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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/07

## Winter Park Concours d'Elegance

21-22 October  
Winter Park, FL



# Winter Park Concours d'Elegance

Winter Park is a historic town just north of Orlando. With its tree lined alleys, side walk bistros and boutiques, lush parks and brick drives, it's the place to be and be seen. If you come to Orlando, be sure to visit.



This was the 6th annual Winter Park Concours d'Elegance, and the town turned out in *high* style.

The Winter Park Concours d'Elegance separates itself from the rest of the crowd by embracing the breadth of automobile hobby, and by combining the old with the new. Here you find an old classic Lea Francis next to the new exotic Lamborghini. The exquisite Bentley Speed 8, winner of Le Mans in 2003, across the street from a Citroen 2CV named Dolly. Wooden boats and Chevrolet dragsters. All presented for our amusement and enjoyment.

And it was the Winter Park Concours' willingness to embrace the eclectic that allows us to get an invitation. It turned out that 2007 was to have a Morgan class. When originally called about the Plus 8, I felt as if it was somewhat of a test . . . was I, or was the car worthy of an invitation? I described the car, praising its virtues, highlighting its pedigree. Finally, I was (it was) accepted. Feeling a bit relieved and elevated, I mentioned my 4/4. Well, after some discussion, that too was accepted. I would have been absolutely thrilled to have just one car in the show but now I had two. I didn't realized just what this meant at the time.

Now I will be the first to say my Morgans aren't perfect, but they do clean up nicely. And, if I was to participate in a Concours, I wasn't going to be embarrassed. Thus, three solid weekends were spent sweating under the cars; cleaning, tightening and vacuuming in the Florida heat and humidity. And, I had purposely added a second car to my 'to do' list. Cleaning a Morgan to make it presentable for a Concours is no easy task. But, two cars? I guess I'm not too bright at times. (Or at least that's what Andrea tells me.)

The festivities began on Saturday with a Tour Breakfast at a lovely restaurant, Dexter's, in Winter Park. The breakfast was the starting point for the Tour d'Concours, a planned drive through the central Florida countryside, ending at a secret lunch stop. Andrea and I were up early, eager to start out on this latest Morgan adventure. We planned to take the 1971 Plus 8 for the drive, and leave the 4/4 home. It was just sprinkling lightly when we opened the garage door. By the time we had the car ready, it was pouring down rain. The weatherman had said there was 60% chance of rain. I had thought it passed us overnight, but what do I know. Out came the top. (Darn it, I hadn't cleaned the top. Quick, find the stuff, wipe it down, and . . . oh, well, we'd better go.)

We got to the designated Tour starting spot outside of Dexter's, and took our place in line. Peter and Gayle Betterman pulled in right next to us in their beautiful red 1994 Plus 8. We were surrounded by Ferraris and other exotics. A white Rolls Royce was up ahead to the left, and a black Jaguar XK120 FHC just behind a yellow Ferrari 308 GTB was in my row. A silver Mercedes SLR was to the side and a Lamborghini Jalpa was just behind Peter. Boy, this was eclectic group of cars . . . but the rain kept coming down. The breakfast buffet was very nice and we sat with Pete and Jan Burg whom we know from the Orlando All British Car Breakfast Club.



The 1971 Plus 8 at the lunch stop following the Winter Park Tour d'Concours, an automobile themed restaurant called Gassey Jacks.



10am and the Tour was to start at 10:30, but the rain kept coming down. The Concours press advertised 'rain or shine' so I got mentally prepared for a wet run.

Then, the rain just stopped. Peter and I looked at each other. What else could we do? We took the tops off the Morgans. The tour started out and Peter filed out with the row of cars he was in. I didn't see him again 'til lunch. The roads meandered though the central Florida country just north of Orlando. From Mount Dora to Sanford. It was great fun, trying to follow the Ferrari 308 GTB and stay ahead of a new Aston Martin DB7 Vantage. The rain held off throughout the Tour, and the only cars motoring on without a top were the two Morgans. (We had wagered, perhaps foolishly, but we had won. Had the skies opened up again, we would have been stopped on the side of road, fumbling with the lift a dots and listening to the other half question our wisdom, once again.)

The lunch stop was at a partially completed, brand new, automobile themed restaurant in Sanford, called Gassey Jacks. The kitchen really wasn't done as yet, so the lunch was a catered affair in the restaurant's garden. The cars completing the Tour were arrayed in the parking lots and on an interior parking pad. The rain was a blessing in disguise. I suspect many folks were smarter than we were, and kept their cars in the garage, out the rain, and ready for the Concours on Sunday, so the Tour only had some 60 or so cars, out of 250 or so invited to the show. This lower level of attendance, however, allowed us to be arrayed on the interior parking pad, adjacent to the luncheon. We had some good discussions about the Morgans, and had a great lunch to boot. Gassy Jacks was in Sanford, just a few miles from our house, so it was a short run back to the garage. Good thing, as all that rain meant the car cleaning had to begin again. Back under the car . . . the same routine as before . . . cleaning, tightening and vacuuming in the Florida heat and humidity. (I can't wait for my new air conditioned garage to be finished.)



Well, the Judging came early leaving us plenty of time to enjoy the show. It was great, but it was hot and quite humid. Only once did it really try to rain, and then it was just momentary. The show cars lined Park Avenue and the crowds were thick. Amazing cars, and great people watching. Families with strollers, big dogs walking their little owners and big owners walking their little dogs.

Alfa Romeo, Ferrari and Maserati were the featured marques for the show and were well represented. There was a lovely Lea Francis, freshly restored and some mind numbing exotics from Spyker, Maserati and Lamborghini. The Bentley boys were there with their new cars, as well as the Speed 8 Le Mans winner from 2003. Some photographs are posted on the MOGSouth web site, [www.mogsouth.com](http://www.mogsouth.com). Too many to include here.

I almost forgot. As it turned out, Rick Frazee's trike was not judged as Rick, himself, was Judging. Also, Peter and Gayle had previously won in their Plus 8, so they were in the Senior Class. The Concours had planned for a larger Morgan Class and had two engraved awards. Well, Andrea and I won First and Second in the Morgan Class, from a highly competitive field of . . . well, two. I guess all the cleaning, tightening and vacuuming paid off, or you might just say we are *too dumb to come in, out the rain* . . .

The Concours d'Elegance started early on Sunday, with cars in position by 8:30. We got there and promptly were directed to the wrong location. Turn around and double back, down the street and approach again. This time we got it right. Everything was quite organized and we were escorted to our designated spots, and assisted in backing the two Morgans in, at just the right angle.

When we arrived, Rick Frazee's 1936 Super Sports was already there, as were Peter and Gail with their Plus 8. Other Morgans were listed in the program but, as we were to find out later in the day, they stayed home, given the continual threat of rain. The four of us were the entire Morgan class at the show.



Rick and Sam Frazee's 'Babe', a 1936 Super Sports, never fails to attract the attention of both young and old. A real crowd pleaser.



# NORCROSS BRITISH CAR FAYRE

## 8 SEPTEMBER 2007

Photos Courtesy of Dave Bondon





# Fox Lake British Car Show Titusville, Florida 22 September 2007



These photographs (courtesy of Bill Stelcher, the one with the rabbit ears, above) were taken by Bill of his lovely 1936 F4 Racer, recently received from back from the UK. I can't wait to see it on the track! Ed.



# Euro Auto Festival 2007

BMW Zentrum, Spartanburg, S.C., 19-21 October 2007

Article and Photographs  
Courtesy of John Tuleibitz

Maybe it's the fact that all the proceeds go to the American Red Cross, but something seems to ensure great weather for the Euro show every year. On Thursday and Friday, Upstate South Carolina had heavy rains. But Saturday morning dawned clear and cool. Or cold, if you happened to be driving to the BMW facility at 7 a.m. in an open Morgan. As the day progressed, it got steadily sunnier and warmer until the temperature peaked right around 80 degrees. Nearly 500 cars were entered and the spectator parking areas were filled to capacity.

Morgans were well represented, with nine on display. MOGSouth was represented by Lee and Trisha Gaskins and their '67 Lotus-powered 4/4; Gene McOmber and his '90 Plus 8; David Chiles and his '77 Plus 8; Earl and Mrs. (I failed to write down her name) Band and their '87 Plus 8; and me with my '91 Plus 8. Members in attendance without their Morgans included Ellis and Rachel King, who brought their MGCGT due to a wiring glitch on their Roadster, and Norris and Susan Haynes, who had no car, but lots of paintings.

The other Morgans included a very pretty SU-carbed '70 Plus 8 belonging to John Traynham, from Greenville, SC; an '05 Roadster belonging to Gordon King, from Folly Beach, SC; a '64 4/4 owned by Jeff March, from Lexington, NC; and a '55 Plus 4 owned by Dale Masters, of Hampstead, SC. Clearly, we have some recruiting opportunities here.

We can also probably pick up some prepping tips from the non-MOGSoutherners, since the three trophies in the Morgan class went to Jeff March, John Traynham and Dale Masters. Dale's light blue bustle-back Plus 4 also won the crowd pleaser's award for the Morgan class.

To help make up for the MOGSouth shutout at the show, Pat and I ran the Sunday morning rally. It was a lot of fun, but, once again, we were well down in the results.

The marque of the year was Austin Healey, and well over 100 Healeys were on display. Sprites, 100's and 3000's filled the center of the grounds, while a lone Westland had the place of honor in front of the Zentrum pool.

That's two years in a row where the featured make has been represented by 100 plus cars. Gene McOmber has stuck his neck out and promised the organizers that at least 30 Morgans will show up in October 2009 when Morgan is the featured marque. I honestly believe there's no reason why we can't have at least 60 and that 100 isn't totally out of the question. We've got two years to wash and wax them and grease the front ends. If we start now, we might just make it.



*John*



## Morgan ranks among Forbes' 'Most Coveted' Cars

Recently Forbes highlighted the 'Most Coveted' cars and the Aeromax was among the wonderful and oh so, unattainable machines. In fact, it was listed second. The top five are listed here, but see the Forbes web site for the rest of the list. <http://www.forbes.com/2007/09/05>

### 1. Aston Martin DBS

Price (estimated): \$265,000

Estimated wait time: 28 months

Deliveries of Aston Martin's new flagship model, which made its debut in the James Bond film *Casino Royale*, begin in the first quarter of 2008, but as it stands, the DBS is booked through the end of calendar year 2009. The DBS will be similar in exclusivity to its predecessor, the Vanquish, a model that peaked at about 650 annually. At least a third of all DBS models made will be coming to the U.S.



Courtesy Aston Martin

### 2. Morgan Aeromax

Price: \$188,000 (94,000 U.K. pounds)

Estimated wait time: Two years, but now sold out completely

For years supply has long exceeded demand for the hand-built Aero 8 Roadster. The AeroMax is new for 2008. It's an even more sophisticated little sports car and offers a new six-speed automatic transmission aimed at increasing Morgan's appeal in the U.S. But you may have to settle for a used Morgan for now; all 100 are now sold out for its limited production run, and there's already a very long alternate list.



Courtesy Morgan

### 3. Ferrari F430 Scuderia

Price: \$201,213 (2007 F430)

Estimated wait time: Two years

This new, lightweight, track-oriented version of the much-loved F430, with power boosted to 510 from the mid-mounted V-8, brings some of Ferrari's Formula One-bred technology to one of its production cars for the first time. This includes "Superfast" software for reducing shift times to 60 milliseconds--a fraction of a blink of an eye. By the time Ferrari officially unveils the Scuderia at the Frankfurt motor show this month, it is almost certain that the entire, very limited model run will be sold out.



Courtesy Ferrari

### 4. Ferrari F599 GTB Fiorano

Price: \$264,034 (2007)

Estimated wait time: Two years

Of Ferrari's regular production vehicles, the F599, which replaced the 575M Maranello in the lineup last year, is more exclusive than the standard F430, with just around 300 delivered to U.S. customers each year. Officially, the wait stands at about two years for this front-engine, V-12-powered supercar, though if you're a newcomer to the prancing-horse club, it might be significantly longer.



Courtesy Ferrari

### 5. Lamborghini Murciélago LP640

Price: \$311,100 (2007)

Estimated wait time: 18 months

With a 640 brake horsepower V-12 engine mounted midship and showcased by an available glass engine cover, plus all wheel drive, an ultra-low wedge-shaped body and scissor doors, the LP640 is the contemporary successor to the Diablo or Countach that might once have been posterized as a teenager onto your bedroom wall. If some things never change, you might just want to get a Murciélago poster and dream.



Courtesy Lamborghini



*[This is a letter to the Morgan community from Malcolm Lamb, Director, Morgan Centenary Celebrations Ltd. The Centenary web site has not (as of publishing) as yet been updated with this information. You should watch this site for updates. <http://www.morgancentenary.co.uk/index.html> . Also, at the suggestion of Gene McOmber, we have started collecting a listing of car events here in the US in 2009 that will have some special Morgan 100th Anniversary celebration, so if you hear of any, please let me know. Series1@bellsouth.net. Ed]*



Morgan Centenary Celebrations 2009  
24th July – 2nd August 2009

“First let me outline the background to this event. For over 25 years the Morgan Sports Car Club of the U.K. has organized an annual gathering of club members and like-minded people. The only year when the MSCC did not organise an event was 1984 when the Morgan Motor Company organised the 75th Anniversary event in Malvern. The Morgan Three Wheeler Club has also organised its own events. 2009 will be a special year in the history of the Morgan Motor Company and therefore it is appropriate that the factory should undertake the running of the Centenary event. We are pleased that both the Morgan Sports Car Club and the Morgan Three Wheeler Club have agreed to play an active part in this special year's activities.

This Malvern/ Cheltenham event is only part of a yearlong celebration of the car that we all love. So what is being planned? Well the main activities will start at the Abbey Hotel on the evening of Friday 24th July when we will be able to meet friends old. The following two days will be based at Prescott Hill Climb in Gloucestershire where there will be an extended garden party. You will have the opportunity for untimed ascents of this classic motoring hill, these will be on a prebooked basis to ensure that as many Morgan owners and their cars can enjoy the 'Prescott Experience'. Only Morgan's and Morgan derived cars will be allowed to drive up the hill. If the days go as smoothly as we hope there may be the opportunity to buy additional runs.

Prescott is the home of the Bugatti Owners Club and they have agreed to open their on site museum for the weekend. The Prescott Lodge will also be open for food throughout the weekend. We know that many of you will be in the Malvern/Cheltenham area for the period between the two weekends therefore we have a programme of events available and in addition we will have a book of scenic run.

The mid-week activities will include: -

A visit to a privately owned Castle has been arranged where a family member will give a guided tour and talk on the history of both the family and the building. Lunch will be taken in the Grand Hall. The castle will not be open to the public as this is a private visit organised especially for Morgan owners. Numbers will be strictly limited so pre booking will be essential. We are hoping to arrange a trip on a steam train through the picturesque Severn Valley. Lunch will be taken on the train and there will be time to visit Bridgenorth before re-boarding the train for our return journey. Not all the activities will include Morgan's. On the Thursday we have arranged a golf match for the Morgan Centenary Trophy. This will take place at the 'Worcestershire' which is a golf course located in Malvern. The club was formed in 1880 and it is reputed that the English composer Edward Elgar was a regular player there. Don't worry about the problems of carrying a set of clubs in the Morgan, as it will be a requirement that every one plays with one of the matching sets, which will be provided. Bearing in mind that we are celebrating a centenary anniversary event there will be a special award for the most appropriately dressed player. Places will be available for partners at the award dinner in the evening when we will find out who is the best Morgan golfer.

For those of you who wish to drive your Morgan's quickly we are hoping to arrange a track day at Castle Combe race circuit. This is about one hour south of Cheltenham. Professional race drivers will be on hand to show you how it should be done.

Throughout the week we will be arranging tours around the Morgan factory. These will be on a pre booked basis only. Please note that the factory will not be open for visitors during a two-week period before and after the Centenary event. Worcester is only 15 minutes away from Malvern so a visit to the Royal Worcester Porcelain Company is a must for every one's itinerary. These tours will be available by pre booking.

~ Continued on Page 10 ~







## 9/8ths Whitworth

### Ongoing Restorations and Such

*[The issue of zinc in motor oil has been repeatedly written about and mentioned in many forums over the last year. Some of which makes good sense while some seems to be misinformation based on something akin to tribal knowledge. Gordon does a good job of capturing the pertinent issues and offers sound guidance on the issue. Bottom line - stay informed with respect to your decisions on oil. Ed.]*

#### **A Reprint of the Cover Story of the October - November Issue of the Morgazette - The Newsletter of the Morgan Sports Car Club of Northern California - Courtesy Gordon Craig, Morgazette Editor**

This [issue's cover] photo best sums up a crisis many of us are facing: camshaft and lifter failures after relatively low miles on rebuilt TR engines. That particular set of lifters and cam are out of Bob Panero's '66 +4, rebuilt just 7 thousand miles ago. My lifters and cam look ten times worse after a 20 thousand miles on a rebuild 3 years ago. What is going on?



Photo courtesy of Hot Rod Magazine

Hundreds of owners of Old Cars of all marques are hearing a clatter, opening their flat tappet engines and scratching their heads. What has happened to our rebuilds, how, after carefully following procedures with identical cams and lifters, observing break-in rules with the correct oil and assembly lubes, how are our engines coming to this sorry state?

We seem to be in a "perfect storm", a sea change convergence of changing cam/lifter metallurgy, modern engine design and mass market changes in additives for lubrication, intended to fit new engine technologies mandated by sweeping changes in emissions standards set at both the Federal and California State levels. The past five years have witnessed an acceleration of the elimination of zinc (zddp) in automotive oils, and a spotty aftermarket inventory of quality lifters (for the TR engine) for installation. I personally know of 8 cam/lifter failures in TR engine Morgans spread between this Club and MOGNW within the past two years. Once widely held and decades old assumptions are just simply no longer true: 1) Flat tappet, pushrod engine design is completely old school. That is not news, but new camshaft and roller lifter designs are, and these engines do not require additives like zinc (zddp) to protect and embed metal surfaces with a "shield" to help cope with the high impact, momentary pounding (as high as 200,000 lbs per sq. inch in a standard passenger car engine) between lifter and cam lobe. This "shield" is done another way mechanically. 2) The formulation has changed in modern oils to provide less surface resistance between parts, lighter viscosities and the elimination of additives, all for mileage enhancement. An additive like zinc does not break down nor evaporate as oil is used up in an engine. It simply stays there, embedding into the metal of lifters and cam lobes. As an engine puts on miles and ring wear inevitably arises, zinc will get into the combustion process and exhaust into the catalytic converter, where it interacts and becomes toxic to the converter, breaking it down. Tighter and stricter emissions standards coming next year and 2010 dictate that catalytic converters have a service life of 200,000 miles +, hence another reason for the elimination of zinc. 3) Replacement parts for our old school engines are of differing base metal quality, hardness, and crucially, depth of hardening standards, especially when it comes to lifters. With original factory support long gone and OEM parts very scarce in the marketplace, replacement aftermarket parts are often the only game in town. Caveat emptor. When you buy these parts, ask questions like what is the base metal used? (Chilled steel or alloy is what to look for). What is the Rockwell hardness number

(OIL) - (ZINC) = (DISASTER)



## (OIL) – (ZINC) = (DISASTER) ~ Continued ~

of the part? (With TR lifters, #54 or higher). How is the testing conducted, random sampling of lots of 1000 or individually tested? What is the depth of the hardening surface? (Above 1/8 inch on the bottom of the lifter at least). The best scenario is to find NOS or OEM lifters, fresh out of the box. Every TR engine builder I talked with was emphatic about this. Have you noticed, for ex., Morgan Spares does not offer aftermarket lifters? There is a reason, and only occasionally will they offer a group of thoroughly tested and rated used TR lifters, on a 'as they check them out' basis.

I was going to post links to web articles about camshaft lifter protection, recommended oils and appropriate additives. . . BUT, this is a fast changing area of information, a web article published on a site six months ago will probably be completely out of date by now, especially with respect to recommended oils.

One yardstick to keep in mind: Zinc began to disappear with API (American Petroleum Institute) rating SL some 7 years back in some oils, thereafter it has steadily disappeared up to the SM rating of today. This is for mainstream, mass market oils. At this point, you have to actively search for zinc rated oils, so get on the web, go to oil companies and suppliers, and ask what oils have zinc in quantities of 1200 ppm or above. For now, it looks like racing oils, like Red Line Racing 20-50 and Valvoline Racing 20-50, have adequate zddp levels. The smaller, off market brands, such as Kendall, seem to keep high zinc content in their oils, but you have to locate it. Some diesel oils are high in zinc, although that is changing too with new diesel technology mandated.

When it comes to additives, GM EOS (engine oil supplement) is the best, if you can find it at a GM dealership parts department, and STP Red, still available in parts stores such as Kragen, etc. is high in zinc.

The best thing to do is Google "zddp" and you will see the list of articles and websites and latest additions that I used to compile this commentary. So, I hope I've provided enough information to be helpful, and you can navigate your way through this Brave New World and its consequences to our Old School Flat Tappet Engines. Best Wishes, **Gordon**

### ZDDP CONTENT

In recent years, the amount of zinc dialkyl dithiophosphate (ZDDP) antiwear additives in the oil have undergone significant reduction. This data, supplied by oil industry sources, illustrates the downward trend. It is likely that further reductions will occur in the future.

API Designation or Specific Brand	Year	Approximate Content, Percentage by Weight	
		Zinc	Phosphorous
SH	1996	0.130	0.120
SJ	2001	0.110	0.100
SL	2004		
SM	2005	0.087	0.080
Cosworth Racing	2006	0.125	0.115
Shell Rotella T	2006	0.140	0.130
Pennzoil 20W-50 Racing	2006	0.196	0.180
Quaker State Q Racing	2006	0.200	0.180

**Example of recent internet ZDDP content in oils (Courtesy of Hot Rod Magazine).**

## Morgan Centenary Celebrations ~ Continued from Page 8 ~

It is intended to have details of numerous other activities available during this period. Some will be pre-arranged and for the others we will have sufficient information available so that visitors can organise their

own days out. The following weekends activities are centred on Cheltenham in Gloucestershire. The Friday evening we will all be meeting for a general get together in the town itself. Our venue for the rest of the weekend will be the Cheltenham Horse Race Track. We will be the only organization there that weekend so we will be able to set up a tented village for the multitude of traders, a catering zone for the food outlets and an entertainment area for some of our key events. During both days we will be running a solo driving competition and on the Saturday there will be a concours.

The social activities have not been forgotten. We will be having a 'Party in the Park' event with live music and fireworks. This will be the time to sit on the grass and partake of your picnic whilst enjoying the entertainment. In contrast to this casual event there will be a formal Centenary Gala Dinner in the Centaur Suite, which can accommodate 1200 guest for a formal black tie dinner. We will of course be having some very special guests with us that evening. Our aim is that this weekend will be a complete contrast to any previous Morgan gathering you have ever been to, so how can you miss it?

We have a Centenary web site [www.morgan-centenary.co.uk](http://www.morgan-centenary.co.uk) and would ask you to register your interest. This will be the place where event information will be posted and hotel and event booking facilities made available. To those of you who have already registered we would apologise for the lack of information that you have received. The site is being restructured and we hope that it will become much more active in the next few weeks."

Malcolm S. Lamb, Director, Morgan Centenary Celebrations Ltd, email:





## MOGSouth Fall Meet Details - Savannah, Georgia, 2- 4 Nov 07

The MOGSouth Fall Meet will be in the wonderful city of Savannah, Georgia, on 2-4 November. The host hotel is the Savannah DeSoto Hilton (15 East Liberty Street, Savannah, Georgia 31401), a great spot just on the edge of Savannah's Historic District and a short distance of the River Walk.

**The hotel held 20 rooms for the "Morgan Owner's Group" however they are all taken. But I would suggest you call to see if there are any late cancellations. Tel:1-912-232-9000 or 1-800-426-8483 .**

This is a very popular time in and around Savannah so don't wait too long to make your reservations as the rooms will not last long. Room rates are \$139 per night, plus tax, and there is a \$10 per night self-parking fee. The hotel has a two level underground parking deck.

MOGSouth has reserved the Oglethorpe Suite for the hospitality room on Friday night, with dinner on your own.

After breakfast on Saturday, local member/residents Gary Bocard and Perry Nuhn have planned a drive for lunch and visit to the Hilton Head Island Concours. Details and plan for the day for Saturday will be forthcoming. Dinner Saturday night will be held at a wonderful restaurant in the Historic District, Belford's of Savannah ([www.belfordssavannah.com](http://www.belfordssavannah.com)) and will be Dutch Treat. We are planning a cocktail hour at the restaurant to begin at 6:30PM with seating for dinner at 7:30PM. The Club will buy your first beer or wine of the evening from the cash bar and then you are on your own. Dinner will be ordered from their extensive menu with separate checks provided and the restaurant will add a 20% service charge automatically.

Sunday at our Meets are typically a travel day but this year several members are planning to stay in Savannah for an additional day and attend the Concours on Sunday as well (as Sunday is the BIG day).

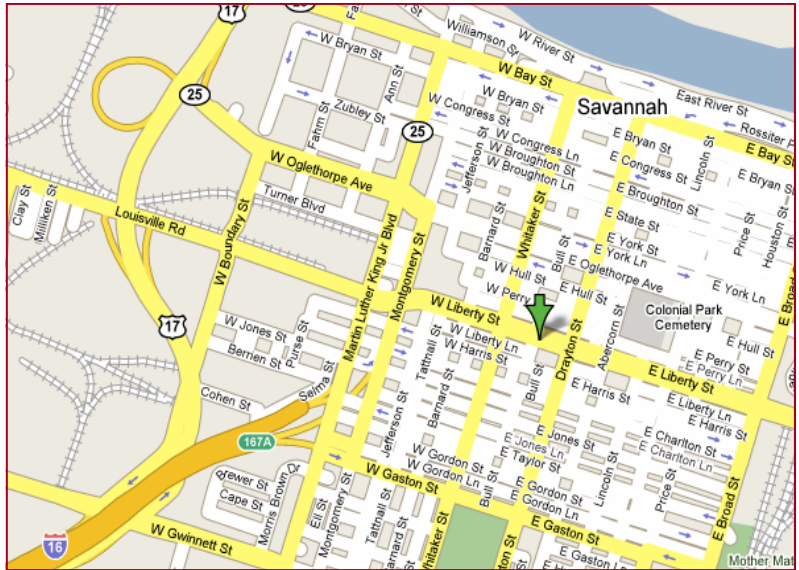
Unfortunately, the Hilton is sold out for Sunday evening so those of you that want to spend another night in Savannah will have to make separate arrangements for lodging for that evening. There are a number of good choices depending on your preferences.

Savannah should be beautiful at this time of year so make your plans now to attend what promises to be a great weekend.

## Florida Morgans! Convoy to Orlando and then on to Savannah

There will be block of rooms at the **Best Western Mt. Vernon Inn**, in Winter Park (Orlando), for November 1 under the name of **GatorMog**. The room rate special will be \$69.00. Anyone wanting to stay on the return trip is welcome to ask for the same rate, again under the name of GatorMog, for 4th, 5th, 6th or ? Call the hotel directly at 800-992-3379. The Florida convoy departs Winter Park at 8am on Friday, 2 November and travels north with an appropriate lunch stop en-route. Travel time is 5 - 6 hours depending on the amount of highway or back roads chosen. A stop in Jacksonville is planned as we have Morgan owners who wish to join us. The convoy should arrive in Savannah mid afternoon leaving time to freshen up before the evening Noggin.

Gil and Barbara Stegen have graciously volunteered to coordinate a meeting point for the Southern Florida contingent making the road trip north to Orlando and then on to Savannah. The Stegen home is at 9890 Mantova Drive, Lake Worth, Florida 33467 and they can be reached by phone at (H) 561-965-8395, (C) 425-260-3588, or by email [Dr\\_Stegen@Hotmail.com](mailto:Dr_Stegen@Hotmail.com) . Contact Gil directly to work out the details.



Directions to the Hotel from Interstate I-95 north or south bound: exit at 99A (I-16 east), follow to the end where it feeds into Montgomery Street. At the first stop light turn right onto Liberty Street. Follow for 5 blocks to the Hilton which will be on your right hand side.







Title Photo Courtesy Jim Baker



## FACTORY NEWS

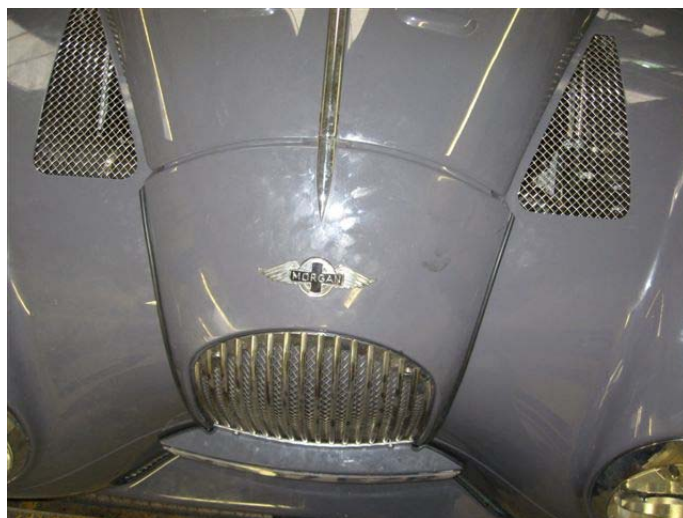
**eMOG - 13 October 2007** - News of the first MMC automatic transmission Morgan (save the one-off made for PM's first wife Jane) is being presented to the Morgan Aero Club at the Aero-exclusive meet in St. Tropez. More to come, according to Lorne Goldman. There were comments on eMOG that indicated that this might not be the only automatic transmission Aero 8 around. (A total of three are mentioned.) The BMW motor is mated to the automatic in the other car models so this is not terrible unexpected and the size of the Aero is more conducive to this sort of gear box.

Also posted on eMOG by Chris Towner, was this photograph of vents added to the nose of an Aero. Not sure if this is to become standard or not.

The Morgan Statue project, being run by Roger Moran, is progressing well. There were unveiling and kickoff celebrations at the Works. The effort still needs contributions. See the Morgan Company website.

The big news is the new look for the Morgan Wings.

The following message is taken off the Morgan Motor Company website <http://www.morgan-motor.co.uk>

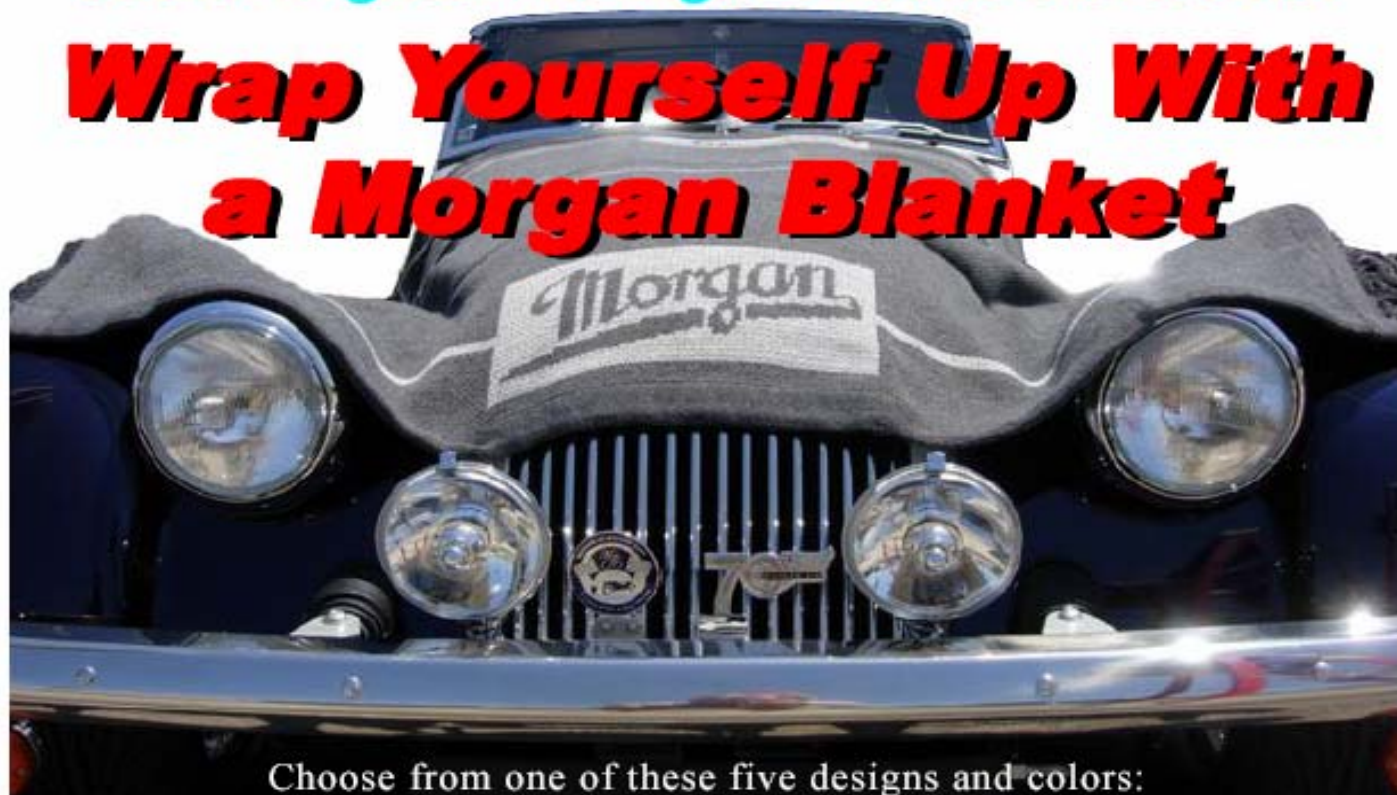


*'We are delighted to share with you the new Morgan Wings. This evolution is a combination of the existing Wings, the version of the Wings found on the front of our cars and an update to make it more contemporary. This change has not been taken lightly and has been given the thorough blessing of the Morgan family, Board of Directors and Morgan Management Team. For some time we have felt that the look and feel of the Morgan Motor Company logo has not done justice to our unique combination of traditional skills yet thoroughly modern approach to design and production in today's challenging world. We are very proud of our past achievements but must also look forward to the future. Our merchandise and general signage will boast the new logo which will gradually be implemented over the coming months. To extend the new look beyond the badge, we will also shortly be introducing a more comprehensive and cohesive range of car brochures and new look website design.'*



**Cooler Nights Are Right Around the Corner**

# **Wrap Yourself Up With a Morgan Blanket**



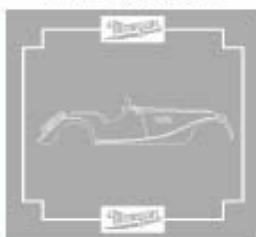
Choose from one of these five designs and colors:

**Morgan Vintage**



Green & Tan

**Silhouette**

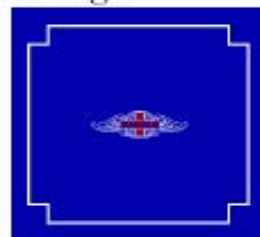


Dk Gray & Lt Gray

**Morgan Wings**



Navy & White



Navy & White  
w/Berry Cross

## **Blanket details:**

- Design is **knitted in** — not embroidered or screen printed
- 60" x 60" (that's 25 square feet!)
- Heavy construction - weighs nearly 4 lbs
- Machine washable acrylic knit
- Fringe trim on the sides
- Comes in zippered vinyl storage bag
- Officially licensed and Made in the USA

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ChicMOG 2005 organized by SwissMOG in Geneva. 8/26-8/28 © Jean Kraus - Luxembourg 2005

## Key Planning Dates

The summer is behind us and those wonderful fall days are perfect for runs and picnics in a Morgan. The Fall Meet is just about upon us, and looks to be quite fun, with a large turn-out. If you haven't made reservations yet, don't give up. You can still join us. The meet headquarters hotel, the Desoto Hilton, is full, however, there are still plenty of rooms available at other close by hotels. Details of the meet are provided elsewhere in this issue of the newsletter.

The other big MOGSouth event is the Christmas Party and this year it will be in Clayton, GA. See the details provided below. Not that we like to plan, but sometimes we feel the urge. The 2008 Schedule of Club Events is in work, and if you have any contributions (whether North or South), please send them to Mark.



**MOGSouth Fall Meet**, 2 - 4 Nov 2007, Savannah, Georgia, Host - Gary Bocard



**Hilton Head Island Concours d'Elegance**, 1 - 4 Nov 2007, Hilton Head Island, SC



**HSR Continental Historic Races**, 8 - 11 Nov 2007, Daytona Speedway, Daytona Beach, FL



**HSR Historic Fall Classic**, 30 Nov - 2 Dec 2007, Sebring International Raceway, Sebring, FL



**MOGSouth Christmas Party**, 1 Dec 2007, Clayton, Georgia, Hosts - Glenn and Dorothy Moore



**Vintage Drivers Club of America**, 7 - 9 December, Roebing Road Raceway, Savannah, GA

MOG SOUTH EVENTS 2007

## MOGSOUTH Christmas Party, Saturday, Dec 1 – Sunday Dec 2, 2007

Old Clayton Inn, Clayton, Georgia, Toll Free: 1-800-454-3498, Phone: 706-782-7722, FAX: 706-782-2511

The historic Clayton Inn is in Rabun County in the foothills of the Blue Ridge Mountains. It is just less than 2 hours away from Atlanta or Greenville, SC. During the filming of the movies Deliverance and the Great Locomotive Chase, members of the cast and crew stayed at the Inn. A Christmas Shop is located directly across the street from the Inn which is on South Main Street where a number of other shops are located. The kids among us might enjoy the Clayton Pharmacy for an old-fashioned soda. Prater's Main Street Books has a wide selection of books from regional authors. There are also art and antique shops for browsing and two vineyards for wine tasting. The Rabun Gap Crafts is an outlet for the creative works of students at the Rabun Gap Nacoochee School and is just 6 miles north of Clayton on US 441.

We have booked the entire 29 room Inn for our MOGSouth Christmas Party, so we will have the lobby with

## More MOGSOUTH Christmas Party Details

fireplace and TV and the adjoining card room for our hospitality area.

The Clayton Inn is a country lodge dating from the mid-1800's. Each room is individually decorated, all with private baths, (some with Jacuzzi), ceiling fan, telephone, AC and cable TV. To see pictures of the rooms, etc visit [www.oldclaytoninn.com](http://www.oldclaytoninn.com)

Reservations must be in by Friday, November 9; any remaining rooms on that date will be released to the general public, so we hope we fill them all. Please make certain when you make your reservation you tell them you are with the MOGSouth group. Our group Coordinator/Innkeeper at the Inn is Latisha Vaughn and the owners we have been working with are Dottie and Ian McFarland.

A full hot breakfast for Sunday morning is included with the room rate. If you are going to join us for the dinner (prime rib and chicken buffet), please let them know at the Inn when you make your reservation and they will add the number of dinners you need to our total reservation. Dinner will cost \$25.00 per person which includes tax and gratuity, but not alcohol served during dinner. The Hollingers and Moores made a trip up to Clayton to sample the food and found the prime rib to be delicious.

If you will not be staying at the Inn, but joining us for dinner and/or breakfast, please call the Inn and make your meal reservations before the Nov 9 deadline. You will need a credit card for your meal reservations as they will have a list for us. Be advised there are only 5 guest rooms on the lower floor, all other rooms are on the second floor and there is no elevator.

We would like to add some extra fun to the weekend, so be ready for a few surprises!!!

*Glenn & Dorothy*

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## ***MMC STOPS SELLING PARTS TO PUBLIC!***

**A Morgan Wire Editorial (Lorne Goldman, <http://www.mogwire.com>)**

The Morgan Motor Company has ceased selling parts directly to the public, ended its decades old system and adopting the policy recently instituted for the United States market two years ago. The same policy is now in effect all markets, within the United Kingdom and abroad. Parts can be had only through the dealership network.

The Morgan Wire applauds the decision, long overdue. It will go a long way to improving the MMC relationship with their dealers and inevitably benefit the owner's community with a more cogent system for selecting and receiving parts faster.

The earlier system of allowing direct supply, denied the both owners and the MMC Parts department the experience and parts recognition of the Agents, often nearby and better able to qualify the part needed and express that to the Company. Without that intervention, the parts confusion, duplications of costs and extra shipping was inevitable.

Additionally, direct supply put the Factory into competition with its own Agents. This created ill will and lowered the parts inventory of those Agents less willing to invest in an inventory that could never match their supplier. Greater stocking by the Agents will mean faster supply to owners in the future and a greater parts knowledge amongst the dealers network, which will reap important indirect benefits as well.

For markets abroad, dealer supply will mean that bulk shipping from the factory will increase, for greater cost saving for Factory and owners.

We are aware that the recent decision was a brave one. We trust that the understanding of the owner's community will make the transition pleasant and that the Dealers adjust quickly to the new opportunities it affords.

Of course, the range of Morgan goodies and accessories will still be available online at the MMC web site and at the Parts desk at the Works.





Jim Baker has just crafted a wonderful new badge for the 10th Anniversary of the Finnish Club. The centre logo is from the club's magazine with the blue cross in the Morgan wings and white background of the Finnish Flag. The price including postage is £54.00 GBP



Gilt or Nickel Plated Cast Buckle - £17.00



This pin is of the original Climax engined 4-4 as exhibited at the Olympia Motor Show in 1936. Size - 1 5/16" @ £4.12 plus post & packing.

The Morgan Three Wheeler Club has designed a new pin commemorate the late John & Bridget Leavens of CA. The design is the stained glass window at Stoke Lacey Church, reduced to 1 3/16" in 9 colours and nickel plate. They are available from Pat Cross, the MTWC's regalia officer and it would be easier to get an MTWC member to buy one for you. Price is undetermined as yet.

**Jim Baker**

[www.bakerbadge.co.uk](http://www.bakerbadge.co.uk)  
or Call - 011- 44 -1543 379 000



Silver Cuff Links - £25.00



Hall Marked Silver with 18" 'box' silver chain - £20.00.



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**New 2007 AERO AMERICA** Rosso Bordeaux Pontevicchio/Charcoal Grey leather with dark red leather diamond pane inserts and piping; Burgandy soft top, side exhaust, black ash wood trim. ORDER A NEW AERO BEFORE THEY'RE ALL SPOKEN FOR!

**New 2005/06 AERO 8 SERIES II** The very last Series II ever built; one of a kind with Factory removable carbon fibre hardtop, black softtop; genuine honey colored ostrich leather interior; 370 HP spec motor, stereo CD, Emerald Green metallic exterior. Just featured at: The Qual, A Motorsport Gathering and at the McCall Motorsport Revival, Monterey, August 2007

**'05 ROADSTER** Ivory/Chocolate leather, piped in black; black mohair weather equipment, MotoLita woodrimmed steering wheel, modified dash with ivory toggle switches and jeweled warning lights; stainless steel luggage rack, 35th anniversary mesh grill and badge bar, double eared knock offs, 352 miles.

**'05 ROADSTER** Rolls Royce Garnet metallic/Yarwood Chocolate leather piped in dark red; red carpets, Chocolate mohair weather equipment inc. top tonneau; stainless luggage rack, fog lamps, photo build album, stereo CD, 3,600 miles. Stunning combination!

**'05 AERO 8** Silver Shark Metallic/Red leather/Black mohair top, black powdercoated alloy wheels, stainless side exhaust, LeMans mesh brake cooling inlets in front valence, Becker stereo, every Factory update.

**'03 +8 35TH ANNIVERSARY EDITION**, 550 one owner miles, Connaught green, Tobacco leather piped in green, Dark Green mohair weather equipment, 5 speed, Dealer installed options inc. fog lights, hood prop rods, carpet on cross brace, bonnet strap, luggage rack straps, double eared knock offs.

**'02 +8** BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

**'98 +8** BRG/Black leather Sport Seats, ultra rare Centre Lock Alloy wheels

**'94 +8** 2,200 original miles! Beverly Hills/Hollywood car from new, Rosso Corsa/Biscuit leather, chrome wire wheels, tan weather equipment, walnut dash, badge bar w/badges, bonnet strap, luggage rack, stereo

**'71 +8** Famed automotive sculptor, J. Paul Nessee - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, coil over shocks, adjustable ride height, custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, Stunning!

**'66 +4** FOUR PASSENGER ROADSTER Red body/black wings/red leather interior; top is black w/red piping; new chrome wire wheels. So. Calif. Owned since late '80's; nice.

**'65 +4+ #23 OF 26** ever built! Fully restored 5 years ago, almost zero miles since. 44k orig. kms (~27,500 miles), Silver exterior/Blue leather interior. One owner since 1967. Arriving shortly.

**'64 +4** Pastel Grey/Black wings, Black leather, 2 owner car (2 brothers) from new, S. California car always garage kept! Wire wheels, luggage rack, badge bar, Brooklands Bluemel steering wheel, 77k orig. miles, 1k miles since full service, 3k miles in 26 years.

**'64 +4** Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'd HP, turns 1.54 at Laguna Seca and 2.02 at Sears Point. Recent vintage race victories, highest standards // SALE PENDING

**'63 +4** FOUR SEATER Battleship grey/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k original miles! >\$10k just spent with a Factory Authorized Morgan dealer including rear Koni telescopic shock conversion, major tune, new tank, gauges repaired, rebuilt front end...

**'59 +4** ROADSTER Red, red leather Super Sport bucket seats, new 72 spoke chrome wire wheels; fresh "hotrod" rebuilt engine w/performance cam, pistons, etc., MotoLita steering wheel; fog lamps; Almost zero miles on full restoration, very fast example!

**'58 +4** BRG/Black, correct disc wheel with chrome trim embellishers, badge bar with Club badges, bonnet strap New: soft top, water pump, radiator, front end rebuild, generator, tires, tachometer, LHID, S. Cal. car, very clean.

**'33 3 WHEELER** JAP powered Supersport, Pozzi navy blue, Poppy Red Muirhead leather. Just completed a 2+ year complete restoration to the highest standards. Owned by 3 wheeler guru Ron Garner, who did most of the restoration to the highest standards, Lacewood dash, stainless spokes w/painted outers and hubs; All chassis wood stained opaque red

**'73 JAGUAR** XKE V12 Roadster

**'65 MGB GT**

**'59 TRIUMPH TR3A** Black

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Questions ?? Call SuperDave Bondon at (770) 330-6210, [dbondon@bellsouth.net](mailto:dbondon@bellsouth.net)

## MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. We ordered a re-run of the 'Club Logo' style baseball cap (in tan but could also order black) with the MOGSouth 4-color logo on the front and the word MOGSOUTH on the back. The 'Club Logo' cap sells for \$25 plus S&H.

We have also been able to order caps with a logo design based upon our name tags. That is, the car in profile on top of two horizontal lines with the word MOGSOUTH between the lines. On the back of the cap you can have your name, MOGSOUTH, hometown, etc. (or nothing). These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. In addition to the caps, we have been able to order an attractive, tote bag in black with the car in profile logo but between the horizontal lines, the words MORGAN OWNERS GROUP SOUTH. These bags sell for \$30 Plus S&H.

If you would like any of these items, please contact Randy Johnson by email at [randy@therandalgroup.com](mailto:randy@therandalgroup.com) or by phone at 770 729-8786.

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

*Many thanks to those that have contributed articles and photos to this issue and to Andrea Braunstein for her grammatical check. Articles and photos are always welcome and solicited. We also would like inputs for the new Web Site at <http://www.mogsouth.com>. 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. 7/07  
296 LAKESHORE DRIVE, BERKELEY LAKE, GEORGIA 30096-3030

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

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

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

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

