

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/11

## **MOGSouth Fall Meet**

**Winter Park, Florida**

**4 - 6 November 2011**



**A**s Rick so aptly remarked Friday morning . . . *'Let the games begin' . . .* We were all extremely anxious to get beyond the planning and get on with the fun. This was it . . . **MOGSouth was coming to Florida!**

It started with the arrival of two cars on the Autotrain. Bennett Shuldman and his 2003 Plus 8 was coming down from Connecticut and Carl Shriver with his 1951 Plus 4 was making the trek from Maryland. I wanted to be sure both



Photos Courtesy Shannon Curasi

these folks found their way to the MOGSouth Fall Meet headquarters, the Mount Vernon Inn, so I met the train when it arrived at 9AM on Friday. The cars came off with no problems, and the Morgans and their cargos were launched south, towards Winter Park, Florida. It was only about 10 miles of strip malls and traffic lights.

I could only escort them so far. I had to get home to help the wife. Cleaning, shopping and the like. We still had a few things to do before we could head to Winter Park for the welcome party at Rick and Sam's house. The Fall Meet was planned around a few parties and the Winter Park Concours d'Elegance. With Rick Frazee on the advisory committee of the Concours he was able to work out the details for the MOGSouth's participation en masse.

The MOGSouth Fall Meet 'Welcome Party' was at the Frazee's house in Winter Park on Friday evening. The Frazee's 4 Morgans were all out in the drive, allowing the garages and parking area to be used for the large crowd and the party tables. The Florida weather was unseasonable cool and misty. A wonderful meal catered by a local BBQ Chef with the world largest wood cooker, helped keep us warm. The dessert was a Morgan cake with a Chocolate and a Vanilla side. Lance and Connie Lipscomb were down just for Friday and Saturday so they joined us for the parties and the Saturday Tour. Caroline and Charlie King were also with us for the fun on Friday and Saturday as well as for the Concours. It has been ages since we saw them last and it was good to see them again.

***Everyone loved the party and enjoyed seeing old friends. We were off to great start . . .***

Saturday morning was the first official event of the Winter Park Concours. A catered breakfast was followed by a driving tour for Concours participants. With nearly 30 Morgans, we dominated the tour. Rick Frazee and Graeme Addie both took out their F Type trikes for the drive. The tour ended after a few hours of scenic drives and Orlando traffic. A rest for the participants and it was off to our (Mark and Andrea Braunstein's) house for a Fiesta.

Sunday morning came early and I had to finish loading the truck and trailer as I was taking the 1938 DHC Prototype down for the Concours. The car still isn't licensed for the road, so the trailer was appropriate. Running around Winter Park with the ongoing Concours wouldn't be a problem, but traveling outside of Winter Park with no plates might be.

We wanted a separate Morgan group, given the number of cars we expected. Rick worked his magic with the Concours organizers and was able to negotiate a separate Morgan Class for the Concours. A few local British Car nuts, Gary Thomas and Pete Berg helped craft our own distinct Morgan trophies, and we found our own Morgan knowledgeable judges. I personally appreciate a judge that understands the history of the marque and the many nuances of the Morgans models. I have had too many judges look at something on a car, not realizing that the 'shiny whatzit' belonged on a Trabant, not a Morgan.

It all worked out extremely well. Everyone presented their cars superbly and the judges had no easy task. Some even imported local friends to help polish and shine their cars (Bennett!). We had six Morgan Classes in our Group. We had our own trophies, courtesy of the Winter Park Mount Vernon Inn (Thanks Rick!), and awarded 1st and 2nd Place in each Class. The 1st Place trophies were awarded at the Concours Awards tent, while the 2nd Place trophies were awarded by the Morgan Group.



Morgan cake with Chocolate and Vanilla Sides



Pat and Judy Buckley's Award Winning Roadster

Pat and Judy Buckley (with Pat's Brother Chris as a stand in for Judy) won the Morgan Centenary Tea Service provided to us by Morgans of Palm Beach. What a lovely car and well deserved. (Judy we missed you! See you soon!) The Awards were great, except for the rain. It came down in buckets as we sat in line to receive the awards and of course the awardees all had their tops down. Once the awards were presented, The group made a quick return to the Mount Vernon Inn for a clean up and then off to Fiddler's Green Irish Pub for the evening's meal and libations.



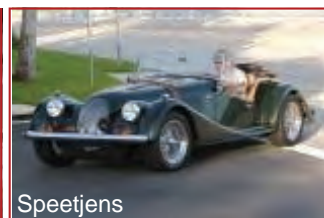
Frazee



Shuldman



Lipscomb



Speetjens



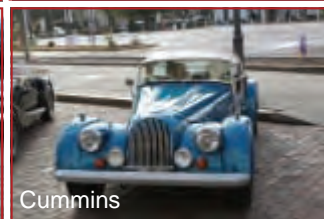
Addie



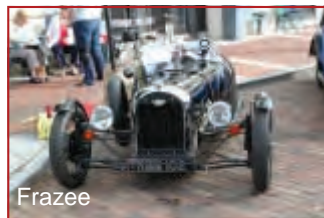
Addie



Coryn



Cummins



Frazee



Addie



Jones



Chiles



Braunstein



Leo



Button/Nelson



Mckenna



Olmer



Miller



Foster



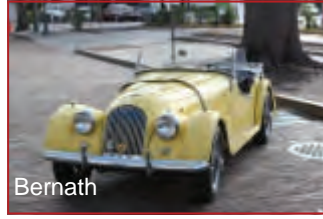
McOmer



Nelson



Shriver



Bernath



Bondon



Buckley



Nuhn



Frazee



Minkhorst

# MOGSOUTH 2011 FALL MEET PARTICIPANTS

## WINTER PARK FLORIDA

<b>Graeme Addie</b>	<b>Martinez, GA</b>	<b>1935 F4 3 Wheeler</b>	<b>Grey with Black Wings</b>
Graeme Addie	Martinez, GA	1947 Series 1 – 4/4 2 Seater	Green
Graeme Addie	Martinez, GA	1947 Series 1 – 4/4 4 Seater	Red
Rick & Sam Frazee	Winter Park, FL	1936 MX4 Super Sports Trike	Green
Rick & Sam Frazee	Winter Park, FL	1950 F Super Racer Trike	Black
Ian (J) & Barbara Shelmerdine	UK	Frazee's 1970 Plus 8	Black
<b>Mark &amp; Andrea Braunstein</b>	<b>Sanford, FL</b>	<b>1938 Series 1 - DHC Prototype</b>	<b>Blue with Black Wings</b>
Andy & Anne Leo	Holly Springs, NC	1965 4/4 w/Lotus Twin Cam	Red
<b>Beth and Charles Miller</b>	<b>Springfield, OH</b>	<b>1970 4/4 Roadster</b>	<b>Mustard w/ Butterscotch Wings</b>
Carlton & Beverly Shriver	Sharpsburg, MD	1951 Plus 4 Roadster	Blue
Perry & Rita Marie Nuhn	Okatie, SC	1951 Plus 4 Roaster	Cream w/ Camel Wings
Tom (J) & Kathy Coryn	<b>Brandon, FL</b>	1960 Plus 4 4 Seater	Red
<b>Robert &amp; June Jones</b>	<b>Westville, FL</b>	<b>1961 Plus 4 Roadster</b>	<b>Green</b>
Bill Button & Loretta Nelson	Seattle, WA	1963 Plus 4 4 Seater	Blue
Bruce & Lydia Foster	Yorktown, VA	1966 Plus 4 Roadster	Green
Chuck & Karen Bernath	Jacksonville, FL	1963 Plus 4 4 Seater	Yellow
Eric and Ann Cummins	Sautee Nacoochee, GA	1977 Plus 8	Turquoise
<b>David &amp; Sarah Chiles</b>	<b>Jamestown, NC</b>	<b>1977 Plus 8</b>	<b>Red</b>
Bob & Missy McKenna	Williamsburg, VA	1986 Plus 8	Green with Black Wings
Joe & Cynthia Speetjens	Madison, MS	1995 Plus 8 Plus	Green
Robert & Roseland Minkhorst	Kiawah Island, NC	1998 Plus 8	Royal Blue
Bennett & Mary Shuldman	Ridgefield, CT	2003 Plus 8 Anniversary Ed.	Aston Martin Middlesex BRG
<b>Pat and Judy (Chris) Buckley</b>	<b>Durham, NC</b>	<b>2005 Roadster</b>	<b>Silver with Tungsten Wings</b>
Dave & Marilyn Bondon	Berkeley Lake, GA	2006 Roadster	Green
<b>Lionel &amp; Lisa Olmer</b>	<b>Sarasota, FL</b>	<b>2005 Aero 8</b>	<b>Silver with Black Wings</b>
Larry & Jane Nelson	Hickory, NC	2007 Aero 8	Black
Gene & Betsy McOmber	Sarasota, FL	1990 Plus 8	Green
Charlie & Caroline King	Charlestown, SC	Non Morgan	
Bob (J) & Lynn Wilson	Chicago, IL	Non Morgan	
Lance & Connie Lipscomb	Atlanta, GA	1981 Plus 8	Red (Departed prior to Concours)

Bold Red - Morgan Class Awardees, (J) - Morgan Group Judge

(My apologies if I missed anyone. Ed.)

# MORGAN CLASS WINNERS

# WINTER PARK

# CONCOURS D'ELEGANCE

## 6 NOVEMBER 2011




Top to Bottom, Left to Right. Buckley, Braunstein, Addie, Olmer, Jones, Chiles, Miller.

# Morgans - South To The Keys

South Florida, 7-11 November 2011

## We went south . . .



Monday morning came early. I had to get the Morgan packed and I gave the car a final check over. My sister Barbara and niece Shannon Curasi were down from Atlanta to drive my SUV which was the designated as the support vehicle. I needed to be sure it was loaded as well. As with any Morgan trip, we took only the essentials – tools, floor jack, tow bar, gasoline, oils (motor oil, gear oil, etc.), cans of ‘fix-a-flat’, battery booster, miscellaneous boxes of trip paraphernalia, coolers full of beer and wine left over from the weekend’s parties, and other good stuff. I was able to stuff my luggage in the SUV, as well. A side benefit of providing the chase car, I guess . . . that any paying for the gas. Once the two cars were packed, we mounted up and headed south to the Winter Park Mount Vernon Inn, the departure site for this next Morgan adventure.

Those folks joining our convoy to South Florida were gathered on the patio out by the pool at the back of the Mount Vernon Inn. Rick and I passed out the route instructions and offered a few words on the convoy plans, scheduled stops and the like. Everyone was excited about the day and anxious to get on the road.

### *This was going to be fun . . .*

The route was planned to avoid all toll roads. We didn't fancy having to try to maintain a large group going through repeated toll booths and we didn't want the participants to have to manage a bunch of cash. That, coupled with the fact that many of the Florida toll booths have now gone cashless, with only lanes for the in-car transponders, which the visiting Morgans most certainly lacked, factored into this decision.

This didn't mean that the cars were completely archaic, however, as almost all of the Morgans had a GPS tracking system. Old cars with modern gizmos . . . sort of odd, but I guess Morgan folks know a good thing when they see it.

Our convoy included 15 Morgans at the front with a few other 'tin tops' following along. A Fiat 500 (Bob and Lynn Wilson), a Mustang convertible (Ian and Barbara Shelmerdine), a Chevy (Bruce and Lydia Nelson whose Plus 4 had valve issues in Winter Park) and the SUV support vehicle with my sister / niece.

Finding routes without tolls is, in itself, a big challenge, especially around the cities. Just getting through Orlando and south towards Sebring was a challenge and took us a quite a bit of time. It was Monday morning and we just caught the last bit of the rush hour. Lots of traffic . . . and lots of lights.

### *Sebring Raceway . . . We were ready!*

Once free of the city, however, the roads opened up and we headed south to Sebring Raceway, our lunch stop and first bit of entertainment. A great lunch buffet was ready for us at Chateau Elan in Sebring. There had been some earlier confusion at the hotel about our arrival time but my niece Shannon had the issues resolved en route and the lunch stop was perfect.

Then we were off to the track office to sign releases and pick up our escort. There was a photo opportunity to line up the Morgans in Le Mans fashion at the raceway start-finish line. It was quite a display. Then we took three spirited laps of the track, supposedly led by our escort in a Jaguar. He was somewhat absent, not sure where he went, but . . . Andrea drove our Plus 8 and I bummed a ride with Carl Shriver in his 1951 Flat Rad Plus 4. Carl has two race cars and I wanted to see what he could do with this track. Let's just say that Carl put the Plus 4 through its paces, as I held on firmly (for dear life) to the chrome hand hold affixed to the dash. (Took a bit to pry my fingers free when we stopped . . .)

Tom and Kathy Coryn, in their 2005 Aero 8, apparently had a very good time on the track and have now validated that their speedometer will in fact go past 130 mph. After we were all shu'd off the track by the Jaguar pace car, who finally reappeared, we formed up again, with Rick Frazee leading the gaggle and headed to West Palm Beach, where our evening accommodations lay and a party hosted by Chariots of Palm Beach, the Florida Morgan dealer, where the evening entertainment was to be held.

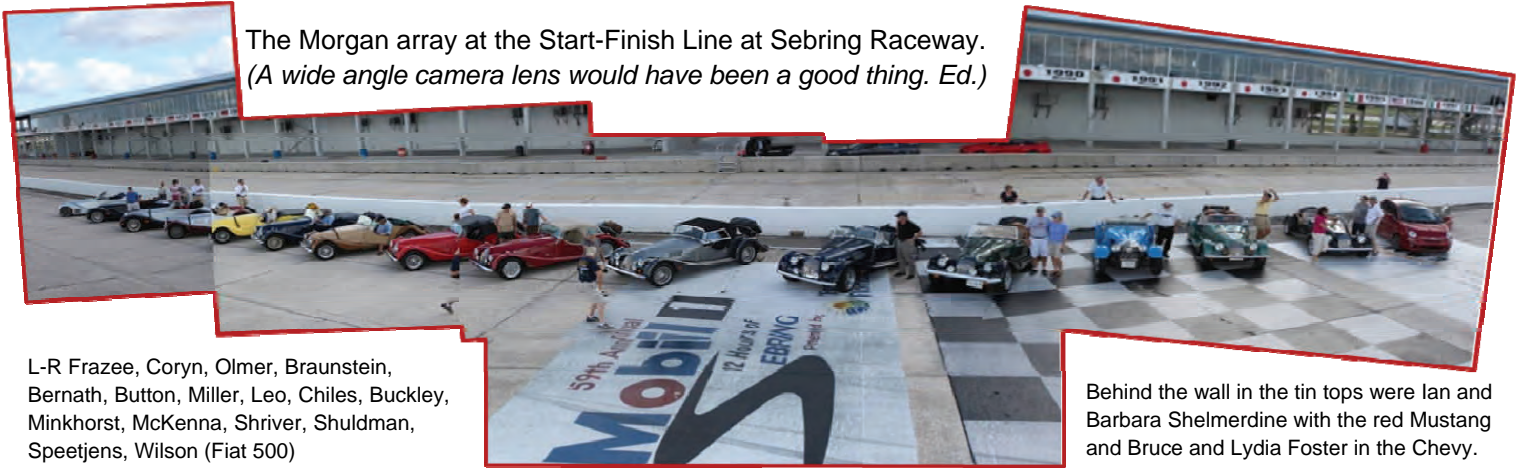


Chateau Elan at Sebring for Lunch (Chris Buckley in R Foreground)



Tom and Kathy Coryn - Recipients of the first "Royal Order of the Pink Flamingo" awarded daily for 'over the top' performance.





The Morgan array at the Start-Finish Line at Sebring Raceway. (A wide angle camera lens would have been a good thing. Ed.)

L-R Frazee, Coryn, Omer, Braunstein, Bernath, Button, Miller, Leo, Chiles, Buckley, Minkhorst, McKenna, Shriver, Shuldman, Speetjens, Wilson (Fiat 500)

Behind the wall in the tin tops were Ian and Barbara Shelmerdine with the red Mustang and Bruce and Lydia Foster in the Chevy.

Hugh Bate, the proprietor of the dealership, was our host. And he and his staff did a superb job. We were very impressed with, not only the new Aero Super Sports and late model Plus 8, but also the other cars at the dealership. Everyone had their favorite and I am sure Hugh will see some business out of this event.

On Tuesday morning we again formed up and headed south. We had to skirt Miami best we could, and on a previous run, we opted not to take the surface roads. South Miami is just not where you want to be driving, in traffic, in an open car. So to be safe, we took the only bit of freeway, I-95 for about an hour, on our route. It dumped us on US Route 1, and we took that south to Key Largo for Lunch. We pulled into 'Jimmy Johnson's Big Chill' our lunch spot, sat on the balcony and looked at the boats and the water.

***We were in the Keys, and it was spectacular!***

We turned everyone loose and told them to head south. There really is no way to get lost in the keys. There's only one road. The sights were tremendous. Just watching the wild life, the water, and the road was able all I could do. It was good that Andrea was driving. Supposedly, it was to allow me to take pictures, but I really didn't take that many on route. I was too busy enjoying the scenery. We got to the Best Western Ambassador in Key West early enough and found our room. Beer and Pizza out by the pool, thanks to MOGSouth. A quick run to get ice. Just what was needed after the drive from West Palm Beach. We added John and Sandy Lang from Punta Gorda to our Morgan Group.

A free day in Key West. We took the bus into the downtown area. It wasn't far, but we understood parking spaces were unheard of so we left the Morgans and sought the sights and sounds of Key West. There were off shore power boat races going that week, but I only heard the roar in the distance.

We went to the Harry Truman Key West 'White House' to get some culture and then after lunch the ladies headed with Joe Speetjens to the Hemingway House to see the famous polydactyl cats, the 'Southern Most Point in the US'. I opted to skip the cats and chose to go find a group gathering spot (really I was looking for a beer, but . . . ) at Mallory Square. Mallory Square is right on the water and is the traditional spot for everyone to watch the sun go down in Key West. The Square was quiet early on but, as it got later in the day, the crowds started to gather and the activity picked up. There was a huge number of street performers hoping to amuse and get a tip . . . a couple with pogo sticks, and few mimes and one guy who hid behind a few palm fronds and jumped out to scare people. I still haven't figure out what he was trying to do and never saw him get paid for his efforts ??



Morgan Party at Chariots of Palm Beach. Thanks Hugh!



No, not Victoria Secret, rather Sloppy Joe's Bar . . .

We gathered those of our group we could find, and toasted the Keys and those folks that wanted to come along but couldn't make it, for what ever reason. (Judy, Glenn and Dorothy, Jackie and Dwight, Randy and Dale and all the others.)

After we 'clapped' down the sun, we headed back into the center of downtown for dinner. A very nice dinner, with a somewhat confused staff. Too many folks I guess. Then a quick taxi ride back to the hotel. We had a few leftovers from the previous evening's Noggin so we took over the hotel's breakfast room and patio, and gathered again. It was said by a few that all we did was eat and drink. Well this is a social club, isn't it??

### **Everglades and Alligators**

Thursday morning came, even in Key West, and we had to move our party along. We headed back north along the same route we came, the only road available, US Route 1. Once we reached the mainland we headed a bit northwest, and then right into the middle of the Everglades.

We stopped for lunch at the Everglades Safari Park, a bit of a tourist trap, but they had what we needed. Lunch and Air Boat Rides. We grabbed a quick bite, and headed to the Air Boat.

They had a large, twin engined boat that could take the entire group. We piled on, got the safety briefing and ear plugs. You need the ear plugs. Those things are loud! Then out amongst the saw grass, turtles and alligators. Our guide gave us a good ride over the wetlands, with water only a foot or so deep. He maneuvered the boat through the designated path and took the corners a bit like a 'drifter' sliding the boat sideways into the turn.

We saw quite of few species of birds, large turtles and a number of alligators. The recent weather hasn't been very kind to the wild life in the everglades, with droughts and fires. Our guide did find one alligator pair amongst the grass. The male was fairly inquisitive and moved right up next to the boat. Although there were a few that tried, we didn't loose any limbs, or cameras for that matter.

Once again we hit the road. The Tamiami Trail. It was to be our route for a few days. We crossed the width of south Florida, across the Everglades National Park, and turned north when we reached Naples. We headed an hour up the road, to our hotel in Bonita Springs. Our evening entertainment was a short drive north, along the west coast of Florida, from Bonita Springs to Fort Myers.

Joan Maupin (long, lost MOGSouth member - Joan, get the Plus 8 running!) with her beau Mike, were our hosts for the evening. She had arranged a great spot for us at Doc Ford's, on the deck, overlooking the water. We had a great time, super meal and enjoyable company. In addition to Joan and Mike, our traveling group was joined by Tom and Kathy Coryn's daughter and friend, and Gil and Barbara Stegen, who we last saw in West Palm Beach. Following a great and filling dinner, we had a brisk drive back to Bonita Springs down along the coast.



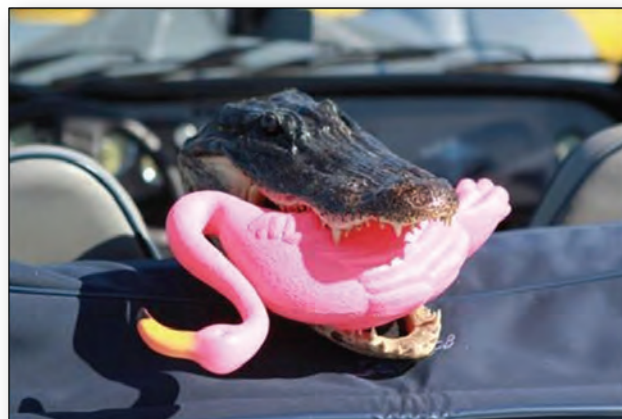
Toast in Mallory Square for those who couldn't join us.



Sun set on Mallory Square with the boats sailing by.



Airboat ride. We saw lots of birds, turtles and alligators.



There were even alligators in the parking lot . . .

## ***The Collier Collection, Naples Florida***

Friday morning we again collected outside the hotel but this time we left a bit later as we had a 10AM appointment to tour the Collier Collection, and we were only about some 30 minutes away. The Collier Collection is quite a draw and is not open to the public. When the word got out we were going, there were a few folks that came out just to join us for this tour. We even had three international folks.

The Collier Collection is quite special. Many of the cars are sports cars or veterans of sports car racing and are a result of the combination of the collections of Briggs Cunningham and Miles Collier. Others are there because of the aesthetic significance. All of the cars are operational and many are frequently requested to participate in renowned events like the Monterey Historics at Laguna Seca, or the Goodwood Revival in the UK. There is a restoration shop on the premises but we were told that most of the major restoration work is done offsite. I couldn't decide which of the Collection's lovey cars I wanted to take home. It came down to the prewar Alfa Romeo 2300 6C and a very appealing green pontoon fendered, Bentley. There was even a Bugatti painted just like my Morgan DHC Prototype, Blue with Black Wings . . . exquisite. There was also quite a library of automobilia and related documents for scholarly research. Our guide offered that he was actually researching a single model of Hispano Suiza cars.

Photos of the collection were not allowed however these is some discussion and pictures of the cars in the collection on the internet at <http://www.revsinstitute.org>

We followed the Collier Collection with lunch, and then a drive up the Tamiami Trail to Sarasota. Now most of my directions throughout the week were very accurate, but somehow Friday afternoon was an anomaly.

An elusive digit, a missing '8' was dropped from the hotel address on the instructions. Well, this was quickly rectified by most, who simply called the hotel to get directions. (Oops, the phone number on the instructions was only the automated hotel reservation line, and also useless.) Thank goodness for cell phones and smart Morganeers.

The evening entertainment was just a couple of miles or so away from the Hotel. We had reserved our own room so we could make a few remarks on this, our final evening together. Rick Frazee presented each of the trip participants with a trophy and I, for my great route instructions (not!), I received a wonderful foam pink flamingo hat. Oh, I will cherish that hat . . .

Our final event of the trip was a tremendous breakfast at the Olmer's wonderful house on Sarasota Bay. We sat on the screened-in porch overlooking the water, nibbling and chatting. What a great ending to the trip.

Hard to believe, but we had successfully circumnavigated south Florida with a gaggle of Morgans and lived to tell the tale. I know I added many great events to my personal list of notable experiences and know others did as well. And we took away a great many things.



Inside the  
Collier Collection



Rick playing MC for our 'We Made It' dinner in Sarasota. We made some noise so it was good we were sequestered in our own room.

There was **history** - The Florida Overseas Railroad that paralleled Route 1 South to Key West; Sebring Raceway, The Harry Truman Key West 'White House', the Hemingway House, The 'Original' Sloppy Joes Bar, and others;

There was **nature** - The waterways and wetlands of south Florida, Watching the sunrise and sunset in Key West, the flora and fauna of the everglades;

We were certainly **thrilled** by the laps at Sebring Raceway, and the roar and the wind of Air Boat ride in the Everglades.

We were **awed** by the natural beauty of the Florida keys and the automotive beauty at Chariots of Palm Beach and the Collier Collection.

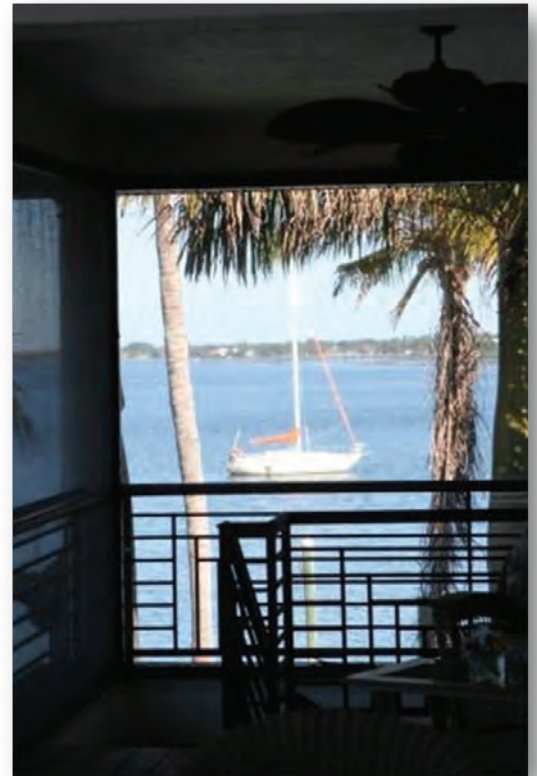
And, as **MOGSouth** gatherings are known to do, we ate and drank . . . till we had our fill. Subsidized by the club. Thx Randy!

. . . but always, we had **Fun**. Lots of fun. Fun in our **Morgans** and fun with the **people** who came out to play.

A big **thank you** to all that helped make this a very special event. Time now for the MOGSouth Christmas Party and charting out our Morgan meanderings for the upcoming year, 2012.

*Mark*

[There are lots more pictures of the Fall Meet and our trip to the Keys on the MOGSouth Web Site. <http://www.mogsouth.com> Ed.]



Morning view off the Olmer's Porch. Wow!

# 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](mailto:mogsouth@yahoo.com)

## Plus 8 Parts For Sale !!!

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 of 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)



# MOGSOUTH CHRISTMAS PARTY UPDATE!!!!!!

START THE HOLIDAY SEASON WITH MORGAN FRIENDS IN HIGHLANDS, NC  
WONDERFUL RESTAURANTS, GREAT SHOPS, AND BEAUTIFUL SCENERY!!!

On Friday evening, you choose your restaurant....a few of the great ones are: On the Veranda, Madison's at the Old Edwards Inn, Ristorante Paoletti, Cyprus Inn, and Wolfgang's

Saturday's **Christmas Parade** starts at eleven AM and, afterward, there will be plenty of time to shop and spa before our **Dinner** at the Main Street Bistro

Do not forget our **Automotive Christmas Ornament Exchange**, you can buy something or create your own and, of course, in the Morgan tradition, wine, snacks, and other beverages will be available on Saturday

Any questions, please call either me or SuperDave at 770-330-3517 or 770-330-6210.

Marilyn



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- Sidescreens ●
- Suspension ●
- Switches ●
- Tonneau ●
- Transmission ●
- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●



# *From the Archives*



**T**he three-year period beginning in June 1974 was one of the most eventful of my life, and the Morgan was right in the middle of all of it. That month I got divorced. Two results were that I became the single parent of my 2 ½ year old son Kenny, and, for the next two years and 50,000 miles, the Morgan was my only car.

At the end of 1974, I changed careers from missile operations to logistics plans and moved from Albuquerque to Beale AFB, about 50 miles north of Sacramento. In April-May 1975, I had a four week school near Dayton, Ohio, taking both Kenny and the Morgan. Many adventures on that trip, the last being driving across the Sierras in snow. In case you haven't ever tried it, I learned there is not enough room between the tires and the fenders on a Morgan to mount chains.


The Northern California Morgan club was very active with monthly events. In October I was introduced to Gay, now my wife of 34 years, by Morgan club members Jim and Pat Henderson. Jim passed many years ago, but some of you may remember his business, Wentworth Works. He was a fireman with plenty of spare time, so sold reproductions of Morgan parts that were no longer available from their original source. In March 1976 I travelled to Malvern for the first time. Flew space available. Rented a Mini. Spent five days touring southwest England. In April put on my first Morgan club event. A camping trip, destination Hornswoggle Creek Camp Ground. Complete with my first rally, and a covered bridge.

In May moved to Japan. Had the Morgan shipped over. Hooked up with the Japanese Morgan club for many interesting events, but did have to get another car for daily use. In October, Gay came over for a 2 ½ week visit, during which we decided to get married, which we did in March 1977. By mid-April, Gay, her two children Renée and Lance, Kenny and I were all happily together in our base house in Japan.

The picture at the upper left was taken in the carport of my base house on Beale AFB right around New Years Day 1975. Even a 4-seater doesn't have that much trunk space, so I had a hitch custom built and towed a Nationwide trailer on the 1,100 mile trip from Albuquerque. The lower right picture was taken by Tokyo Bay in mid 1977 when I got together with the other American +4 4-seater owner in Japan at that time, a Navy Psychologist, Dr. Claude Pepper.


*Fred Hollinger*







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**SOUND BITES . . .**

**ANNOUNCING MORGANS OVER AMERICA VI - 2015** Experience North American History while driving your Morgan over scenic roads in the Eastern US and Canada. Join with Morganeers from America, UK and other countries on a 38 day journey through 14 states and 5 Canadian provinces.

The Steve Roake Memorial Morgans Over America VI will start about September 10, 2015, in Savannah, Georgia, and ending in Williamsburg/Norfolk, Virginia. It will include some of the roads and sites visited in Morgans Over America IV, with many new places to see and visit.

This adventure is being organized again by Ken Miles of the Morgan Sport Car Club of Canada, the Morgan Owners Group North West, and Elaine Fisher of the Morgan Sports Car Club of Northern California, and the Morgan Sports Car Club UK. Elaine and Ken organized MOA IV and V, with able assistance from UK Morganeers in shipping the vehicles to the US.

Steve Roake, in whose memory we are doing this trip, a long time member of the Morgan Sports Car Club of Northern California and many other antique car clubs, along with Jeremy Harrison and Keith Cox of the UK Morgan Clubs, organized the first three Morgans Over America Trips.

Mark your calendars, indicate your interest in the adventure, and follow along on our blog <http://morgansoveramericaVI.blogspot.com> for updates on the planning, with links to previous Morgans Over America websites.

To indicate your interest in joining us or meeting with us, please email Elaine at [togetelaine@gmail.com](mailto:togetelaine@gmail.com) or Ken at [kengmiles@shaw.ca](mailto:kengmiles@shaw.ca)

**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.

- L'oreal Men Expert (Hugh Laurie Part 2)** (Advertisement with the actor Hugh Laurie (House fame) in a Morgan)
- Forza Motorsport 4 (1080p) Autovista Morgan Aero SuperSports** (Top Gear's Jeremy Clarkson narrates a portion)
- Morgan Three Wheeler - Fifth Gear Web TV** (Another good test drive of the New Trike)
- Hornsleth Painting a Morgan Sports Car at Lord Mayor's Parade 2010** (How to paint your car with crowd . . .)
- Morgan factory 08 March 2011** (Some good shots of the Factory this year. If you haven't been in a while . . .)





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Lots of news from the MMC on 4 Wheelers, although the buzz on the trike continues.

A new Roadster engine has been announced, as well as a traditionally bodied Aero. This car is to be the new Plus 8.

The US is not likely to see these 4 Wheelers any time soon, but John Campbell in the Congress has introduced a bill, "The Low Volume Motor Vehicle Manufacturers Act" (H.R. 3274) that would allow low volume car companies to provide specialty vehicles for the US.



**THE MCC Announces the 4/4 75TH ANNIVERSARY EDITION** - 75 years of the iconic 4/4 Sports car; Morgan proudly introduce the 4/4 75th Anniversary edition. This limited run special combines the low size and weight benefits of the entry level 4/4 with the power train from the larger and more powerful Morgan Plus 4. A carefully selected set of standard options, with additional unique body graphics, completes arguably the best standard combination of body, engine and aesthetics in the Morgan Classic range. **SPECIFICATION - Exterior** available in 3 flat paint colours Sport Black, Sport Red and Old English white with Matt black stripe with '4/4 75th' graphic; Black painted 15 inch wire wheels (and matching spare wheel); Narrow 4/4 wings; Black stone guard; 9 stud windscreen with black PVC hood; Round door mirrors and matching polished door handles. **Interior** of Black leather with perforated leather centre pleats on seats Tawny ash polished dashboard with cargo-net storage area; Wood rim Moto lita steering wheel and Black carpets. **Engine** - 1999cc 4 cylinder, Max power 187nm (140lb/ft), Performance 0-62 7.2 seconds, Top speed 118 mph ( 189 kph) Dry weight 920 kgs, Fuel consumption - Urban 27.9mpg, Extra urban 50.8 [What is Extra Urban?? Ed.], Combined 39.0, Co2 – 162g /km, Price - £ 32291.67 + vat = 38750- ex factory (OTR charges extra)

**3 Wheeler to make Stateside debut** - Malvern Gazette / 16 Nov 2011. The Morgan 3 Wheeler will be making its North American debut at the LA Auto Show on 24 Nov in the Los Angeles Convention Centre. It will feature the limited Superdry edition of the unique British vehicle. The Morgan Motor Company has received 670 orders of the car to date, with the first customer deliveries taking place last week, and another 200 orders are expected by Christmas.

**New Morgan Roadster**, Malvern, UK, Nov 15, 2011 [www.mogwire.com](http://www.mogwire.com) . The Morgan Motor Company is working closely with their Ford engine supplier to finalize the specification for the latest version of the Roadster, its 4th version since 2006. The car is now off for official testing results. The motor is described by the MMC as the new Ford Cyclone3.7l and they estimate that the engine will develop "260 to 280" bhp. This is a substantial increase over the Roaster III (though well under the Mustang 3.7 of 303 bhp) and an estimated power-to-weight of 283 bhp per tonne and has the highest power of any Classic built to date. The car is fit with a six speed gear box and a longer (BTR) axle ratio. The last Roadster III was made three months ago.

**NEW PLUS 8**, Malvern, Nov 15, 2011 [www.mogwire.com](http://www.mogwire.com) . The latest of the Aero line (the 7th since 2001!) has reached the prototype stage. The MMC advised dealers that it would try to sell the BMW engines left over from the Aero Super Sports Limited Edition by bodying them in a faux classic (trad) shape while still using the Aero chassis, suspension, brakes, cooling, steering, axles, gearbox along with the stored BMW 4.8 engines. (BMW canceled 4.8 production some time ago.) There have been no technological changes reported from the Aero SS version. However, they confide that the much lighter weight will have a guesstimated power-to-weight ratio of 385 bhp per tonne making it, by far, the most potent Aero ever built. Charles Morgan has stated to dealers that he has ordered another 450 engines from BMW. As yet, there is no news of plans to sell this car outside Europe and deliveries will not begin until after the Geneva show next year. The full UK invoice matches the price posted here in May at £90,000 and a £20,000 deposit is required. The company calls this latest Aero the "PLUS 8". The original Plus 8 (1968-2004) is the most famous Morgan icon. Original Plus 8 prices have soared and the MMC wishes to benefit.

**2012 Morgan ThreeWheeler**  
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2nd to the last one! Bentley Silver Lake Pearl  
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**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

**2005 MORGAN** Roadster, Aston Martin Racing  
Green Metallic, Cognac leather, 39 actual miles!

**2005 MORGAN** Roadster, Maserati Bordeaux  
Pontevecchio, 800 actual miles!

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

**2005 MORGAN** Roadster Pollen Yellow exterior



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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.

**2002 MORGAN** Plus 8 35th Anniv. Edn. Black

**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' please bid at the upcoming  
Gooding and Company Auction,  
Scottsdale, January 21-22, 2012

**other marques**

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# 1909



2011 MORGAN US EVENTS

# 2011

The year **2011** is drawing to a close, but the **MOGSouth Christmas Party** is upon us.

Hopefully you have your plans laid out and your hotels booked. If not, we can still work things out. Call Marylyn Bondon and discuss the situation.

We are working the **2012 Schedule** send us any event inputs you have.

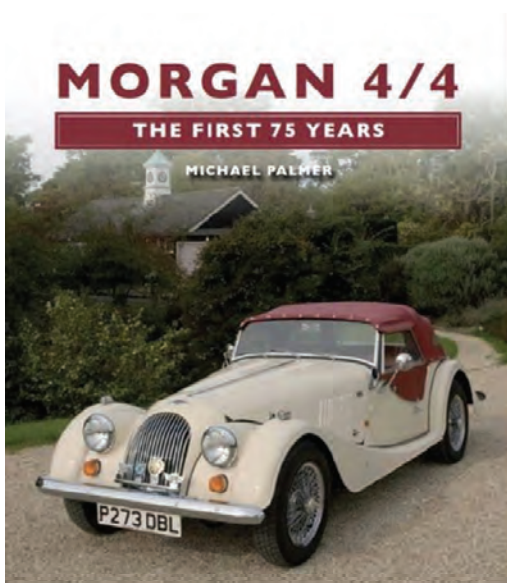


- **MOGSouth Christmas Party**, Dec 3, Highlands NC., Marilyn Bondon and Stacey Schepens Hosts
- **VDCA Roebing Road**, Dec 9 – 11, Roebing Road Raceway, Bloomingdale, GA
- **Amelia Island Concours d'Elegance\***, March 9 - 11, 2012, Amelia Island, FL
- **Walter Mitty\***, Apr 27 - 29, 2012, Road Atlanta, Braselton, GA
- **16th Annual Triangle British Classic**, May 19, 2012, Raleigh, NC
- **MOGSouth Spring Meet**, TBD

## 2012

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

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**Language:** English

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**ISBN-13:** 978-1847972880

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## Dues for the New Year are Due Now ! Send your Check to RANDY

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](mailto: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](mailto:mogsouth@yahoo.com).*

### SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/11

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