

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/10

## MOGSouth Christmas Party Williamson, Georgia 5 December 2010

The 2010 MOGSouth Christmas Party was a blast! This year it was hosted by the tag team couples of Stu and Judy Mosbey and Dave and Jan Moffett. And, before I get lost in the details, let me say that they did a great job, they were most gracious in their hospitality, and I do believe all that attended would have to say the 2010 Christmas Party was a great success! Thank you.

I flew up from Orlando just for the party and I'm really glad I did. Andrea decided that she wouldn't be able to make it to the party as she had a bit of work to attend to so I called my sister, Barb, to see if she was available. She too lives on the south side of Atlanta, so the location was perfect. I then thought that one of Barb's daughters (traditionally the 'niece creatures')

might be free for a Saturday night, but wasn't too optimistic. The nieces are all very pretty and of that age where a Saturday night is national treasure. Well, as it turns out, all three of my nieces were

free and wanted to go. I now had 4 dates. Wow! Then they decided to coordinate their outfits to match my Morgans, Colleen the oldest was adorned in Burgundy and Cream to match my 1981 4/4, Shannon, the next oldest, dressed to match

the Blue and Black 1938 Series 1 DHC, while Paige, the youngest, was lovely in Burgundy and Silver, just like my 1971 Plus 8. And Barb dressed in Red to match the 1931

Series 1 I reluctantly sold awhile back. A really wonderful family holiday present.



The 2010 Christmas Party Noggin was at Stu's house where the crowd convened and ate and drank and talked about, what else? (and Andrea's favorite) . . . auto parts. The Mosbeys and Moffetts live in a small neighborhood about 45 minutes south of Atlanta in the town of Williamson, Georgia. I have always been amazed that there are two MOGSouth members in the same neighborhood. And this neighborhood is not your typical housing area. Folks here have aircraft hangars, housing their private planes, in their back yard, with taxi ways that lead to a communal air strip.



The Noggin was a held in both Stu's house and in his hangar, and there were a good number of trips, at least for me, back and forth between the two. Stu's rare Fiat powered 1985 Plus 4 was at the gate, with Dave's restoration in Stu's hangar. Dave's restoration is an exquisite rolling chassis nearly ready for all the other bits to be installed. Two other Morgans were in attendance, Andy and Ann Leo's lovely Silver and Blue, two toned 4/4 and Morgan Bondon's newly acquired Aero 8, also with the same Silver and Blue two tone. Old and new Morgans, with the same livery, odd??



With hangars in the back yard, you'd figure that Stu and Dave are both pilots and they have spent much of their lives flying (Stu is retired as a US Air Force fighter pilot and Dave still flies for Delta Airlines). But why do they both have Morgans? I have never asked, but one would have to conclude that there must be a certain similarity between flying small airplanes and driving Morgans. Perhaps the sights and sounds, the wind and noise or the excitement of the beast just starting and running, are sensations found in both?? One of these days, I'll just ask.



With folks all over Stu and Judy's lovely house and hangar, it was a bit of a challenge finding everyone I wanted to see and to offer Christmas wishes. I swear I went back and forth between the hangar and the house two or three times looking for Pete Olson. In each location, I was assured he was there, but at the other building. Ok, back to the hangar . . . now back to the house. Finally, I found him. It was the same with others I was looking for. . . I guess there were just too many diversions for me to stay on purpose. Oh well, it was great fun.

Stu's hangar is a definite boy's toy box, with his Russian Yak aircraft, a wonderful combination of rugged Russian construction, with fabric control surfaces, and a purposeful radial engine. I have a certain history with this plane but that is another story (see MOGSouth Newsletter Volume 5, 2005). Stu also had his replica of a WW2 German jeep up on his lift and all the military flying regalia you can imagine. Dave brought his Morgan restoration project over Stu's hangar for all of us to admire. Dave has done a wonderful job of restoring his car. We have provided a few progress reports in past newsletters, and it is

Photos Courtesy of Shannon Curasi (Mark's Niece)



obvious that great progress has been made since last report. Dave does all his own work, but like the rest of us has to balance the day job with family and other commitments. Just seeing where he is and knowing what is left, I suspect that the car will be on the road in the near future.

After all the socializing that is a 'noggin', those in control (is anyone really in control?) attempted to get us all collected in the front of Stu and Judy's house, so that we could convoy over the dinner location. At the appointed time, we all climbed back into our cars for a very short drive, 1-2 miles, to the Chandler Field Museum and the Barnstormers Grill.



Stu Mosbey's Yak



Dave Moffett's Restoration



Dave Bondon, Andy and Ann Leo

The Grill had arranged a wonderful buffet in a separate room (it's good to keep us segregated from the normal crowd . . . the collateral damage could be significant). We had all the staples and all the fixings of a traditional holiday meal. And, surprisingly it was very well prepared given the large number of folks they had to serve at the same time.

As is the norm, Randy does provide an quick update of Club business. This year it really boiled down to announcements of the dates and locations for next year's Spring and Fall Meets. The MOGSouth Spring Meet will be held the weekend of 20 – 22 May, in vicinity of Chapel Hill, North Carolina. Hosts for meet will be the Leo's, the Buckely's and the Zimmerman's. The MOGSouth Fall Meet will be held in Winter Park (Orlando), Florida 4 – 6 November, in conjunction with the Winter Park Concours. With the Braunstein's and Frazee's as hosts. The complete MOGSouth schedule for 2011 is listed later in the newsletter. And details about these two events will be forthcoming in the newsletter and on the MOGSouth web site.

The other major element of the MOGSouth Christmas Party is the presentation of the Mother Courage Award. As most of you know, MOGSouth has only one standing award and it is the Mother Courage Award. This award started in 1998 with the establishment of a perpetual award to honor the memory and spirit of the long time MOGSouth members Nancilee and Dan Kelly. Mother Courage is the name Nancilee gave to her blue Drop Head Coupe. Since its inception in 1998 the Mother Courage Award has been presented annually to the person or persons who best personify Dan and Nancilee's love for people, Morgans and life.

This year's recipient of the Mother Courage Award is Andy Leo. Andy has supported Morgans nearly his entire adult life, and passed this love of the marque on to his children. And Andy has shared this enthusiasm and expertise, helping many Club members and other Morgan owners, get or keep their cars on the road. We all as a community have benefited from Andy's contributions. For Andy Leo, the 2011 Mother Courage Award is justly deserved.

Be sure to check out the two galleries of Photos from the 2010 MOGSouth Christmas Party that have been posted to the MOGSouth web ([www.mogsouth.com](http://www.mogsouth.com)). Lots more pictures of the banquet and the attendees.



Dwight Kinzer, Dave Monett, Duncan Carleton



Lee Gaskins, Ray Morgan

## 2010 MOGSouth Christmas Party Revelers

- Dave and Jan Moffett
  - Stu and Judy Mosbey
  - Mark Braunstein
  - Mark's sister (Barb) and three nieces (Colleen, Shannon & Paige)
  - Randy and Dale Johnson
  - Perry and Rita Marie Nuhn
  - Gene and Betsy McOmber
  - Dwight and Jackie Kinzer
  - Carlton and Bev Shriver
  - Bryan and Johanna Tate
  - Morgan and Cassie Bondon
  - Maddy and Tim Bondon
  - Dave and Marilyn Bondon
  - Ray and Susan Morgan
  - Ben and Stacey Schepens
  - Glenn and Dorothy Moore
  - Pete and Shari Olson
  - Robert and Rosalind Minkhorst
  - Eric, Ann, Scott Cummins
  - Bob and Wynell Bruce
  - Lance and Connie Lipscomb
  - Lee and Trisha Gaskins
  - Fred and Gay Hollinger
  - Duncan and Lee Charlton
  - Andy and Anne Leo
  - Graeme and Jenny Addie
  - Rosemary and Jim Winn
  - Buster and Janet Boshears
- (friends of Mosbeys and Addies)

*Happy 2010 Holidays to Everyone in  
MOGSouth and Across the Global  
Morgan Community. Here's Hoping  
that 2011 is Prosperous for All and  
all Morgans Continue to Roll !!*



# Morgan Threewheeler Press Release November 4th 2010

We are delighted to announce that the Threewheeler site is now live on the [Morgan Motor Company](#) website.



## The Morgan Threewheeler

The success of the Morgan Motor Company was founded on the manufacture of an icon, the Morgan Threewheeler. This brilliant but simple design by engineer Harry Morgan (HFS) became one of the most successful lightweight cars of the early days of motoring. From 1909 to 1953 around 30,000 Morgan Threewheelers were manufactured in Malvern and many more were made under license by Darmont Morgan in France. For many lucky owners it was their first experience of the freedom that car ownership could bring. Fast acceleration combined with a cruising range of over 50 miles to a gallon of petrol was an unbeatable combination in the day. On the race track the car became very successful, famously winning the French Grand Prix in 1913 and regularly lapping the banked Brooklands track at an average speed of over 100 mph. Stirling Moss who owned one is on record as saying "My Morgan was a great babe magnet".

Whilst the world is a very different place in 2011 the time is right to relaunch this exceptional design. Young people may not have experienced the same thrill as the early Threewheeler pilots and perhaps cult status is assured for a car with such an emphasis on simple honest functionality. The future of road transport in the 21st Century has two big issues, the conservation of precious resources and the protection of our beautiful natural environment. Downsizing and a philosophy of simplicity are ways of dealing with these problems. The Morgan Threewheeler is a proven answer to these problems. In 2011 the Morgan Motor Company is to expand its range and go back to its roots.

The 2011 Morgan Threewheeler is a fusion of modern technology into a classic design. By fitting the latest "Screaming Eagle" 1800 cc engine from Harley Davidson and a Mazda 5 speed gearbox the car provides 'get in and drive' simplicity and reliability. A sturdy tubular frame and two rollover bars surround the passenger compartment. An aerodynamic super formed 'bullet' hull protects the occupants from the weather. However the feeling of freedom and contact with the road through the front wheels will bring to mind the joy of driving cars from the 20's and 30's but with none of their fragility or temperament. A leather padded aircraft style cockpit indulges the feeling of 'flying through the air'. Refining the original design has produced a unique 21st century vehicle. A sub 500kgs overall weight and a slippery hull provides the ultimate in performance and fuel economy. The Morgan Three wheeler has unrivalled power to weight for its on the road price.

The specification ensures the driver and passenger have exactly what they need whilst encapsulating the original Morgan Threewheeler's DNA. The attractive themes apparent in the successful Sport range of traditional Morgans forms the basis of the specification of the cars. Eight Sport colours with black detailing and a choice of black or tan leather are offered.

A stylized logo for the Morgan 3 Geneva Launch. It features a central circular emblem with a red background and a white '3'. Above the emblem is a red banner with the word 'MORGAN' in white. Below the emblem, the words 'GENEVA LAUNCH' are written in a bold, black, sans-serif font. The date '03-03-2011' is written in a similar font below the launch text. The entire logo is set against a white background with black splatters and a large, stylized white wing graphic behind the central emblem.

'Bespoke' specifications for the Morgan Threewheeler will be available, as with any Morgan, but at increased cost and following a run of standard cars off the production line.

Go to the Morgan Motor Company Web Site ([www.morgan-motor.co.uk](http://www.morgan-motor.co.uk)) or contact [mtw@morgan-motor.co.uk](mailto:mtw@morgan-motor.co.uk)

*Morgan Motor Company Limited, Pickersleigh Road, Malvern Link, Worcestershire, WR14 2LL*







## The 2010 Hilton Head Island Concours d'Elegance and Motoring Festival, at Hilton Head Island, South Carolina

The Hilton Head Island Concours d'Elegance and Motoring Festival, at Hilton Head Island, South Carolina was held this over the weekend of 6-7 November 2010. For us, it was the last show of the year . . . but this year the timing was atrocious. First, it was the same weekend as the Winter Park Concours, which is our local show, and having both the same time is quite disappointing since we try to go to both of them.

That conflict and the fact that we really had very little time to prepare the car for this one made the schedule worse. I was in Israel on business in early October and just came back in time to leave for a cruise on the Mediterranean. We got back from the cruise, spent a day or so in the office and I then headed out on another business trip to Tampa. I came back on Thursday and we were off to Hilton Head Island on Friday. I think I had a few hours over some three days in the month of October to get the car ready. Nuts! I did what I could.

We piled everything we could think of into the SUV and put the 1938 DHC in the trailer, hooked them together and off we went. The weather was a bit iffy. It was overcast and a bit cool. We certainly enjoyed the 'butt' warmers of the SUV. (I have to ask Lance how his efforts to put them in the Plus 8 worked out.)

The Avon Coupe was put into the International Sports Cars through 1959. Both prewar and post war cars grouped together. This is a similar grouping to that used at Meadow Brook. Now, I know that the little Morgan can't really compete with the likes of the many of the prewar sports cars that you see at Amelia and other places, like the Alfa Romeos, Maseratis, Mercedes Benz, Aston Martins, and rightly so, as these cars are exceptional and very special. But grouping just prewar cars together makes much more sense from a technology stand point than to group both pre and post war cars in the same class. The automotive technology available before the war and then after war is so vastly different that it seems really inappropriate to group the two periods together. Perhaps it is just the lack of prewar cars? I don't know the reasoning but I do believe that this is something the planners of these events really need to fix.



**1942 Alfa Romeo 6C 2500 SS - Best in Show**



We had decided earlier that we would put the car and the trailer in the designated trailer parking area rather than try to navigate our way around the hotel's parking lot. We stayed at the local Hampton Inn and it worked out pretty well as it was just down the street from the car trailer parking place. The

organizers had found a long grassy expanse under a series of power lines on what appeared to be a utility company right of way. It was just a mile or so away from the display field. We pulled the car out of the trailer just to verify it wasn't banged up in transport then put it back into the trailer and left it overnight. We planned on getting up early and pulling the car out, cleaning it up and taking it over to the Concours field.



We got to the designated point on the grass and placed the car as instructed. The rear of the car facing a tall stand of trees to the east. The sun hadn't yet climbed above these trees and it was cold. Very cold and the wind blew lightly but in the shade from the trees, it only contributed to the cold. All the folks that brought cars into the show field early with hopes of cleaning the cars spent all the time they had just searching for some small bit of warmth from the sun breaking through the trees. All the cars got by with just a quick dusting. Luckily there was a food and beverage stand just down the way and coffee and hot chocolate took the edge off, but just barely.

Wayne Carini, the star of the Chasing Classic Cars TV show, was on hand and came by to take a quick look at the class. He only stayed a few minutes though and seemed to be in a hurry to get somewhere else. Perhaps it was the cold.

Finally the Judges came and looked at the DHC. The Avon Coupe looked good. I explained the car's history and pointed out the more interesting aspects of the body work and mechanicals. The Judges then asked that the car be started. I stood outside the car, and pulled out the choke a 1/4 inch, and then pulled the starter cable. A single pull and the car settled into a respectable idle. Then it was the running lights. Then the trafficators, the headlights and the center passing light. The running light in the rear was checked and I explained that there was no brake light on the original. Everything worked and I was relieved. The only thing they didn't ask for was the wipers and when I checked them later, they didn't work. Whew. What luck!

Lunch for the participants was out the back door of the Coastal Discovery Museum at Honey Horn. It was a buffet of sorts, with numerous short lines to a multitude of delectable's being offered by many of the local eateries. Each showing off the specialties of their specific restaurant or café. We sampled a good number of them, and certainly returned to a few we really liked more than once.

When we returned to the car we found we had been awarded a ribbon. A Judges Special - Palmetto Award. We were quite pleased.

Then I was told that we would have get in line and drive the car to the front of the award podium. This was going to be a bit of a challenge I thought. Having not driven this car too much, I still haven't any confidence in it. Starting and stopping every few feet will likely drain the battery, or just idling all the way will certainly cause the car to overheat. Pick your poison, I thought.

Well when the time came time I started the DHC up, slipped the car into gear

and joined the line. I idled for a while and then worried about overheating and shut the car down. It started right back up and I proceeded to stop and start about a dozen times. Getting to the podium without a issue.

Sunday after the show we opted not to drive back to Orlando, but rather to have dinner with Ray and Susan Morgan. We found a great meal at the Old Fort Pub restaurant overlooking the water and got there just in time to see an exquisite sun set. This quiet evening was a good way to unwind following all the 'doings' of the show. After a few glasses of wine, some great conversation and it was time to head back to the hotel.

The quality of cars at this Concours continue to improve and the organization of the event was very well done. Much better than the Meadow Brook Concours we attended in July. We were honored to have been awarded a ribbon, totally unexpected, but we were honored none the less.

A good night's sleep and we motored home Monday morning, mostly on I-95 South. The traffic was minimal except around Jacksonville. We got home without incident again, unloaded and relaxed for the rest of the day. The 2010 Hilton Head Island Concours d'Elegance was great and we personally enjoyed the show. We'll be back. If you haven't attended this show as yet, put it on your calendar. Lovely venue and pretty cars! Check out the gallery of pics posted on the club's web site <http://www.mogsouth.com>





## We Now Have Video Access on MOGSouth.com

If you missed Randy's email with the announcement, there is a new feature I added to the MOGSouth Web Site [www.mogsouth.com](http://www.mogsouth.com) - **Video Access**.

On the **Photos** page you'll now see a new link to [Video Gallery Archives Video - Viewer and Access to YouTube Videos](#). This link takes you to a new page with a Video Viewer and provides instructions for searching the YouTube archives for Morgan videos.

The Viewer can be used to search for and view any YouTube video collection. All you need to do is search on an appropriate key word.

For example, Moss Motors has a great collection of 'How To' videos for British Cars. Simply put in **Moss Motors How To** into the search box and hit the magnifying glass. Another good example is **TOK258**. See the videos of this famous Plus 4 taken during various track runs. The possibilities are endless.

Any video uploaded to YouTube will be accessible. If you know of great Morgan or other Videos that might be of interest to the membership, send us the name of the video and we will publicize them for all to view.



Lee Gaskins and the MX4 Under Power. Great !



**18<sup>th</sup> Annual British Classic Car Show**  
Royal Palm Plaza, 101 Plaza Real South, Boca Raton, FL  
Sunday, February 20, 2011

Hosted by the  
**Gold Coast British Sports Car Club**

British Car Enthusiasts - We cordially invite you to join with hundreds of other British car owners in displaying your car at this premier South Florida show. The British Class is open to -

**All British Marques and Models**  
(Sorry, no kit/replicas allowed)

**Trophies will be presented for Participants' Choice by class: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>**  
(Classes require a five-car minimum pre-registered and class size limitations may apply)

**& Best of Show**

**Registration fee - \$30 for first car, \$20 for each additional car**

Registration includes - car display space, information packet, program, participants' choice ballot and raffle ticket.

### Timetable (rain or shine)

**8:00 - 11:00 a.m. - Registration open. Show limit 260 cars.**

**11:00 - 3:00 p.m. - Showtime! Voting ends at 1:30 p.m.**

**3:00 p.m. - Awards Presentation**

**Directions** - Go East on Palmetto Park Road from I-95 to South Federal Highway. Go south (right). Royal Palm Place will be on your left hand side.

**Registration:** \$30 for first car, additional car \$20 (same owner). **All registration forms postmarked by February 8, 2010 or earlier will receive ONE FREE event tee shirt (value \$15 at show) per registration (not per car).**

Please specify size: S M L XL XXL  
Extra tees are \$12 pre-registered -Specify S M L XL XXL

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ E-mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

1<sup>st</sup> British Car (Model/Year) \_\_\_\_\_

2<sup>nd</sup> car @ \$20 (same owner) \_\_\_\_\_

Club Affiliation \_\_\_\_\_

**Liability Waiver:** The entrants, by the execution of this form, release and discharge the Gold Coast British Sports Car Club, all sponsors, vendors, tenants, and other participants of any liabilities before, during, or after said event. **FIRE EXTINGUISHER REQUIRED**

Signature \_\_\_\_\_ Date \_\_\_\_\_

Make checks payable and mail to GCBSCC, PO Box 293214, Davie, FL 33329



# Morgan Statue Appeal Roars Back Into Life

AN ambitious appeal to site a life-sized bronze replica of a Morgan sports car in the centre of Great Malvern has roared back into life after fears the project would be shelved.

Trustees of the Morgan Statue Appeal hope the £300,000 sculpture will prove a major tourist attraction for the town, allowing visitors to sit in the Morgan 4/4 flanked by company founder HSF Morgan and alongside his son Peter.

But the statue, by leading sculptor Leslie Johnson FRBS, looked set to remain in model form earlier this year when trustees revealed they had only raised one-fifth of the necessary funds.

Roger Moran said: "We're determined to make extra efforts. The factory will make it their charity of the year next year - they're putting a huge amount of effort into it. We really are very keen that it gets to happen. It must happen."

In early 2004 a statue was proposed in memory of the founder of the [Morgan Motor Company](#) - the UK's sole remaining British owned car manufacturer - which resulted in a design being produced by Mr Johnson.

Funding was not initially considered to be a problem because Arts Council England had indicated that the statue would likely attract an 80 per cent maximum grant from them through the National Lottery. However, when London was awarded the 2012 Olympic Games, National Lottery funding was prioritised to this event. The maximum possible grant from this source is now expected to be £100,000.

The Trustees have succeeded in raising donations of almost £60,000 from the Morgan Motor Company, Ford Motor Company and Morgan clubs and enthusiasts around the world.

At a meeting of the trustees on Wednesday, November 10 it was unanimously agreed to increase and extend efforts to raise the remaining funding for the statue. The trustees are still keen to use the agreed site outside the Priory Gatehouse and will reapply for planning permission - as the original planning permission period has elapsed.

The 1/5th Morgan statue is on display at the Morgan Motor Company Museum, at the company's Pickersleigh Road factory. For more information visit [morgan-statue.org](http://morgan-statue.org) or email [info@morgan-statue.org](mailto:info@morgan-statue.org).



Photograph on pub wall outside Malvern showing Peter Morgan's two older sisters. Photo—Lorne Goldman, Go-mog, 6 Nov., 2010

## MORGAN ROADSTER FOR SALE

- Only 7,500 miles, Yellow exterior, black leather interior
- Vinyl hood with Carbon fiber hard top in yellow
- Aluminum radiator
- Stainless luggage carrier, bonnet stays
- Polished stainless steel roll bar - removable bolted to brackets mounted on frame
- Alloy wheels
- Panhard rod, anti-tramp kit
- Compact digital speedometer in black on transmission tunnel with large, legible numerals accurate to one mph and 1/100 mile. Reverse capable. Great for road rallies.
- Lowered rear bumper
- BRIGHT headlamps and Dole light
- Pioneer AM/FM/CD
- Cover, paint, to-match leather dye
- Original parts, spares
- Price: \$83,000

**Tom Hooker**

**820 Cragmoor Road, York Haven, PA 17370**

**Phone: 717-266-1025 (Evenings), 717-232-8771**







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



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## 2005 MORGAN ROADSTER REGISTRY

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

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

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

Any questions and concerns, email to: [morganroadster@aol.com](mailto:morganroadster@aol.com)

Charles Miller, Organizer  
Springfield, Ohio

## FOR SALE



### MORGAN 4/4 RACE CAR

**SORTED, DEPENDABLE & FAST**

2:18.3 at VIR VDCA Enduro 4/10\*

2:48.0 at Road America SVRA 5/10\*

Will be faster with a Good Driver

\*Check & Compare these times on SVRA & VDCA Websites

#### LOTS OF GOODIES

8000 RPM 1688 CC Refreshed Engine

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## EARLY NARROW BODY PLUS 8 FOR SALE !!!

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

# FACTORY



MORGAN MOTOR COMPANY NEWS

## NEWS



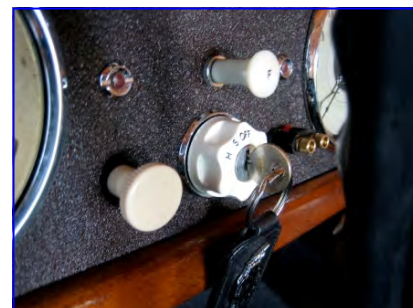
Obviously the new Morgan Three Wheeler is getting all the press these days. The car will be launched at the Geneva Motorshow this coming March.

**The New Morgan Three Wheeler** has stirred the imagination of many. The press is all about a return to the motoring magic of the past. Previous reports had identified the Ace Cycle Car as the factory sponsored vehicle but it now appears that the factory will manufacture their own variant. I suspect there is some sort of licensing agreements in place to share design elements and the like. It will be interesting to see just how it all plays out. There is a reprint of the press release with a few other adornments, elsewhere in this issue.

**Lotus hires former BMW, Ferrari execs**, [www.autoweek.com](http://www.autoweek.com), By BRAD CONSTANT 12/02/2010  
*Lotus Cars has added former BMW boss Karl-Heinz Kalbfell and ex-Ferrari executive Guillaume Chabin to its management lineup. . . "It's not often that you get the opportunity to work with such an iconic automotive brand at such an exciting stage of its development, and I really feel that now is the perfect time for me to contribute toward the future of Lotus," said Kalbfell. Kalbfell worked in engineering and marketing while at BMW, where he was responsible for the early BMW M sedans. He also was vital in putting the BMW V12 into McLaren's Formula One supercar and forged the engine-supply deal with **Morgan Motor Co.** [I guess this is seen as a positive event within industry circles. I wonder if all in the Morgan community agree? Ed.]*

### **Morgan for Sale ! 1959 Plus Four**

Very original well conserved car. Updates include Koni shocks front and back, oil cooler/ oil filter conversion, alternator, geared starter, electronic ignition. Very strong motor rebuild, I am sure it has a D cam, now, Transmission and drive train excellent. Front bushings excellent. Fairly new factory muffler and exhaust - stainless. Drum brakes - all new including drums, rubber lines and axle seals. Excellent tires and 72 spoke wires. Won an autocross and several show trophies with it last year. Would not hesitate to take a long trip in it. Original white face gauges - good shape, speedo needs calibration and temp needs newer sending unit. I use a higher quality temp gauge on tunnel so not an issue for me. Steering box would benefit from a .003 shim, again not a bother for me. Interior is great. Actually has it's original leather and mats in very good shape, original pine and ply floorboards in excellent shape. Same for top. New side curtains. Wood is solid. Good lacquer paint job, but has small blemish near gas cap from Texaco Techtron gas! This car must have lived indoors! I love Malcolm, but I got to move to an apartment. \$32,000.00. One hour from Asheville. call 803 - 493- 8734 or home 704-313-3205 or email: [kingstoncembalo@carolina.rr.com](mailto:kingstoncembalo@carolina.rr.com)







# Morgan WEST



Authorized Morgan Motor Car Dealer

WWW.MORGANWEST.NET

## 2011 Morgan ThreeWheeler

The success of the Morgan Motor Company was founded on the manufacture of an icon, the Morgan Three Wheeler. This brilliant but simple design by engineer Harry Morgan (HFS) became one of the most successful lightweight cars of the early days of motoring!



MorganWest awarded "Morgan Overseas Dealer of the Year" for the 2nd year in a row, 3rd out of the last 4 years, by the MMC!

## MORGAN WEST WINTER RESTORATION SPECIALS...

Take advantage. A 15% reduction in labor and parts billings for new work in Dec.-Jan. for beginning of restoration work, mechanical and/or cosmetic, in our award winning shop:

- 4 Best In Shows
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**2003 MORGAN PLUS 8** 35th Anniv. Edn. Rosso Corsa, 6.6k miles

**2002 MORGAN PLUS 8** Connaught Green/tan leather interior 5.5k miles

**2002 MORGAN PLUS 8** Bentley Deep Emerald Green Metallic, Magnolia interior

**1998 MORGAN PLUS 8** BRG/Tan, 7.5k miles

**1998 MORGAN PLUS 8** Dark, British Racing Green

**1967 MORGAN PLUS 4 Four Seater** 21k miles BRG/tan leather

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

**1965 MORGAN PLUS 4 DHC** BRG, Chocolate

**1964 MORGAN PLUS 4+** 2009 Pebble Beach Concours d'Elegance, SS spec

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# 1909



**2011** is only days away so here are the events of interest as we know them today. There are always a few that we miss, so if you notice good car events that we have overlooked, please send us a note.

The MOGSouth Club sponsored events are in Red. Those with significant Club presence are shown with an \*.

## 2011 MORGAN US EVENTS

# 2011



- **18th Annual Gold Coast British Sports Car Club Show**, Feb 20, Boca Raton, FL
- **Boca Raton Concours d'Elegance**, Feb 27, Boca Raton, FL
- **Sebring Enduro Weekend**, Mar 3 – 6, Sebring Int'l Raceway, Sebring, FL
- **81st Geneva Motorshow** - Launch of the New Morgan Three Wheeler, Mar 3 – 13, Geneva Switzerland
- **Amelia Island Concours d'Elegance \***, Mar 11 – 13, Amelia Island, FL
- **12 Hours of Sebring**, Mar 16 – 20, Int'l Raceway, Sebring, FL
- **SVRA Savannah Spring Race**, Mar 31 – April 3, Roebling Road Raceway, Bloomingdale, GA
- **VDCA VIR**, Apr 9 – 11, Virginia International Raceway, Alton, VA **TBD**
- **Orlando All British Car Show \***, April 2, All British Car Show, Meade Garden, Winter Park, FL
- **Atlanta British Motorcar Day \***, May 14, Berry College, Rome, GA - **TBD**
- **MOGSouth Spring Meet**, May 20 – 22, Chapel Hill, NC – Hosts – Leo's / Buckley's / Zimmerman's
- **Greenwich Concours d'Elegance**, Jun 4 – 5, Greenwich CT - **TBD**
- **SVRA Historic Enduro**, Jun 9 – 12, Watkins Glen Int'l, Watkins Glen, NY
- **Sunday, Ault Park Concours d'Elegance**, Jun 12, Cincinnati, Ohio
- **SVRA Mid Ohio Vintage Grand Prix**, Jun 23 – 26, Mid Ohio Sportscar Course, Lexington, OH
- **MCCDC MOG 40\***, Jul 1 – 3, Staunton VA
- **SVRA Kohler Int'l Challenge**, July 14 – 17, Road America, Elkhart Lake, WI
- **Keeneland Concours d'Elegance**, July 16, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix \***, Jul 23 – 24, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 31, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 21, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, September 8 – 11, Watkins Glen Int'l, Watkins Glen, NY
- **Atlanta British Car Fayre \***, Sep 10, Norcross GA
- **EURO Auto Festival \***, Oct 14 - 15, BMW Plant in Greer, SC
- **SVRA Gold Cup-Season Finale**, Nov 3 – 6, Virginia Int'l Raceway, Alton, VA
- **Hilton Head Island Concours d'Elegance \***, Nov 6, Hilton Head, SC
- **MOGSouth Fall Meet**, Nov 4 – 6, Orlando FL
- **Winter Park Concours d'Elegance \***, Nov 6, Winter Park FL
- **Morgans – 'South to the Keys' \***, Nov 7 – 12, Orlando to Key West, FL
- **MOGSouth Christmas Party**, Dec 3, **Location TBD**
- **VDCA Roebling Road**, Dec 10 – 12, Roebling Road Raceway, Bloomingdale, GA - **TBD**





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## MOGSOUTH REGALIA

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

**MOGSouth Membership Dues are due 1 Jan. Many have paid, but if you are not on the good list, (Santa is checking!) please send a check made out to MOGSouth c/o Randy Johnson!**

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 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. 7/10  
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### Not a Member of MOGSouth? It's Easy to Join!!!

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

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

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