

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/10

MOGSouth Fall Meet Rutledge, Georgia 8 - 10 October 2010



Article and photos Mark Braunstein except as marked.

It's all about time management. For most, it's two parts science and one part art, stirred briskly until smooth. For me however, it never seems to work that way. It's usually a bit more chaotic and the end product is nothing I would ever consider 'smooth.' The 2010 MOGSouth Fall Meet in Rutledge, GA was no exception.

I found myself motoring along I-75 in the '71 Plus 8, headed north, out of Orlando towards Atlanta. I was sitting, really dozing off, in the passenger seat. Andrea is driving, as I am a bit fatigued. I was in Tel Aviv only yesterday, some 14 hours earlier. If it's not the vibration and hum of the Delta jet, it's the vibration and hum of the Plus 8.

The weather is fine, a bit overcast and really unseasonably cool. The road is good and the traffic on the highway seems light. There really is no good way to get to Atlanta from Orlando without traveling north on some highway. I suppose we could have found some back roads but the trip would have taken a good bit longer and we didn't have a great deal of time. With the perfunctory stops for gas and other, we only had some eight hours to get there and as it turned out, we needed it all.

We're following the Frazee's north. Sam and Rick seem to be the most active Moggers in Orlando. They are up for just about anything Morgan. The trip is not all that demanding and Bryan and Randy have promised us 'beer' upon arrival. For those of you that know me, beer is a pretty good enticement, almost worth a flight from Tel Aviv ... almost.

This Fall Meet was going to be good. Bryan and Johanna Tate had pulled out all stops to host MOGSouth. They had arranged for the meet attendees to stay in the cottages of the Hard Labor Camp State Park in Rutledge, Georgia. Rutledge is due east of Atlanta, some 15 miles from Madison, GA. Most of us remember a previous MOGSouth gathering near Athens, GA where we toured the micro car museum in Madison.

The cottages were very nice, with two bed rooms and a shared bathroom, kitchen, living room and had a wonderful screened porch, just perfect for morning coffee. Just right for two couples. When we first arrived at the cabin, we were greeted by a wonderful basket of wine and crackers and assorted goodies that Johanna for created for each cabin. Perfect!

The Frazee's joined us in our cottage, and the while we unpacked the Bondon and Addie clans arrived at the cottages just across the road from us. And a few other Morgan's drove past. This was going to be fun.

We all freshened up and changed into something that smelled a bit better . . . sleeping in a Morgan is hard work . . . and we meandered as a gaggle, just a short way down the park road to the MOGSouth Friday evening gathering. We were to converge at a picnic pavilion right there in the Park, just adjacent to our cottages for the Friday night traditional Pizza and Beer noggin. MOGSouth as usual provided beer and wine, and the Tates provided what I think was a MOGSouth first, a 'beverage trailer' with the coolers full to the brim with all the good stuff.

After a few (too many) slices of the local pizza fare and good number of cold beers, I was ready for bed, and we found the Frazee's and headed back to our cottage and a well deserved rest. I slept some, but was up routinely, not sure where I was, nor what time zone I was in.

Finally, it was time and I was ready to go. The Frazee's brew a great cup of coffee, and lucky for me, they left me a cup. They bring their own beans and grinder, leaving nothing to chance, but for those who hadn't



Top - Bottom. Johanna and Bryan Tate



picked their cottage mates as well as I had, Johanna had provided a basket of coffee grounds and filters. In addition to coffee, they offered us all sorts of toiletries that folks might have forgotten. The Tate's hadn't left a stone unturned!

Breakfast was at the Yesterday's Café right in the middle of downtown Rutledge. The Café has reserved their rear dining room for the Club and we all found something we liked on the menu. A wonderful country breakfast, but we didn't dally, as it was Saturday and the town wide 'yard sale' was in progress, right across from the Café, in the town park.

And then, there was the local hardware store, a place that we were advised not to miss.

Fred and Kay Hollinger laid out a wonderful rally through the local roads and little towns in and around Rutledge.

Andrea and I did quite well, until that point where we realized we were down a road that had no relationship to anything on the instructions, and had to rely on the GPS to find our way back to the lunch stop at Bess' Place.

Lunch on the porch was tremendous with the great service, and we all sat waiting for the final arrivals, the Morgan F4 three wheeler of Graeme Addie, driven and navigated by Graeme's cousin Bill and friend Charles. That car is a truly a Morgan icon and it's appropriate it had its own special arrival.

Dave Bondon with his granddaughter Maddie navigating, won the Rally. The Coryns in their 2005 Aero Eight and the F4 Trike achieved some level of notoriety and both got lubricated.

After having our fill of food and drink on the porch at Bess' Place, we motored back to the park and our cottage. Again, a quick clean up and we were off to the Tate's farm, which was really quite close to the State



Club on the porch at Bess' Place



Morgan and Mom - Limbo Anyone??



Top - Bottom. Lance Lipscomb and Charlie King

Park, for the Fall Meet Saturday night festivities.

The Tate's hospitality and preparation for the MOGSouth gathering was really unparalleled. They had a wondrous pavilion at their ranch decked out with Morgan signed and regalia. Candy and nuts and flowers and Morgan decorations were everywhere. The pavilion was adjacent to their lake and the Morgans were parked along the shore of the lake and sparkled in the setting sun.

Then there was this thing they called Morgan limbo. Bryan and Johanna saw this game at the another Morgan event up North. The trick was to pick the width and height of your Morgan, while a few yards back, then drive forward and see how well you guessed. The closer you came to the actual measurements the better you would score. Rick Frazee was able to judge the width and height of his car the best and got the best score. He received a Morgan 'snake' as his reward, something to keep the water out of his Morgan, yeah right.



MOGSouth cars lined up on the shore of the Tate's lake.

Neil Miller provided a photographic history of his trips through the factory a few decades ago, with comparisons to his recent trips. His book of wonderful photographs is well worth adding to your library, if you hadn't done so already.

Then we had dinner, a wonderful spread, brought in to feed the hungry masses.



Maddie Bondon Singing with Band

Following dinner, the Blue Grass Band played all the favorites for us, and even a few of us took up the mike to join in (ok, it was just really only one of our younger members Maddie Bondon).

We couldn't stay all night, although we tried to. Sunday morning came early, and unfortunately we

couldn't take advantage of the Tates' breakfast invite, again out at their late pavilion. We needed to get on the road early, headed south to Orlando.

I have to say that this was one of the best MOGSouth meets I can remember, and those of you that didn't participate missed a really, really good time.

The trip was much as the trip North. Flat roads, a bit of traffic, and beneficial overcast. We again traveled south with the Frazee's. It is always a better plan to travel with other Morgan folks.

We rolled into home midday on Sunday and put away the Plus 8 in the garage. It was a bit dirty but had done well all weekend.

It's amazing how much stuff you can tuck in obscure places in this car. Time to sit back and relax . . . what! Not us, no time . . . we fly to Athens, Greece in the morning, rest of the month cruising on the Mediterranean. Got to pack, mow the lawn, get the dogs ready . . . it never ends! Effective time management, yeah right . . .

[This little diversion contributed to the lateness of this newsletter. Ed.]



Neil Miller and below, one on his vintage Morgan factory photographs





9/8ths Whitworth

Ongoing Restorations and Such

[Well, this is the start of what I suspect will be a number of reports on the restoration of Rick Frazee's 1952 F-Super. Rick asked me over for a 'garage day' on Saturday, August 28th, as the ladies were off to a cooking class. Ed.]

1952 F-Super Body Removal

Rick and Sam Frazee acquired this F-Super in the spring and has been toiling at the peripherals in the meantime. The car was completely red when they acquired it (see Volume 2, 2010 of the MOGSouth Newsletter, Southern Fours and Eights) but Rick and Sam have other ideas. You can see in picture shown here, a two toned, black over green livery. This seems to be the color choice of the moment. They have been experimenting with spray paint trying to decide on the colors. Their Plus 8 is black and their 1936 Aero Super Sports is Green, so this color combination sort of blends the two.

The radiator and other bits are already being repaired or rebuilt but today was the day to remove the body from the chassis. The process seemed quite simple. First, remove all the ancillary things that were attached to both the chassis and the body (or passed through the body). This included the exhaust pipes and mufflers, an odd chain oiler, the steering column and steering box, some of the interior paneling around the bezel box, the speedometer cable, and I am sure there were a few other items I have forgotten.

Then, it was simply the removal of all the bolts and screws that went vertically through the wood of the horizontal frame members securing the body to the chassis. There were probably a good 6 - 8 bolts on each side that needed to be removed. The majority of these bolts were like a carriage bolt, with a domed top sitting nearly flush to the surface of the wood. They passed through the wooden frame and then through the chassis and were fastened with a washer and a square '9/16th' nut. For the most part these square nuts easily turned when challenged. A few we were able to remove. Unfortunately, the majority of the nuts just turned the 'rust attached' bolts and even after a good bit of liquid enticement, they wouldn't come loose.

This is when the 'Sawsall' came out. Power tools . . . Isn't this is why we play this game ?? Anyway, a few saw blades later, the bolts were history.

Rick then wanted to be sure to properly brace the



Photos courtesy of Mark Braunstein

body, so that when it was lifted off the chassis, it didn't fold up in the middle. He also wanted to be sure that the doors could be easily removed.

A few 2"x4" scraps of lumber provided the requisite bracing. Rich fashioned a horizontal brace that ran from the vertical frame member just in front of the door back to another vertical frame member vicinity of the seat support and was fixed with long 'dry wall' screws. The trick was position the horizontal brace so that it was 'just right' When it was too long, it would result in spreading the body somewhat. We could see the effect at the opening of the door. The opening would get excessively wide when the brace was elongating the body. The angle on the ends had to be right as well. Again, power tools came into play as Rick adjusted the ends of the boards on his band saw.

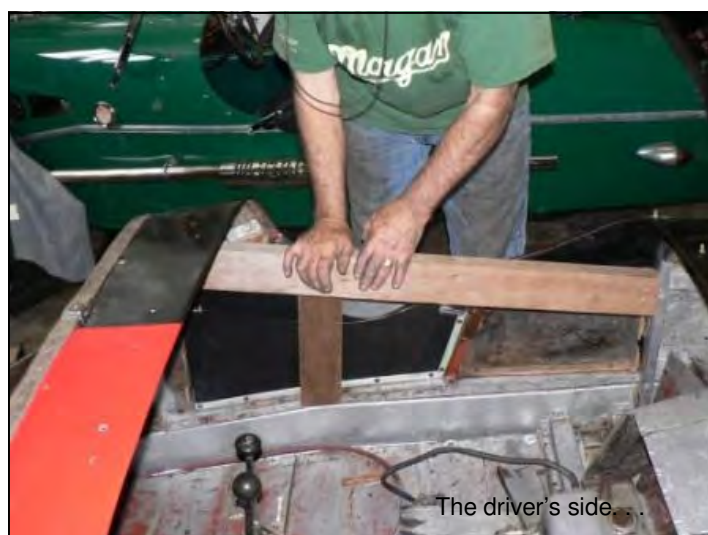
Another vertical brace was then screwed to this horizontal brace, and connected to the lower body frame at about the center of the door opening. Both sides were quite solid and so we figured they'd do the intended job.

Once we were confident that the body would lift up we pondered a bit about how to accomplish the tasks. Rick wants the body to rest on a wheeled platform that he can use to transport it as required. We didn't have the materials or the time to do major carpentry, but for moment Rick considered his lift.

We simply lowered the 4 post lift down some and attached the end hooks of two long tie down straps. We then sort of wiggled or wove(?) the other ends of the straps below the wooden bit of the body frame between the metal chassis in two locations, one fore and one aft, and then attached the other ends of the straps to the to the opposite side of the lift. We connected the two ends of the strap at the ratchet and tightened them up. We lowered the lift another little bit, and tightened still more. Then, with all the ceremony a couple greasy guys could muster, Rick raised the lift and the body went up. Success !!

We were pretty pleased with our progress. Rick did most of the work, and I was simply there for comic relief and another set of hands. We had promised the girls we'd be ready when they returned and a look of the watch indicated that we needed to move. Rick offered and I took him up on a quick shower, and change of clothes. We timed it perfectly as we finished cleaning up just in time to greet the girls and sample the products of their cooking class. Biscotti and few other baked delicacies. Then we were all off to the Orlando Brewing Company for beer and pizza. An appropriate way to finish off a productive Morgan day.

There is obviously more to do on the F-Super and hopefully Rick will let me play some. I will try to keep y'all up to date and report back occasionally. Ed.



2010 MOGSouth Christmas Party Updates!!

The MOGSouth Christmas Party will be held on 4 December in Williamston GA, south of Atlanta. Our gracious hosts are the tag team of Stu and Judy Mosbeys and Dave and Jan Moffett.

The Holiday Inn Express manager opined that accommodations for 4 Dec would not be a problem, but reservations can be made at the Griffin Holiday Inn Express by calling 770-228-9799. Room rates, including breakfast would be about \$90.00, depending on discount eligibility (AARP, Geezer, AAA, etc).

Dave and I are planning on hosting the egg-nog and gluwein noggin at my place mid-afternoon on the 4th. The Candler Field Museum is less than 2 miles and they are set up for us with private room and full buffet for \$25.00 per person. A bar and bartender (beer and wine only in Pike Co.) will be set up for us as well. Trudy, the lady-what's-in-charge would like a final count one week prior to the event for preparation and billing.

Here's a tentative schedule of events:

Saturday, 4 December 2010

3PM - Christmas Refreshments (Egg Nog/ Gluwein/ etc.)

Mosbey's Farm in Williamson
4054 Reidsboro Rd
Williamson, GA 30292

6 PM - Buffet Dinner at the Barnstormers Grill, Candler Field Museum, Williamson, GA. Cost: \$25.00 per person (gratuity included) . See the Grill at: www.barnstormersgrill.com and /or the Museum at: www.peachstateaero.com

Group reservations for the night of 4 December at Holiday Inn Express in Griffin, GA 770-228-9799 (Don't call 800 number) 20 Rooms at \$70+ tax each; reservations in name of **"MOGSouth"** Make reservations NLT 30 November for group rate.

Sunday, 5 December 2010.

1:30PM - Griffin, GA Christmas Parade. We are participants in the parade, not spectators. Wear a Santa hat or bring a bow, etc to decorate your car.

Directions to Mosbey's:

From Griffin, take Williamson Road (GA Highway 362 West) to Williamson;
In Williamson, turn left at gas station onto Williamson/Zebulon Road;
Go approximately 1 mile to four-way stop;
Turn right onto Reidsboro Road
Go approximately 1 mile to Mosbey's on left (just past Eagles Landing Entrance)
Stu's Mosbey's cell: 770-584-2272 Dave Moffett's cell - 770-335-3779

Some Good News -- New Arrivals to the MOGSouth Family. Eleanore Nabney is a new Mom!! Per Eleanore *"Morgan Thomas Nabney and Portia Roseanne Nabney were born at 1.39am and 1.41 am respectively on Sunday 17th October - almost 4 weeks earlier than full term. Morgan was 5lbs 15oz, Portia was 4lbs 10oz at birth but this is not surprising as they are technically still a little undercooked".* *[Babies are doing fine, last I've heard. Ed.]*

Some Sad News -- The Passing of Janet Hill **Lymington, UK September 22, 2010**

Passed away peacefully at Belmore Lodge Residential Home on 21st September aged 78. Loving wife of the famous Morgan author Ken Hill, a mother and a grandmother. She will be sadly missed by all her family and friends. Janet will long be remembered for her knowledge and enthusiasm for the Morgan Sports Car and also her wicked sense of humour. Janet hailed from a Morgan family, her father and three uncles all ran three-wheelers: indeed, Janet was taken to her christening in a family-bodied, JAP-engined, Morgan Three-wheeler. Janet and Ken were given their famous 1939 4/4 LeMans and restored it to Concours standards, now on loan to the Museumn at Beaulieu. Her model collection is accepted *as one of the largest* in the world. She will be long remembered.



9/8ths Whitworth

Ongoing Restorations and Such

[This is the latest update from Dave Moffett on his 1958 Plus 4 restoration project. His attention to detail is tremendous. This car will be on hand for folks to look at during the Christmas Party. Ed.]

1958 Plus 4 Restoration

Sorry its been so long since the last update on my project. As a reminder, its a 1958 Plus Four. Chassis Number 3872. The car was an absolute basket case when purchased in 2005, requiring a new chassis, wood frame, brakes, engine overhaul, rechroming, and replacement of the 48-spoke wheels. The instruments were rebuilt by Melvin Rutter, but I've done everything else, save the chroming, of course.

It has been an education. It was present at Sebring in 1958, but didn't race. At least most of it didn't race. The primary car was chassis number 3871 and it crashed. 3872 car was the donor for several parts including a wing, a door, and and a brake drum. The whole story of the race and the eventful trip back to Windsor, Ontario is chronicled in the book "Morgan Sports Cars, The Heritage Years 1954-1960" by J.D. Alderson and Chris Chapman. Their level of research is quite impressive. I've tried to discover whether a badge for the 1958 Sebring Race was ever made, but haven't found anything yet. Any historians out there? I do have a program cover from the race, but that's all.

This Morgan will be a "resto-mod" since many of the original parts are gone forever, including the engine. It now has a TR-4 engine, 60-spoke wheels, and front disc brakes. With this in mind, many components have been modified for driveability, like the use of a dual cylinder brake master cylinder.

I'm really trying to get this project finished this year, but nothing ever goes as planned. It would be nice to have another Morgan at the Christmas party, but that is unlikely at this point. It will be nice to drive this Morgan to *any* of your events, and that will happen eventually...sure looking forward to it. I know most of you have never laid eyes on me before (no great loss) but hopefully that will change soon.

I mentioned in an earlier post that my attitude would probably go south since the doors were next on the agenda. Actually, they weren't as bad as I had feared.



They are finished; they fit; and they are installed. I'm not as good as the fellows in Malvern who hammer those tiny little flanges around the frame, but that part stays hidden most of the time anyway. The frames were the hardest part. The body metal is just about all done. It took many hours of welding, beating, and cursing, but it's almost over. This car had a very hard life and there was a lot to fix. The worst was adding an inch and a half to the front of the bonnets. Welding thin sheet metal with a MIG welder is slow going. One little short bead at a time. Too much heat and it'll either burn through or warp into a crinkled mess. There are many small patches, but the two flat side panels are new. Only the rear panel (boot?) is left to attach. This is more difficult, since the side panels must be pulled in while holes are drilled through the rear panel, through the side panel flanges and into the wood frame. I've drilled a few small nail holes for this purpose. Once the last hole is drilled, all panels will be removed and the sheet metal will be sand blasted and sprayed with a thin, etching wash primer just to prevent rust while I go through the long process of prepping for paint. I'm thinking that the best procedure will be to apply the body filler and sealer, then primer, then attach the side panels, scuttle, and boot to the frame for painting. Any suggestions? There is a strip of molding that covers the seam between the rear panel and side panels, and I'm not sure when to attach it. After the first coat of paint, then spray them all together with subsequent coats? Or, just leave them off until last? Not sure yet.

The chassis will soon be taken to the powder-coater along with a box full of other parts. Putting it all back together will take some time. This is where I usually mess up. I get in a hurry to finish and take short cuts. Well, not this time. I intend to seal seams, and apply wet the course (different from the factory) everywhere it was done originally. The upholstery will be done by someone else. I have absolutely no expertise in this area. One final touch that I like is the use of overlapping swirl patterns in the center instrument panel metal. I've started it a couple of times and started over...not as easy as it looks. I don't think this was done on any Morgans from the factory, but it will be done on this one. That is a classy look and this is a classy little car. Gotta do it.

Here are a few pictures of the slowly progressing project. Maybe some of you experts can stop by before the Christmas party and give me some pointers.

Please ignore the mess. Hope to see you in December.

Dave Moffett





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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If you are a current owner of a '05 Morgan Roadster and would like to join a US MORGAN ROADSTER REGISTRY, please email me your name and email address.

I am trying to find out the location and ownership of the 103 ROADSTERS that were sold in the US. This will be a chance to connect and correspond with other owners and maybe a ROADSTER gathering in the future.

If you once owned a ROADSTER but have since sold the car, please pass this information on or let me know how I can get in touch with the new owners.

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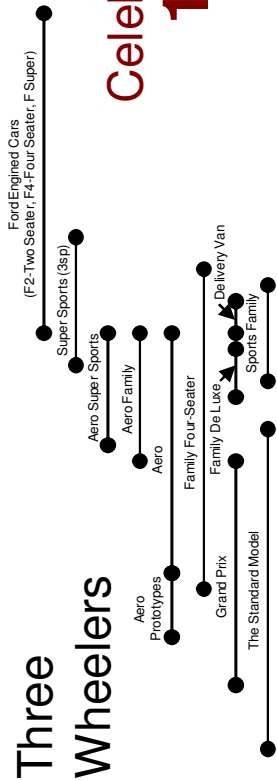
EARLY NARROW BODY PLUS 8 FOR SALE !!!

1972 Plus 8. Moss Box. BRG. LHD Chassis R7492. Two long time Morgan owners since new. One of which is MOGSouth's own Charlie King. Current owner for 23 years. Mostly excellent original condition with careful upgrades. Multiple spares. The car is located in Pennsylvania. Photos and other details available at moffijj@msn.com or (215) 914-2480 Asking \$55K or near offer.

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Three Wheelers

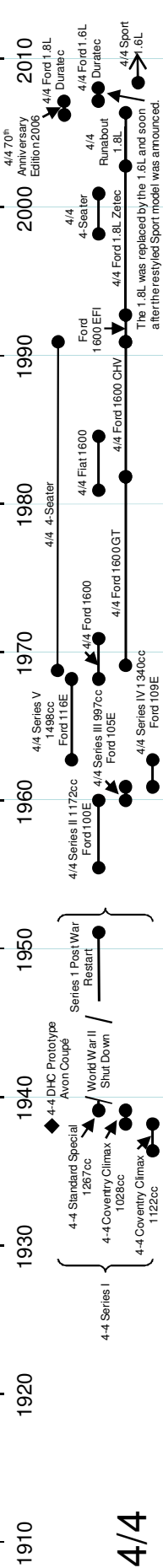


Celebrating 100+ Years 1909 - 2009

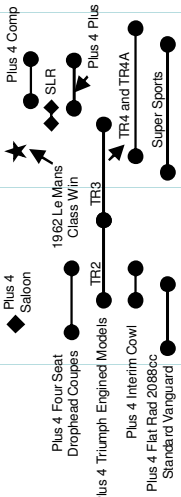
MORGAN MOTOR COMPANY

Information compiled primarily from previously published sources to include Illustrated Morgan Buyer's Guide, Ken Hill, 1993; The Cars and The Factory, John Tipler, 1993; Original Morgan, John Worral & Liz Turner, 1992. Additional contributions from noted Morgan historians and enthusiasts to include Ken Hill, John Worral, George Proudfoot, Lorne Goldman, Duncan Chantler and a number of Morgan websites to include eMOC and the Morgan Motor Company. My appreciation to all for their contributions. (v22 - 8/15/10)

4/4



Plus 4



Plus 8



Aero 8



Roadster



EvaGT



FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

The big news is the new EvaGT released at the Concours in Pebble Beach. The reports are that MMC has had a good number of inquiries and has quite a few cash deposits. Rumors are of another MMC new model and the note about a new three wheeler seem to be percolating to the top.

I guess we'll have to wait and see. Ed.



Company to Announce New Trike?, The Morgan Wire, September 10, 2010 www.mogwire.com.

The owners of Liberty Motors have apparently spent much time and passion in their design of a Three-Wheeler cyclecar in obvious praise of the legendary Morgan Aero Super Sport . . . it is a manifestation of what a Morgan Trike might have been if its development had continued on the path taken with the Classic 4-wheelers in the last 6 decades with a Harley Davidson Twin Cam, rack & pinion steering, 5 speed gearbox and much much more.

Ace Cycle Car web site (<http://cycle-car.com/>) indicates a price tag of \$48,000+ USD. The MMC contacted Liberty in 2009, and rumors suggest an example was purchased and shipped to the UK and discussions entered into. In June of this year, the MCC incorporated a wholly owned UK company under the name Morgan Three Wheeler Ltd. Liberty is licensed to produce these vehicles under that name. It is expected the MCC will shortly announce a separate production, likely with refinements.



Photo courtesy cycle-car.com

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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Blue Pearl 857 miles

2005 MORGAN AERO 8 Rolls
Royce Garnet 2.9k miles

2003 MORGAN PLUS 8
35th Anniv. Edn. Merlot
metallic 8k miles

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

2003 MORGAN PLUS 8
35th Anniv. Edn. Merlot
metallic 8.8k miles

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

1972 MORGAN PLUS 8, British
Racing Green/Black

1972 MORGAN PLUS 8 SERIES 1
Burgandy/Black

1967 MORGAN PLUS FOUR,
Four Seater 21k miles
BRG/tan leather

1965 MORGAN PLUS 4 Four
seater, Silver/Medium
Blue // Sale Pending

1965 MORGAN PLUS 4 DHC
BRG, Chocolate

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Roadster BRG

1955 MORGAN PLUS 4 Roadster
Twin Spare sn#3390

1953 MORGAN PLUS 4
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2011 ZOLFE GTC/4

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1909



2010 MORGAN US EVENTS

2010

2010 is almost over and it's really hard to believe! What a Fall Meet we had in Griffin as all those that were there will attest.

A big thanks to Johanna and Bryan Tate for being such great hosts.

The **2010 Christmas Party** is just a few weeks away and then we fill up the calendar with Morgan events for 2011. If you have contributions please send them on.



- **Hilton Head Island Concours d'Elegance**, Nov 5 - 7, Hilton Head Island SC
- **Winter Park Concours d'Elegance**, Nov 7, Winter Park FL
- **HSR Daytona Historic Races**, Nov 11 - 14, Daytona Beach, FL (Camel GT Reunion)
- **MOGSouth Christmas Party**, Dec 4, Williamson GA, Hosted by the Mosbeys and Moffetts
- **VDCA Roebling Road**, Dec 10 - 12, Roebling Road Raceway, Bloomingdale, GA

To all Morgan Club Members
15 September 2010

As many will know 2012 is the 50th anniversary of the 2 Litre Class win at Le Mans of Morgan +4 SuperSports.

The Morgan Motor Company would like to work in partnership with the Morgan Sports car clubs and all Morgan owners to celebrate this anniversary.

Plans are currently being discussed to hold an event in Holland, which culminates in a gathering of Morgans at the Le Mans Classic in 2012.

The Morgan Motor Company would like to hold a reception at both events. It would be helpful if each club could include these dates in the activities of 2012 and to encourage people to participate in both these events.

Please let me or Beverley Moore, my PA. know if you have any questions.

Yours sincerely.

Charles Morgan

Email; charles.morgan@morgan-motor.co.uk

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MOGSOUTH REGALIA

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

If you are reading this and enjoying it, but you haven't as yet paid your dues, please send a check made out to MOGSouth c/o Randy Johnson! It pays our beer fund!

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

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/10
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