -21 of October. The details of the meet are provided earlier in this newsletter.

Jekyll Island is a wonderful place at this time of year and is about the same distance for most folks in the club. See you there.



- Pebble Beach Concours d'Elegance, Aug 19, Monterey CA
- SVRA U.S. Vintage Grand Prix, Sep 6 – 9, Watkins Glen Int'l, Watkins Glen, NY
- HSR Atlanta Historic Races, Sep 13 - 16, Road Atlanta, Braselton, GA
- Atlanta British Car Fayre*, Sep 8, Norcross, GA
- VDCA Atlanta Motorsports Park, Oct, TBD - *New Track!
- **MOGSouth Fall Meet, Oct 19 - 21, Jekyll Island, GA Host: Mark & Andrea Braunstein**
- EURO Auto Festival*, Oct 20, BMW Plant, Greer, SC
- HSR Savannah Speed Classic, Oct 25 - 28, Hutchinson Island, GA
- Sebring Historics, Oct 26 - 28, Sebring Raceway, FL
- Hilton Head Island Concours d'Elegance*, Nov 2 - 4, Hilton Head, SC
- Winter Park Concours d'Elegance*, Nov 8 - 9, Winter Park, FL
- HSR Daytona Historic Races, Nov 8 - 11, Daytona, FL
- Formula 1 United States Grand Prix*, Nov 18, Austin, TX TBD
- **MOGSouth Christmas Party, Dec 1, Young Harris, GA Host: Marilyn Bondon (Change***)**
- Legends of Motor Sports, Dec 2 - 3, Sebring Raceway, FL
- VDCA Annual Season Finale, Dec 7 – 9, Roebing Road Raceway, Bloomingdale, GA

MOGSouth Christmas Party Updates

Sleigh bells ring....are you listening?.....the bells are ringing to tell us it is time to start thinking about the Morgan Car Club Christmas Party which will be the [weekend of Nov. 30th/Dec.1st!!](#) Our celebration this year will in the beautiful area of [Young Harris, Ga.](#), in the Appalachian Mountains on Lake Chatuge at the scenic [Ridges Resort and Marina](#).

There is plenty to fill a day or weekend.....the Appalachian Trail, Brasstown Bald Mountain, the Equani Spa, St. Pierre's Wood Pottery, Goldhagen Glass Blowers, Crane Creek Winery, and just relaxing on the peaceful shores of the Lake, playing horseshoes or reading a book.

The rooms are \$99 plus tax with a 72 hour cancellation policy for either a room with a king bed or two doubles (handicap rooms are available)....all rooms have balconies, with a continental breakfast included.....however, their dining room also offers a wonderful breakfast! Our dinner will be at the Lodge (more on that to follow) and, of course, we will continue our "tradition" of our automotive ornament gift exchange, along with Super Dave's "auction" to benefit the Wounded Warrior's Project.....and, the exciting presentation to our new recipient(s) of the Mother Courage Award!!!!

For reservations, please call 888-834-4409 or 706-896-2262. If you have any questions, or just want to chat, I am always available (especially since I have a broken foot)..770-330-3517.

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MOGSOUTH REGALIA - Barn Find?? Attic Find !!!

CAR BADGES ~ We just found seven of the original style MOGSouth Club Badge in Lance's attic. These are the last, and there are no more when these are gone. Super high quality brass, chrome, cloisonné with serial numbers, \$65.00 each. First come, first serve. Dave Bondon is checking on sources for new badges, but they may not be this nice. New members without car badges be sure to call Dave at (770) 330 - 6210 or email at dbondon@bellsouth.net.



The FALL MEET is On!! Mark your Calendars Now!! See Details In this Issue!!

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. 5/12

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

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

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

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