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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/12

## MOGSouth Fall Meet

Jekyll Island, Georgia

19 - 21 October, 2012

**U**gly Betty's coming out party was a blast! No, not the TV Show. Ok, so who then is Ugly Betty you ask?? Well, after the spring meet, Andrea and I decided that the 1971 Plus 8 was great fun on short jaunts, basically a hot rod, light and quick, but it was not too good for long distance touring. We needed a proper road car that could lumber along on the highways, etc. After a short look, an affordable 1986 Plus 8, with very low mileage (13K), a 5 speed transmission and rack and pinion steering was found in Atlanta. (Thanks Dave!) We picked up the car over Memorial Day weekend and drove it down from Atlanta to Orlando without mishap.

The car is great but . . . there were two major issues. First it was a Bill Fink propane car, and second, it has some of the strangest (meaning awful) paint I have ever seen on a Morgan. Lumps and bumps and bubbles in the strangest places. Perhaps it was resprayed at some time in the past, but poorly prepared? I just don't know. Some forensic paint analysis was suggested to figure out just what occurred in this car's 25 year life. Hence the moniker Ugly Betty.

The propane issue didn't put me off, as I have my 1981 4/4 (another Bill Fink car) still running propane. Propane is not an issue for the 4/4, because I use it as a town car now, not as a long distance tourer. You can't really tour with a propane car without significant planning and a lot of extra time. Propane cars are not for spontaneous Morgan outings.

The conversion from propane to gasoline was straight forward but fairly tedious, and I finally started the process after Labor Day. It took me a while to gather all the requisite bits. I finished the car about two weeks before the Fall Meet and figured Jekyll Island would be a good first big outing for the car. All in all, every thing worked well. I need to tighten a hose clamp on one of my gasoline filler pipes as it leaked a bit at the pump, and I have to tweak the engine some - a slight hesitation when cold, perhaps timing . . . Then I will tear it down and haul the pieces off to the body shop and get her stripped and painted . . . this time, correctly. This really can't happen soon enough. But, enough about Ugly Betty.

The MOGSouth Fall Meet was held at Jekyll Island, Georgia, 19 - 20 October 2012, and all I can say is it was 'amazing'. I tend to spend much of my time at the club outing taking oodles and oodles of pictures of Morgans. This time I took just two. Its not that the cars weren't pretty but my attention was drawn elsewhere. The weather couldn't have been better, the ocean was mesmerizing and Jekyll Island is a absolute gem from another era, preserved for us all to enjoy. Wow!

# MORE 2012 MOGSOUTH FALL MEET

19 - 21 October, 2012  
Jekyll Island, Georgia

Jekyll Island is a small island, oriented north and south, separated from mainland Georgia by the Brunswick and Jekyll Rivers and Jekyll Sound. Off the eastern shore of the island is the Atlantic Ocean. Our hotel was just off the ocean behind the dunes. A short board walk offered ocean access and many of us watched the sun come up over the water on both Saturday and Sunday mornings. Cool and brisk temperatures and a spectacular explosion of color. A great reason to get out of bed.

We drove to the Island from Orlando with the Frazees on Friday, the 19th. Mostly highway cruising. We needed to get there relatively quickly as we had to shop for the hospitality suite. With limited space in the Morgan, we decided to get what we needed once we got on the Island. Interestingly Jekyll Island's only grocery store was in a trailer. An array of trailers provided the island's shopping 'mall' - a grocery store, real estate office, ice cream store, hardware store, liquor store, etc., each in their own trailer. A bit odd, but I'm not too proud to buy wine & beer from a trailer. I've done worse.

In the early evening, as it started to get dark, on Friday we had a ghost tour of the island's historic sites. We all piled on a little trolley at the island's museum with a tour guide to provide the history lesson. He offered us just a taste of some of the myths and rumors that have evolved over time on Jekyll Island. Nothing too creepy, just a lot of stories about floating people with no feet, old men smoking cigars on the patio and ghosts rearranging things?

After the tour, dinner was on your own. We had reservations at Latitude 31, a restaurant at the Island's historic pier and boat dock. It turned out that it was very near where we ended the ghost tour, so we jumped off the trolley and ambled across an expanse of grass to the restaurant. This dinner was the GatorMOG gathering for the weekend. We had the entire Florida contingent at the table. Six couples. A great dinner and wonderful conversation. Others reported back that they too had found a good spot for dinner. There are lots of restaurants on Jekyll Island. After dinner, just about everyone gathered in the hospitality suite, telling tales and talking auto parts.

The Saturday morning sun rise was at 7:32 AM according to the source I used. Not terribly early, but early enough. Andrea and I slept through a few beeps of the alarm, then out of bed, followed by a quick wash up, and then grabbed the cameras and headed to the beach. Others were already there. Once the sun was up, we were hungry and we all descended on the hotel's breakfast room. The day's festivities started at 9:30 with a driving tour of the island.



The Morgans head north along the island loop road to the northern peak of the island and Clam Creek Park. From there we could see the magnificent Sidney Lanier bridge that spans the waterway over to Saint Simons Island. We would be traveling that way, to Saint Simons, later for lunch. Again the weather was superb and the century old oak tree canopies, draped with Spanish moss, were everywhere. Gorgeous!

After a short photo opportunity we headed back south, stopping for a few minutes at the Horton house, one of the oldest structures on the island, dating back to mid 1700s. Major Horton is best known for having the first brewery in Georgia. *Gotta' be a hero of mine.* The ruins of the brewery were just south of the house. We next proceeded further south on the island to see the Historic District. Folks walked around the restored 'cottages' and lovely grounds until it was time for our drive to lunch. Our drive took us off Jekyll Island and over the bridge we had admired earlier at Clam Creek Park.

Lunch had been arranged in a resort on Saint Simons island called the King and Prince Beach and Golf Resort. I didn't know it but there were a good number of golf courses on Saint Simons island and there was a tournament underway over the weekend, so needless to say the town was a bit busy. We found our way with only minor confusion on my part, and found space to park in the Resort parking lot. The King's Tavern at the Resort was our lunch spot and they did a great job feeding our large group. They even crafted special menus for us. Some kept them as souvenirs. The Tavern had a great spot on the water, and I found myself staring out the windows watching a stand up paddle board race.

After lunch we traveled back to Jekyll Island on our own. The afternoon activities included a guided tour of the Historic District and another history lesson about the island and the Jekyll Island Club and its notable members. Our guide was the same person we had for the ghost tours the previous evening so he was pretty familiar with us. This time, however, there were no stories about floating people without feet or old men with cigars.



# MORE 2012 MOGSOUTH FALL MEET

19 - 21 October, 2012  
Jekyll Island, Georgia

After the tour, a little more socializing back at the hotel, and then we were off to dinner. The hotel had a courtesy van that was readily available and took us where ever we wanted to go on Jekyll Island. Then with a phone call, they would come pick us back up. This worked very well and we used it for Saturday dinner. No need to drive, have wine at dinner and chance the local constabulary on the way back. The only down side of the van was that it only held about 10 folks or so at a time, so multiple trips were usually called for. Our dinner was at a Jekyll Island land mark - the FINS restaurant. It was about the only place on the Island that could handle a crowd and they served the typical low country fish boil that is the norm in this region of south. They offered a limited selection but covered all the bases, with fried or broiled fish, steak, chicken and the ever present 'shrimp and grits'. And, they had a full bar, so every one was happy.

After dinner, we called for the van, and were soon back at the hotel in the Hospitality Suite. More tales of wonder and talk of auto parts (and some heated college football discussions... ) and something about turtles??

Sunday morning brought us another beautiful sunrise over the ocean. I went out early and tried to get a series of photographs as it came up. The board walk provided a perfect spot to watch and shoot the sunrise. Others found their way down to the beach as well.

Breakfast, packing and we said our goodbyes. I could have stayed another week. But we have to be thankful for what we had. A weekend of perfect weather (I don't think we had a single cloud the whole time.) All the Morgans behaved well, without the typical drama, and everyone had a wonderful time. Another tremendous MOGSouth Morgan adventure. We're ready to go again.

*Mark and Andrea*

## PARTICIPANTS

### MOGSOUTH MEMBERS FROM GEORGIA, SOUTH CAROLINA, NORTH CAROLINA & FLORIDA PARTICIPATED

- Mark & Andrea Braunstein - 1986 P8
- Rick & Sam Frazee - 1970 P8
- Charlie & Caroline King - Tin Top
- Gil & Barbara Stegen - Tin Top
- Gene & Betsy McOmber - 1990 P8
- Bruce & Delores Reynolds - 1995 P8
- Jerry & Naoma Ellison - Tin Top
- Tom & Kathy Coryn - 2005 Aero 8
- Graeme Addie - 1936 F4 Three Wheeler, and Graeme's Entourage
  - Graeme's Daughter Emma and Grandson Young Graeme (Very First Morgan Meet Ever! 2 Yrs Old)
- Bill Scott & Charles Harris - 1947 4/4 S1
- Egils Dunens & Rosalie Barnes - Tin Top
- Chuck & Karen Bernath - 1963 Plus 4
- Glenn & Dorothy Moore - 05 Roadster
- Charlie & Beth Miller - 1970 4/4
- Perry & Ritamarie Nuhn - Tin Top
- Bill & Linda Metcalf - 1964 Plus 4

My apologies if I missed any one or misspelled anything.



# 2012 MOGSOUTH FALL MEET

19 - 21 October, 2012  
Jekyll Island, Georgia

Returning to Jekyll Island



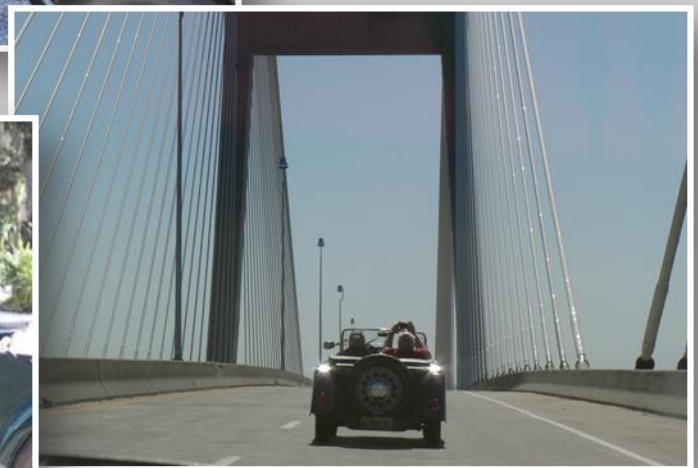
Clam Creek Park - Jekyll Island



A Morgan Fan



Historic District - Jekyll Island



Sidney - Lanier Bridge to St Simons Island - 1947 4/4

Jekyll Island was such a pretty place in it's own right that we took very few pictures of Morgans. Here are the ones we did take and they aren't much to look at. We did take a lot of pictures of the magnificent scenery, the buildings in the historic district and the sunrise on the beach. These photographs, as well as some of the MOGSouth members at the event, are posted in a photo gallery on the web site. Go to [www.mogsouth.com](http://www.mogsouth.com) and click on Photos. Then follow the links.





# 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)

## Morgan Parts for Sale and Morgan Library Additions (Great Gifts??)

Series V 4/4, +4, 3.5L +8 - including lever shocks, +8 intake manifold & SUs, SU wedge air cleaner and more. See [www.morganstuff.com](http://www.morganstuff.com) for full list. 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](mailto:mogdriver@gmail.com). Need a Morgan gift? 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 last year, so he may still honor it. Its getting close enough to this year's holidays. Can't hurt to ask. Contact David for details.

## 'Fergus' Number Plaques Now Available !!!

Morgan owners of cars sold through Fergus who are looking for the Fergus stock number plaque now have a solution. An American Morgan-owner, whose plaque was missing too, has taken the initiative to produce reproduction plaques. Numbers will not be engraved in the plaque until there is at least 99.99% certainty about the correctness of the number.

The cost per plaque is **USD \$60**, postage per plaque is **USD \$3**, world wide. If paid per PayPal, an extra **USD \$2** will be charged. To order a copy, or ask for information, please drop a line to [fergushistory@hotmail.com](mailto:fergushistory@hotmail.com) (Hermen Pol)



## Wanted - 15 Inch Pressed Steel Plus 4 Wheel !!!

Our world traveling British visitors, Ian and Barbara Shelmerdine, have a Plus 4 Coupe in restoration and are looking for an elusive bit, a single **15 inch pressed steel wheel**. Sources in the UK have not delivered, so best to try the MOGSouth membership. If you have an extra, or know of a source, please let Ian know. Email him at [bshelmerdine@shelvillas.com](mailto:bshelmerdine@shelvillas.com) or send a note to Rick Frazee or Mark Braunstein.

## 1984 Morgan Plus 8 for Sale in Daytona Florida - \$49,900

Mileage: 37,800 Condition: Excellent Interior: Brown Leather Exterior: Royal Ivory/Nut Brown

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**386-788-2226 days**



*[I have the step by step propane to gasoline conversion process for the Plus 8 documented if anyone wants it. Also, if someone is really interested in this car, I can run up to Daytona to take a look. Ed]*



# 1950 - 1969 MORGAN PLUS 4

MARKETPLACE

## BUYER'S GUIDE



MALVERN'S MASTERPIECE

**Hemmings Sports  
and Exotic Car  
September 2012**

**BY MARK J. McCOURT**

**PHOTOGRAPHY BY  
DANIEL STROHL**

### Production

1950-1953 "Flat Rad" production, all body styles .....	656
1953-1954 "Interim Cowl" production, all body styles .....	19
1954-1968 "High Cowl" two-seat and four-seat Roadsters and two-seat Drophead Coupés.....	3,684
1954-1956 Four-seat Drophead Coupés .....	51
1961-1968 Plus 4 Super Sport.....	101
1964-1967 Plus 4 Plus.....	26

**TOTAL PRODUCTION**  
1950-1969 Morgan Plus 4..... 4,584

### Specifications

<b>Engine</b>	OHV, cast-iron block and head four-cylinder, 2,088cc/1,991cc/2,138cc
<b>Horsepower</b>	68/90/100/104 @ 4,300-5,000 RPM
<b>Torque</b>	108/118/126-lbs.ft. @ 2,000-3,400 RPM
<b>Fuel system</b>	Single Solex/twin SU/twin Zenith-Stromberg carburetors
<b>Transmission</b>	Four-speed manual
<b>0-60 MPH</b>	14-7.6 seconds
<b>Top speed</b>	85-122 MPH
<b>Length</b>	140-144 inches
<b>Width</b>	56 inches
<b>Height</b>	47.5-52.5 inches
<b>Wheelbase</b>	96 inches
<b>Curb weight</b>	1,680-1,764 pounds

**T**hose who jest that Morgan automobiles have evolved at the same rate as the first fish that crawled out of the sea have never taken the time to study the iconic Plus 4. Not only did this model experience a number of notable visible changes in its 19 years of production, it used variants of five engines, each improving performance still further. The Plus 4 was Morgan's premium sports car until being supplanted by the hot rod Plus 8, and thanks to its simple construction, excellent restoration parts supply and devoted enthusiast following, it remains one of the most highly sought models in this English firm's 103-year history.

It's true that while the Plus 4 that debuted at the fall 1950 Earls Court Motor Show didn't look much different from Morgan's supplanted pre-war 4/4, the new model featured a number of improvements [ . . . ] Choosing a Morgan over another classic British car is a highly individual choice, one that is often influenced by the romance of a vintage sports car driving experience. [ . . . ] "Morgans are anachronistic vehicles, and no two Morgans are the same. They are known for being great long-distance drivers, and are typically driven cross-country. They also have the reputation for being cars that you'd drive to a race, race and win, and then drive back home. [ . . . ] "The Morgan crew runs the gamut from backwoodsman to corporate executives. [ . . . ] and we've decided you have to be a bit quirky to be Morgan lover, because these things are a little different. You have to prefer sport to comfort and convenience."

[The Hemmings Sport and Exotic magazine, September 2012 edition, features the venerable Plus 4 for their buyer's guide, and they dedicated a full 6 pages to words and photographs. The article discusses the history of the Plus 4 though all the variations in body configuration and engine offerings. There are separate sections that highlight the Body, the Interior, the Engine, the Transmission, as well as the Suspension & Brakes. The New York centric 3/4 Group provided supporting material. Certainly worth a read. If you can't get the magazine, send me an email. Ed.]

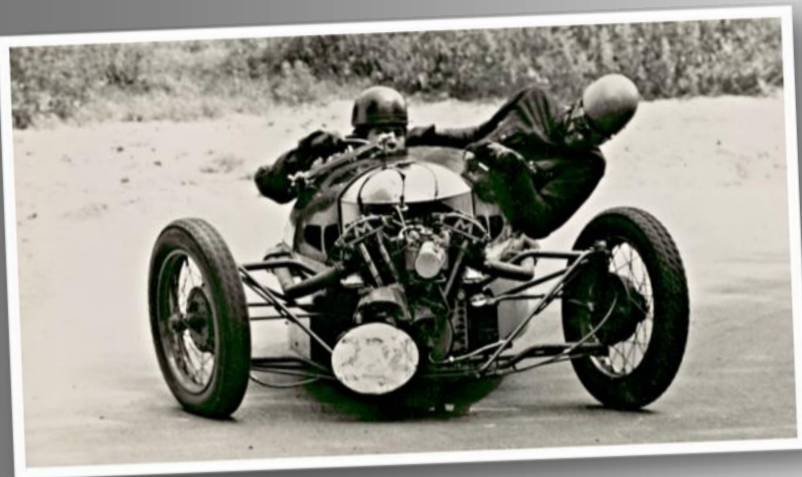




# HOW ABOUT THE EXCELLENT MORGAN THREE WHEELER?

<http://www.autoevolution.com> 26 Aug 2012

While some people may argue strongly that the best cars in the world are the ones which are fastest, most comfortable, sportiest or the ones which can do any number of logical and provable things. However, people nowadays are so into their material existence that they forget what really makes a certain item great - the passion and true tradition that goes into its manufacturing process, because that is what gives it 'that special something' (excuse the cliché), and it is also what makes a car truly great.



One of the very few cars which are still built today, yet embody all the principles and the vision of its creator, in an unflustered and pure fashion is the Morgan Three Wheeler - one of the greatest (underrated) motoring icons of the entire automotive history. It was Morgan's second car, after the 1909 'Runabout', and it was launched two years later, in 1911, and it stayed in production for 42 more years, before the final car rolled off the production line in 1953.

Now, some 60-odd years later, the company has brought it back and all the changes they have made have only improved it on the technical side, with its remarkable aesthetics and style remaining refreshingly-intact. They have also retained the vee-twin engine, which now displaces 1.9 liters and makes 100 hp. Coupled with the fact that the car only weighs 495 kg (1090 lbs) and has only one rear wheel, as well as a very sorted chassis and modern running gear (it even has a six-speed gearbox), it epitomizes driving fun, tradition, craftsmanship, passion and soul in a very light and irrefutably-British package.



## Did You Know?

### A WORLD FIRST

The Morgan SLR. During the 1960's Chris Lawrence and John Sprinzel collaborated on building a small number of cars for Group 4 GT Racing based on the Morgan Plus 4, the SLR's.

The intention was to take on the 2.0 litre Porsche 904, and thus the standard Morgan body was replaced to improve aerodynamics and engines tuned by Lawrence.

The original SLR was based on Gordon Spice's Plus 4 and after Gordon crashed at Goodwood, the car required an extensive re-build. This is the red car currently owned and raced by Simon Orebi Gann.

The second car was built for Pip Arnold for long distance events. It is unpainted and has been since its debut at Spa in 1964. Today the car is owned, and raced extensively in International events by John Emberson.

The third, and last Morgan based car was built for Chris Lawrence on the chassis of Peter Morgan's works Plus 4 SS. This is the dark green car owned by Keith Ahlers and is raced frequently in International historic meetings.

The fourth car built was based on a Triumph TR4. All 4 cars raced at the Goodwood Revival Meeting in September 2012. [\[See Race Report, elsewhere in this issue of the MOGSouth newsletter. Ed.\]](#) The Morgans (less the TR) were last together in the UK, at Silverstone in 2010.



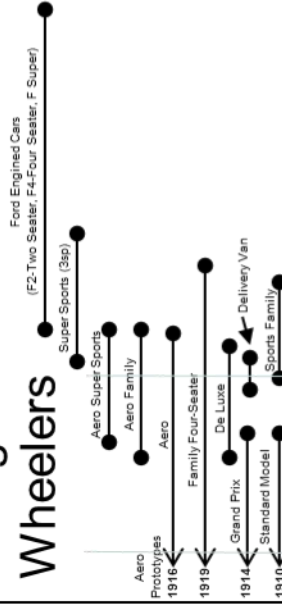
Photo courtesy of  
GOMOG

Excerpts from Bob Bull  
[www.brakehorsepower.net/](http://www.brakehorsepower.net/) 9/07/12



# The Morgan - 'First and Last of the Real Sports Cars'

## Vintage Three Wheelers



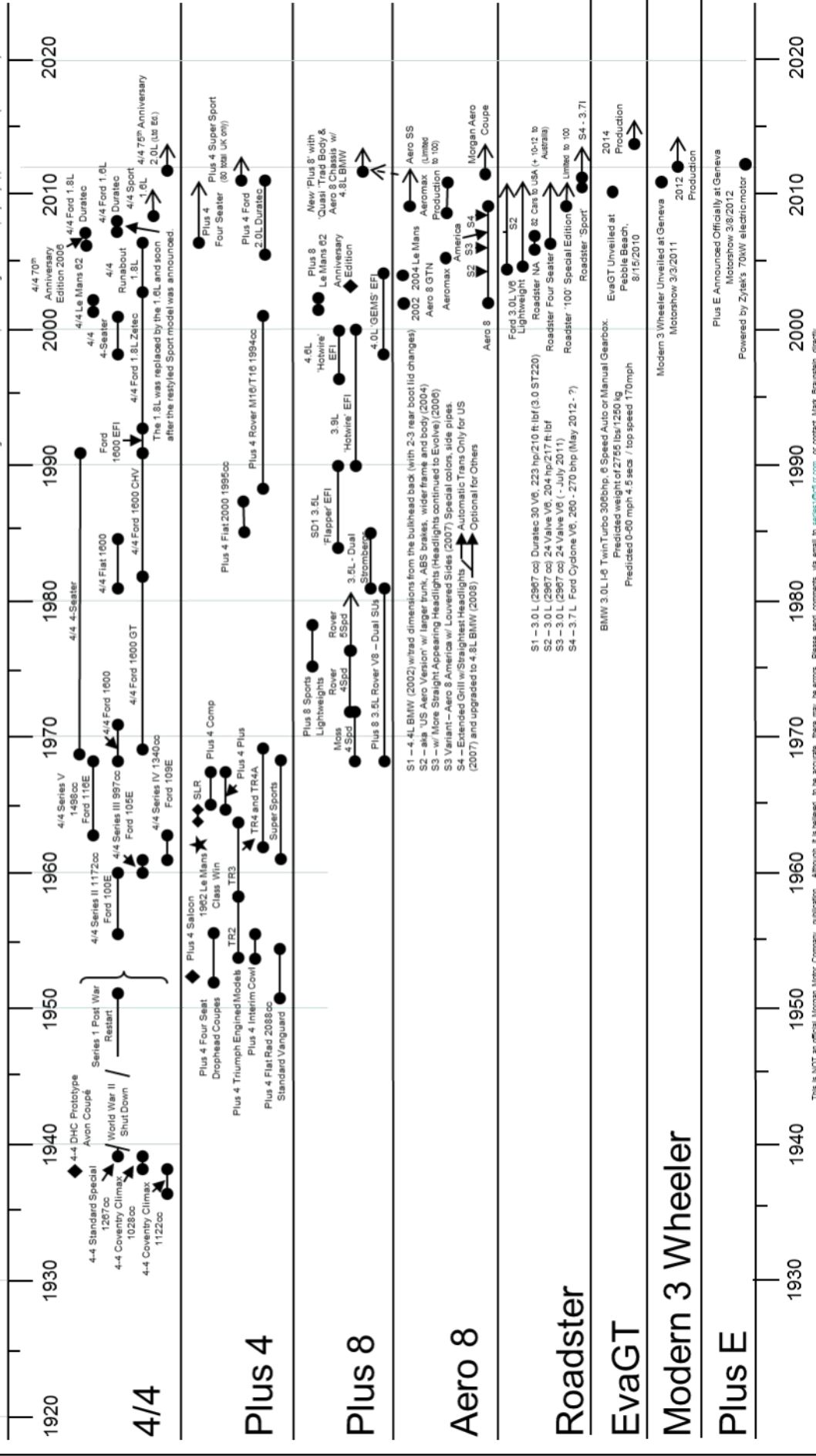
Ford Engined Cars  
(F2-Two Seater, F4-Four Seater, F Super)

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## MORGAN MOTOR COMPANY

Information compiled primarily from previously published sources to include Illustrated Morgan Buyer's Guide, Ken Hill, 1989; The Cars and The Factory, John Tiller, 1983; Original Morgan, John Norrall & Liz Turner, 1992. Additional contributions from noted Morgan historians and enthusiasts to include Ken Hill, John Norrall, George Provodost, Lorne Godman, Duncan Cranor, Haman Pol and a number of Morgan web sites to include eMOC, and the Morgan Motor Company. My appreciation to all (V28 – 8/13/12)



This is NOT an official Morgan Motor Company publication. Although it is believed to be accurate, there may be errors. Please send comments via email to [sales@morgancars.com](mailto:sales@morgancars.com) or contact Mark Brampton directly.



# TINY SPORTS CAR COMES BACK WITH ENGINE FROM WISCONSIN MAKER

by Rick Barrett <http://www.jsonline.com/>

MILWAUKEE-WISCONSIN  
JOURNAL SENTINEL

**Sturgis, S.D.** - You might have to be an automobile historian to know much about the original Morgan three-wheeler, an inexpensive British sports car first built in the early 1900s.

But the tiny, two-seater vehicle is making a comeback with a Wisconsin-made motorcycle engine from S&S Cycles in Viola.

This month, the Morgan received clearance from California air emissions regulators that allows it to be sold in the United States.

One of the first of those vehicles was displayed by S&S Cycles last week at the Sturgis Motorcycle Rally that ended Sunday.

"It's been the big draw in our displays everywhere we go," said Bruce Tessmer, S&S Cycles marketing director.



Shane Whittey of S&S Cycles works on a Morgan sports car. The three-wheel car-motorcycle hybrid was on display at the Sturgis Motorcycle Rally. 8/12/2012

The Morgan was introduced in the early 1900s as the "poor man's sports car," Tessmer said, and tens of thousands of them were sold in Europe. In Britain it was taxed as a motorcycle, rather than a car, which made it much more affordable. The older models used a British V-twin motorcycle engine.

S&S makes engines for custom bikes, along with engine parts and accessories. It also rebuilds Harley-Davidson engines sent to the company from Harley dealerships. S&S worked with the Morgan's current manufacturer for about a year to design the new vehicle's drivetrain, which uses an S&S V-twin engine.

A few thousand of the new cars have been sold in Europe, and the manufacturer is gearing up to build many more once they land in the United States this fall. "They have been buying a lot of engines and are building a lot of cars," Tessmer said. The Morgan will sell for about \$40,000 here through a chain of dealerships. Fully street legal, it has a top speed of about 100 mph.

For S&S, the British sports car could help fill an empty spot in its business left from the demise of some custom motorcycle companies. The custom bike-building market isn't what it used to be, according to Tessmer, partly because it was slammed by the recession. "One of the problems is banks don't want to lend money to build a custom motorcycle now," he said. "It's expensive and risky. The bank doesn't know what this thing is going to be worth when it's finished."

That's in sharp contrast to years ago, when custom bikes were hot sellers, partly because there was a shortage of factory-made Harley-Davidsons in the early 1990s. "At one time, we were supplying engines to everybody and his brother," Tessmer said. "There was a big vacuum in the market that was filled by entrepreneurs who built custom bikes. That's when S&S came out with its engine. We were in the right place at the right time."



## 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.

**Morgan 3 Wheelers, The Old And The New** (An interesting comparison of the two cars - check width and height.)

**Morgan Motor Company: UK Part 2 of 3** (Not sure where part 1 of 3 went but this is a good look at the factory of late.)

**Morgan Plus 8 Hill Run at Goodwood Festival of Speed 2012** (A bit of new Plus 8 showing it's metal.)

**Morgan LMP2 at Goodwood Festival of Speed 2012** (For those that like this sort of stuff.)

**Fordwater Trophy Race, Goodwood Revival 2012** ( A quick view of the race, it's the UK but it's not raining !!)







**CLASSIC MOTORSPORTS SEPTEMBER 2012**

## THE MORGAN STATUE FOUNDATION

One of the things we all love about Morgans is the history of the MMC and its resilience. Resilience is also a trait of the car itself. There are not many Morgans that can't be resurrected and I, for one, look hard at what would appear to be a car that is far beyond hope, knowing it can, and probably will, return to operation and bring a smile to someone's face. In many ways we have to attribute these cherished cars and the history of the MMC to the founder HFS and Peter Morgan.

The *Morgan Statue Foundation* is endeavoring to erect a bronze statue in Malvern to honor HFS and Peter Morgan. Roger Moran is the driving force behind the initiative and needs the financial support of everyone in the Morgan community to make it happen. MOGSouth has made a contribution on behalf of the Club membership.

*Roger,*

*"I have wired \$500.00 USD (307.07 GBP) on behalf of the Morgan Owners Group South as a donation to the Morgan Statue Foundation. Please accept this from all members of our Club. And please, keep us informed as to your fund raising efforts as well as a time frame for completion of this wonderful tribute."*

*Randy Johnson*



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# GOODWOOD REVIVAL 2012 – FORDWATER TROPHY

## RACE REPORT

Posted on September 22, 2012 by [Sports Car Digest](#)



The Fordwater Trophy race at the 2012 Goodwood Revival was held Saturday, September 15th at the Goodwood Motor Circuit in West Sussex, England. The 2012 Fordwater Trophy featured a diverse grid of race-inspired production sports and GT cars from the 1960s. The grid of sensational sports and GT cars from the likes of Alfa Romeo, Ferrari, Ginetta, Lotus, MG, Morgan and Shelby made for an incredibly fast and close-fought race.

Pole-sitter Martin Stretton claimed top honors in the 25-minute Fordwater Trophy in his Lotus 26R. However, it was the ex-works Ginetta G10 driven by Mike Newell which appeared all set to win until disaster struck on the penultimate lap. The ever-versatile Newell made a brilliant start to fully exploit the 4.7-litre Ginetta's superior horsepower, out-muscling Stretton's aluminium-bodied 'Gold Bug' Lotus Elan 26R to streak into an early lead. Newell controlled the race comfortably from the front, with former Le Mans winner Jackie Oliver in third. The lead duo soon pulled clear of Oliver's Lotus Elan 26R but, despite closing on Newell in traffic, the Ginetta driver was always able to counter Stretton when it mattered. However, with just three minutes left to run, the increasingly wayward Ginetta lost a wheel which prompted instant retirement for Newell. Stretton stroked his Lotus home in first place, with Oliver second ahead of Shelby Mustang GT350 man John Hugenholtz.

Stretton said, "I was a little bit lucky but last time around I was leading on the last laps before the brakes failed so I know how Mike feels."

*[This race was the first time in history that all 4 of the SLRs (3 Morgan and 1 TR) were on the track together.]*

### RACE 3 – CLASSIFICATION - Fordwater Trophy

POS	No.	NAME	ENTRY	LAPS	TIME	MPH
1	62	Martin STRETTON	Lotus 26R	17	25:14:747	96.96
2	10	Jackie OLIVER	Lotus 26R	17	26:10:842	93.50
3	17	John HUGENHOLTZ	Ford Shelby Mustang GT350	17	26:22:024	92.84
4	46	Sean WALKER	Lotus 26R	17	26:22:463	92.73
5	11	Ian COX	Marcos 1800 GT	17	26:23:793	92.73
6	32	Tom DYER	Sunbeam Tiger 'Monster'	17	26:30:545	92.34
7	35	Ben ADAMS	Turner Ford MkII	17	26:46:275	91.32
<b>8</b>	<b>29</b>	<b>Keith AHLERS</b>	<b>Morgan Plus 4 SLR</b>	<b>16</b>	<b>25:21:488</b>	<b>90.85</b>
9	26	Ross Warburton	Ferrari 275 GTB/C	16	25:28:935	90.41
<b>10</b>	<b>64</b>	<b>John EMBERSON</b>	<b>Morgan Plus 4 SLR</b>	<b>16</b>	<b>25:29:669</b>	<b>90.37</b>
11	4	James COTTINGHAM	MG B	16	25:30:014	90.35
12	34	David FRANKLIN	Ford Shelby Mustang GT350	16	25:32:310	90.21
13	16	Irvine LAIDLAW	Porsche 904/6 Carrera GTS	16	25:45:195	89.45
14	8	Jeremy COOKE	Ford Shelby Mustang GT350	16	26:08:226	88.14
15	7	Arnold MEIER	Ferrari 275 GTB/C	16	26:09:326	88.08
16	40	Nick FENNELL	Lotus 26R	16	26:10:549	88.01
<b>17</b>	<b>61</b>	<b>Simon OREBI GANN</b>	<b>Morgan Plus 4 SLR</b>	<b>16</b>	<b>26:11:999</b>	<b>87.93</b>
18	57	Charles KNILL-JONES	Alfa Romeo Giulia TZ1	16	26:14:121	87.81
19	33	Cameron HEALY	Porsche 904/6 Carrera GTS	16	26:14:827	87.78
<b>20</b>	<b>23</b>	<b>Steven CHAPMAN</b>	<b>Triumph TR4 SLR</b>	<b>16</b>	<b>26:25:199</b>	<b>87.20</b>
21	12	Joe BAMFORO	MG B	16	26:27:382	87.08
22	1	Neil TOLICH	Alfa Romeo Giulia TZ1	16	26:28:646	87.01
23	6	Marco CAJANI	Alfa Romeo Giulia TZ1	16	26:31:778	86.84
24	39	Barry SIDERY-SMITH	MG B 'Le Mans'	16	26:32:713	86.79
25	2	Gordon MCCULLOCH	Alfa Romeo Giulia TZ1	16	26:47:436	85.99
26	20	David COOKE	Lotus 26R	15	25:14:485	85.57
27	16	Bob RIDGARD	MG B 'Coune Berlinette'	14	25:41:970	78.44



# MOGSOUTH ANNOUNCEMENTS

AND OTHER THINGS YOU SHOULD KNOW !!

## MONTHLY CLUB GATHERINGS !!

### ATLANTA GA AREA MOGSOUTH BREAKFAST! **MONTHLY !!**

Atlanta area Morgan owners MOGSouth breakfast at the Rexall Drugstore in Duluth on the 2nd Saturday of each month. Call Randy Johnson for more information.

Address for the Rexall Drugstore:

3165 Buford Highway  
Duluth, GA 30096

### ORLANDO FL AREA GATORMOG BREAKFAST! **MONTHLY !!**

The Orlando GatorMOG contingent meets the first Sunday of each month, as part of the greater Orlando British Car Club. Full buffet Breakfast starts at 8:30 a.m. (Tire kicking starts slightly earlier). Call Rick Frazee (407) 620-0507 or email [mog4@earthlink.net](mailto:mog4@earthlink.net) for more information.

Address for the Golden Corral:

897 West Town Parkway  
Altamonte Springs, FL 32714

## OTHER ANNOUNCEMENTS OF INTEREST !!

### ORLANDO FL WINTER PARK CONOURS D'ELEGANCE, NOVEMBER 11TH!

The Winter Park Conours will have a Morgan Three Wheeler (only) Judged Class this year. The Conours is Sunday November 11th. Contact Rick Frazee at (407) 620-0507 or via email at [mog4@earthlink.net](mailto:mog4@earthlink.net) for more information. There are already confirmed Morgan Three Wheelers coming from across the MOGSouth region. The Florida Morgan dealer, Chariots of Palm Beach, will be bringing their new Morgan Three Wheeler demonstration vehicle to the show. There will also be a Morgan Party Saturday evening, November 10th, before the Sunday Conours.

### AUSTIN TX UNITED STATES FORMULA ONE GRAND PRIX MORGAN GATHERING!

Duncan Charlton, who lives in Austin, has organized a Noggin for those in the Morgan community who are in Austin Tx or traveling to Austin for the United States Formula One Grand Prix. The Noggin will be on Friday November 16, the typical practice day before the F1 GP on Sunday, November 18th. Details forthcoming. Contact Duncan at [duncan54@gmail.com](mailto:duncan54@gmail.com) for the latest. *[Andrea and I are looking to forward to it! Mark]*

## MOGSOUTH CHRISTMAS PARTY UPDATE

**SANTA CLAUS IS COMING TO TOWN!!!!!!..... AND TO THE RIDGES RESORT FOR THE MORGAN CAR CLUB CHRISTMAS PARTY ON DECEMBER 1st!**

See all the details on the MOGSouth Calendar, page 19, in this issue.

## 2013 MOGSOUTH MEETS !!

The annual MOGSouth events for 2013, as well as other key Morgan or car related events, are starting to firm up. The calendar for the new year is being created now, so if you have some events that need to be added, please send a note to Randy or Mark, so that we can get it on the schedule.

### 2013 SPRING MEET DATES / LOCATION TBD - HOSTS ERIC AND ANN CUMMINGS

We have coerced Eric and Ann to host the club in or around the north Georgia mountains that surround Helen Georgia. The specifics are still being worked and will be posted in the 2013 Calendar on the website and in this newsletter when available.

### 2013 FALL MEET DATES / LOCATION TBD - HOSTS JOHN AND CAROLYN WADE (TENTATIVE)

The Club is hoping to be able to visit the fabulous north Alabama region around Huntsville in the Fall. The weather is great, as are the fall colors. And then there is the driving routes. Absolutely spectacular. John and Carolyn Wade have tentatively offered to host, but as always, we'll know better as we get closer and the their schedule firms up.







MORGAN THREE WHEELER

## 2012 Morgan Three Wheeler

Accepting orders and deposits.



2012 Blue Meanie



2012 Gumball Rally

**2016 MORGAN ALL NEW REDESIGNED, TITANIUM CHASSIS** EvaGT // Order yours now!

**2012 MORGAN** Three Wheeler The Blue Meanie, 1800cc/115hp V-Twin engine.

**NEW 2012 MORGAN** Three Wheeler Gumball Rally (Charles & Kira Morgan livery), SuperDry Edition.

**2011 MORGAN** Aero SuperSports Our very last one! Bentley Silver Lake Pearl Metallic/ Muirhead Portland Grey. Silver wheels.

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

**2010 MORGAN** Aero SuperSport Cote D'Azur blue metallic/Wings and roof panels in Midnight Blue Metallic.

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



## 2011 Allard

**J2X MkII** Maserati Ponte Vecchio Burgundy with Tobacco Leather, burgundy piping, full top and side curtains and Hemi engine!



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WWW.ALLARDWEST.COM

WWW.MORGANWEST.NET



DRIVEN AT HEART

# Morgan

## WEST

Authorized Morgan Motor Car Dealer

## 2011 Aero



**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!

**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

**1967 MORGAN** Plus 4 Four seater Supersport

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

**1964 MORGAN** Plus 4 Roadster BRG/Tan, Full body off restoration

**1963 MORGAN** Plus 4 Four seater Ivory/Dark Red



**NEW MORGAN PLUS 4 60TH ANNIVERSARY BADGE**

**1962 MORGAN** 4/4 "Skippy San" cycle fendered Flatrad

**1959 MORGAN** Lightweight

**1959 MORGAN** Plus 4 Drophead Coupe Kingfisher Blue, stunning restoration.

### 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.



**2012 AC378 GT Zagato**  
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Oct 10, 2012

# Road Test: 2012 Morgan Plus 8 <http://www.gtspirit.com/>

By MR on September 3, 2012

The brand new 2012 Morgan Plus 8 is the latest member to the Morgan Classic lineup which is hand built by craftsmen at the foot of the Malvern hills following traditions and soul representing the British Morgan brand. Produced by the last independent family owned car manufacturer in the world, the Plus 8 is based around contemporary technique while being shaped in a historical body work which hasn't changed much since its original version was released in 1968.



The most noticeable upgrade to the Plus 8 is the use of a new engine and the same modern aluminum chassis of the Morgan Aero supercar. The new 4.8 liter eight-cylinder engine is sourced from the previous-generation BMW 550i and develops 367bhp and 490Nm of torque. The engine is linked to either a six-speed manual or six-speed ZF automatic gearbox. Our red test car was fitted with the latter option without paddle shifters. The setup was a bit sluggish, but a manual mode is available if needed.

The new Morgan Plus 8 makes use of technology from the aircraft industry to achieve a dry weight of only 1,100kg. This makes the Plus 8 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, according to Morgan. Add this is to the powerful delivery of grunt by the V8 engine and you have a car this low and light it flings you through the British country scenery at a terrifying rate. For the record, the power to weight ratio is around 315bhp per tonne and a sprint to 0-100km/h of 4.5 seconds is combined with a top speed of 250km/h.

The roads near the Morgan factory provided us with excellent scenery to try the new Plus 8. Following the lines of the country roads we experienced the open-top sports car as the Morgan family intends it to be. The sloping route through the hills showcased the precision and sharpness of the steering while the suspension proved to be quite firm and jittery on poor surfaces. Bumps in the road were able to upset the front and rear axle's composure and push it from its line unintentionally. An unwanted behavior in a sports car with only a few electronic safety aids like power steering and ABS.

After a while you get the hang of it and you start to respect the capabilities of the all-British sports car, which provides you and your passenger with a growling soundtrack and barking blips from the V8's exhaust. But do not get fooled by its looks or the use of ash wood, because this Morgan can compete with any modern sports car and has the brilliance of easily letting its back end step out. Still the Plus 8 is far from a comfortable sports car, even though it was released as the most comfortable classic Morgan the company has ever built.

The Plus 8 is a wonderful weekend tourer, but not one capable of covering a longer multi-day trip through the country side. The cabin is spacious enough for two people, but it hardly has any space for luggage. Air conditioning is standard equipment in the old-fashioned leather lined cockpit which includes a lockable stowage compartment and simple, old-fashioned dials and knobs. A radio/CD player is standard equipment as well, but it is hard to use or even see it. There is no boot and the only logical luggage space is behind the seats with the roof closed and in the passenger footwell. The hood itself feels quite solid and is made of mohair and has double thickness liner for insulation. Getting it up and down asks for some patience and effort, but it is all part of the Morgan experience and tradition.

This new Morgan Plus 8 is capable of translating a classic driving style through its modern techniques, engine and suspension. The classic soul of Morgan shines through the aluminum body work and the interior, and makes it a special place to stay. The best and fastest Morgan ever build is surely one of the most enjoyable sports car out there offering loads of grunt through its eight-cylinder engine and excellent steering and handling, which respond immediately to a driver's input. The package would be more of a challenge if Morgan would sell a faster paddle shift gearbox keeping your hands on the steering wheel while providing full control over the shift pattern, the screaming engine and the rear stepping out.





# Factory Visit: Morgan Motor Company

By MR on September 6, 2012 <http://www.gtspirit.com/>

The Morgan Motor Company is a British motor car manufacturer based in Malvern Link, an area of Malvern, Worcestershire, United Kingdom. With over 100 years of history Morgan provides an interesting look into the history of automotive production and car building process.

The company founded in 1910 by Harry Frederick Stanley Morgan remains proudly independent to this day, run by Charles Morgan, grandson of the founder, it is the only family-owned car builder in the whole world. The luxury car manufacturer employs less than 200 people, all part of the Morgan family and produce less than a 1000 cars a year. Every single Morgan is special because of its true historical heritage and the development craftsmanship.



GTspirit visited the factory and was granted a full day of Morgan experience following the company's history from Edwardian times until the present day, developments in automobile technology, and the experience of automobiles. Our first stop of the day was a tour through the historical grounds of the Morgan factory, which included the production facilities, the ancient production methods and the development throughout the past 100 years.

The success of the Morgan Motor Company was founded on an icon, the Morgan Three-Wheeler. The simple design by H.F.S. Morgan became one of the most successful lightweight cars of the early days of motoring.

The first cars made by the British company were two-seat or four-seat three-wheelers, and were considered to be cycle cars. Three-wheeled vehicles avoided the British tax on cars by being classified as motorcycles. Morgan's first four-wheeler was the 4-4, for four-cylinder engine and four wheels. The first production four-wheeled Morgan was released to the public in 1936 and it continues until today. The production of the initial three-wheeler stopped in 1952.

The historical background of the company is clearly visible in the way the products are being designed and produced, and have made Morgan a familiar face in the automotive world.

In 2011 Morgan got back to their roots and reinstalled the production of the Three-Wheeler. Nearly sixty years since the last Morgan three-wheeler was built. The 2011 Morgan Three-Wheeler is a fusion of modern technology into a classic design. A modern V-twin engine and Mazda five-speed gearbox provides 'get in and drive' simplicity and reliability.

Entering the premises of the Morgan Motor Company let's you step back in the times of handbuild production of cars, the use of hand tools and the clear professionalism of handwork with wood and aluminum.

The true history lesson starts when entering the next door two buildings lower on site. A collision of noises, sights and smells like nothing else in the car industry awaits you when you enter the production facilities. There is no production line, only single production bays with piled up aluminum and wooden underbodies where craftsman use production techniques you will never come across in any other car factory in the world. The vast majority of men use hammers, bending tools and other hand tools to shape the wood and aluminum into a Morgan sports car.

The Brits combine the use of these materials – which act as the heart of the Morgan car – with contemporary parts like Ford and BMW engines, automatic gearboxes, electric wiring harnesses and the latest suspension techniques. The rolling chassis are manually pushed through the factory from one building to other. In a steady rate, wooden cabin bodies, doors and engine covers are finished and attached, followed by aluminum and steel panels.

While walking through the halls you smell a combination of ash wood chippings, glue and varnish while the cars' bodies are cut out, shaped, treated, glued and screwed together. This clearly feels like history, this is the way cars were built throughout the start of the 20th century. And no it is not a museum, it is the Morgan Motor Company, a place where generations of craftsmanship has been shared between father and son. A family of people carrying a legacy of volume car-making standards that shows so much activity, so much hand work and so much dedication. A place for every true petrolhead trying to understand the future of the automotive world and willing to learn the history of car building.

## SuperDave's Garage

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## Got Gizmos??

As Andrea lounged on the couch and played some bubble game on her 'mobile computing' gizmo connected to the internet via some invisible link, and I sat in front of the impossibly thin and overly large TV controlled with some number of remotes and such, it sort of came to me. I think I may have figured out another way to describe a traditional Morgan.

It's a car that has a 'zero gizmo quotient'. A pure car, simple and basic, nothing unnecessary and nothing too fancy. There is something appealing about a car that is not encumbered by modern gizmos such as power steering, power brakes, or for that matter . . . power anything. But, at this point, I'm not sure if this is good thing, or bad. Perhaps that's why some are slow to warm to the Aero 8 . . . it doesn't exactly have a zero gizmo quotient.

But those of us with a traditional Morgan tend to all react the same way. We look at the car, with its zero gizmo quotient, and we fret and worry and we find we must adorn it with some gizmo or another just to satisfy some ingrained desire the modern world has foisted on us, something of a gizmo addiction. We're helpless, we must do something. We add a clock, a 12v power socket, or a radio. Perhaps just one (or maybe all three). Certainly we only add a simple gizmo, but a gizmo none the less. And, mostly we try to hide these gizmos, (in the glove box, under the dash . . .), like if they can't be seen, they really aren't there, or nobody will notice and challenge our . . . Morgan-hood or whatever.

But, that begs a question. Is a Morgan any less a Morgan, if it has something more than a zero gizmo quotient? How pure is our Morgan experience if we cater to gizmos? Can we still look at ourselves honestly in the rear view mirror??

Then, just as this idea was starting to gel, a recent outing muddled the water. Over the weekend, we drove the Plus 8 out to a local German bakery and deli. The place was crawling with folks participating in a car club outing. A large crowd, perhaps forty folks. They had a photo shoot and some sort of scavenger hunt going on. As it was a German bakery and deli, their cars were German to be sure, but the real kicker was they were all 20 some-things. Most looking too young to drive. What was it about these cars; BMWs, Porsches and the like, that appeal to these young folks? I find it hard to believe it's the Teutonic design and flavors? Could it be the purported status that comes pricey cars? Morgans and Austin Healeys aren't cheap, so that's probably not it. Or could it just be the relatively 'high gizmo quotient' of these cars? Buttons, lights, beeps, knobs, neon and blue tooth. And if it is, what need we do to get the younger folks interested in the British cars and car clubs? Add Gizmos? This is the stuff that keeps me up at night. How about you??

*Mark*







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## LABOR DAY AT SEBRING. GOOD!

Three days watching the SCCA Central Florida Regional SCCA races at Sebring. Nothing more strenuous than eating, drinking and enjoying the weather. We stayed at the track side hotel, and when not at the track, watched the races from our balcony with drink in hand. How cool is that!

I chose to take my 1981 4/4 down to Sebring as it hadn't been run lately. Well, the flip side of 'overuse' is 'underuse' and they are both equally problematic for Morgans. I had ignition problems on the way down and sticky brakes on the way back. At least I wasn't traveling alone. Thanks Rick!

The races were good. Not too many off course excursions nor much in the way of destructive 'rubbing' as they say in NASCAR. There were not too many British cars however. A few Turners, a handful of Triumph Spitfires, and a GT6. Only a single TR3. I saw no MGs, Morgans, Minis or Jaguars. These cars must all be racing in the various Vintage racing series, e.g. HSR, SVRA, VDCA, etc.

Regardless, what a wonderful way to spend the Labor day holiday. Hopefully your holiday was equally enjoyable and included a Morgan. *Mark*





MORGAN MOTOR COMPANY NEWS

# NEWS

Morgan has been busy with appearances at car events in the US and the UK.

Morgan participated in the several of the Monterey events in August. Obviously marketing the new 3 Wheeler in the US is hot right now, and there are articles everywhere. Also, the Dealers now have their M3W demonstrators.

Also the relationship with Oak and Conquest Racing has continued to stay in the news as the LMP2 cars are competitive on the track.



## CARMEL MISSION CONCOURS D'ELEGANCE 2012 [www.morgan-motor.co.uk](http://www.morgan-motor.co.uk)



The Carmel Mission Concours, above and the Super Dry M3W used in the Gumball Rally on display in Carmel, right.



Morgan was a featured marque for the 2012 Carmel Mission Concours. The Concours d'Elegance featuring Morgan cars from the original Three-Wheeler to the Aero Supers Sports is held at Carmel Mission Basilico San Carlos in Carmel-By-The-Sea, California. Over 60 Morgan owners and their cars were on display for locals, tourists, and pilgrims alike. While visitors are enjoying the wonderful Morgan cars on display, the cars will be inspected to see which one will be the winner of the prestigious 2012 Carmel Mission Morgan Concours award.

Dennis Glavis of Morgans West brought the M3W that Charles Morgan ran in the Gumball Rally.

## OAK RACING'S VICTORY BID SCUPPERED BY SAFETY CAR AT SILVERSTONE

<http://paddocktalk.com/> Aug 26, 2012 - 06:20 PM

OAK Racing were left to rue what might have been at the 6 Hours of Silverstone today after an unfortunate safety car period ended their hopes of an LMP2 class victory in round four of the FIA World Endurance Championship, eventually settling for fourth position. Matthieu Lahaye's rapid opening run initially helped the Onroak Automotive designed and built #24 Morgan-Nissan 2012 LMP2 climb up to fourth place after starting 12th before Olivier Pla fought his way through to lead. Under championship regulations Pla was held at the pit exit before being allowed to re-join behind one of two safety cars, dropping the Morgan down to eighth. Despite a spirited drive the Frenchman was unable to make up the deficit, eventually coming home fourth.

The #35 sister Morgan also displayed plenty of pace throughout the six hours but was never a contender after losing seven laps while a starter motor was replaced at its first pit-stop. *[Starter motor?? What?? I have problems with a Morgan starter motor as well. They can't be using Lucas ? . . could they . . . Ed.]*





# 1909



2012 US (and a few International) EVENTS

# 2012

The MOGSouth Fall Meet was great fun. Now we need to make time to celebrate the Holidays in Young Harris, GA.

The MOGSouth Christmas Party will be held in Young Harris for the first time and I think Marylyn and Jackie have planned a wonderful event that you really don't want to miss. See you there!!



- **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**
- **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 UPDATE

**SANTA CLAUS IS COMING TO TOWN!!!!!!..... AND TO THE RIDGES RESORT FOR THE MORGAN CAR CLUB CHRISTMAS PARTY ON DECEMBER 1st!**

Dave and I visited the resort and it is beautiful.....

The rooms are luxurious and the town of Hiawassee is quaint with some great restaurants (we can recommend Michael's if you are a lover of chocolate) .....who would ever think that chicken salad surrounded by a chocolate wrap could be so delicious?..... Of course, there is so much more to do.....antiquing, enjoying a spa, watching glass blowing, hiking, or just relaxing! **Our room rate is amazing.....\$99 plus tax (\$10 more for a lake view)** and comes with a continental breakfast .....during the day, there is always coffee, tea, apple cider and cookies available. Villas are available for those who want to bring lots of family....however, since they are private, rates need to be checked when making reservations. **The phone number for reservations is 888-834-4409.....** Please note, **our cutoff date is October 30th** before rooms will be released to the public; **rooms must be cancelled 72 hours before your arrival date!!**

For dinner we will have our own room in their restaurant that has a fireplace and will have a decorated Christmas tree!! The dinner will be a buffet and will be charged to the room.....unfortunately, because they have a liquor license, you have to pay for any alcoholic beverages during dinner....however, hospitality will be open both before and after the dinner!!! Looking forward to getting our Christmas season started with good Morgan friends!!

Of course, **we will do our Car Christmas Ornament Exchange** again.....The automotive ornaments for our Christmas exchange can be bought, or made by you....be creative....it is fun.....each person who brings an ornament will get to choose one.....if a couple brings one ornament, they will get to pick one.....if they each want an ornament for their tree, they should bring two ornaments for the exchange.....we had some fun and clever ornaments last year that i am sure beautified everyone's tree!!!! **Super Dave's auction this year will benefit the Wounded Warrior Project.....**

Questions, please call either Marilyn Bondon - 770-330-3517 - ..... Looking forward to a very Merry Christmas Party!!

*Marilyn*



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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](mailto:dbondon@bellsouth.net).



## Don't Miss it! Christmas Party 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](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. 6/12

### 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:

MOGSouth c/o Randy Johnson, 296 Lakeshore Drive, Berkeley Lake, GA 30096

