



# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/11

## MOGSouth Christmas Party

Highlands, North Carolina

3 December 2011



**Per Andy Leo** - This is **Santa Morgan**. He was created by Bob Baker *[the renowned artist who created many of the MCCDC MOG Logos and Posters. Ed.]* and is approx. 8 feet long and is to scale! He is made of plywood and splits at the front of the door; it is reinforced with 1"x2"s and appears during the Christmas season. **Santa Morgan** is based on Andy's Plus 4 four Seater which is now in California.

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# CHRISTMAS PARTY

Highlands, NC

3 Dec 2011

Next time you have a party get Marilyn, Stacey, and Dorothy to run it! Wow, what a great time. They even got the weather perfect. Months of researching restaurants and hotels (and a few boondoggles to check 'em out) boiled the choices down to the Highlands Inn Lodge, and Main Street Bistro. Rooms were great and the dinner choices were outstanding. We even had Charley King's old buddies from the T bird club to chat with in the lobby at night. How about the drive up that mountain? I'll bet you wish you brought your Morgan. Bryan and Johanna Tate gave their gorgeous new Aero Super Sport some exercise and we sure appreciate getting to see one of these special cars somewhere other than in a magazine.

And who doesn't love a parade? Cars, dogs, kids, Santa, tractors, you name it. I don't know if you noticed the white E-type Jaguar, but that belongs to our in town coach on all things, Doug Campbell. Doug is a vintage racer, car nut, local business man, and master chef, who helped us find just the right accommodations for our weekend. (I'm working on him to become a Morgan guy.)

The Christmas ornament exchange was a big hit. Everything from tools to tail lights were wrapped up and ready to hang from your tree. My favorite was a beautifully embroidered and hand stitched pair of ornaments by Gay Hollinger.

Speaking of favorites...the Mother Courage Award is always the highlight of our Christmas gathering. This year it was my proud privilege to present Stacey Bondon Schepens with our award recognizing the qualities: Love of Life, Morgans, and People inscribed on the plaque. "Doctor" Stacey is an assistant principal at Moore middle school in Gwinnett County, as well as the first female driver to win overall (in our Morgan) at a vintage racing event. She has been bouncing around in Morgans, literally since before she was born and grew up rallying, camping, and partying with Morgan folks from New Jersey to California, to Atlanta.

By the way. Next time you see Jack Poteet, ask him what the little red blinking light is on the dash of his new Plus 8. Betcha the folks who pushed him back and forth in the parking lot will help him remember that these newfangled Morgans have a security system!!??

Merry Christmas

*SuperDave*

# 2011 MOGSouth Holiday Revelers in Highland, NC



Photos Courtesy of Dave Bordon

# 2011 GOODWOOD REVIVAL

**September 16 – 18, 2011**

Yogi Berra supposedly once described Toots Shore's New York restaurant as being so popular that no one went there anymore. By comparison, the Revival has become so popular that everyone goes there. In the past few years, the attendance has increased by probably 50%, the vendor area has doubled in size and the number of "side-shows" has grown like kudzu. As a result, it's a major challenge to get from place to place, find a good spot to watch the races or get a sandwich and beer. In fact, probably the only thing that doesn't seem to have grown is the number of food and drink stands.

As usual, I stayed near Gatwick airport and took the train to Chichester. On Friday's train, I met a couple from California. He vintage races a Morgan 4-4, but I didn't write down his name, so it's gone forever. There are shuttle buses from the Chichester train station to the track, and this year, the normal buses were replaced by vintage double-deckers, which added even more retro-flavor to the weekend. But, the two-story buses were too tall for the normal route to the track, so the ride more than doubled in length.

Eventually, I did get to the event and got to spend a good part of Friday with the Petters and Gerald's sister and brother-in-law. Gerald has some close ties to Goodwood and both he and his BIL are quite knowledgeable about the old race cars and antique airplanes, so the time at the track with them is enjoyable.

As usual, the variety of cars on the track, on display and in the pre-73 spectator parking area was incredible. In honor of Fangio's 100<sup>th</sup> birthday (he was not in attendance), a large collection of his former race cars paraded around the track several times during the weekend. Among others, the Fangio museum sent his original Chevy coupe racer and Mercedes provided a couple of his GP cars.

One of the feature races was an E-type only race, which was part of the anniversary-year E-Type Challenge series. It included everything from very rare factory lightweight racers to stock roadsters, and the racing at the front of the pack was serious. F1 car designer Adrian Newey and his co-driver, former Ferrari F1 driver Gerhard Berger, had the race sewn up until Desire Wilson decided to wipe out the chicane – and the car she was driving. The safety car caught Newey in the pits during a driver change and that dropped them back to a hard-fought second. But at least Berger didn't wipe out the nose of the E-Type like he did to a Cobra during



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Friday's practice. The TT memorial race included a good mix of 250 GTOs, Cobras (Daytona and roadster), Aston Martins and Maseratis. Other races included cars as varied as Bugatti and ERA GP cars, former Can-Am cars and GT 40s. Drivers included several former F1 racers, Indy-Car champs, multi-time LeMans winners and assorted celebrities. The quality of the racing seems to get better every year, but there were still a few expensive bodywork modifications done during the weekend thanks to the intensity of the competition.

And, to add to the fun, half way through Sunday's TT race, which features the most valuable cars racing anywhere, the skies opened up. By the time the race ended, I was so wet and cold that I cut my day short, but it was worth it. Watching a Daytona Cobra (piloted by Tom Kristensen and Kenny Brack) being chased by a 250GTO (Martin Brundle and Mark Hales) on a flooded track was just incredible.

The Revival may be over-crowded, but it's still the greatest old car event there is. You have to see it at least once. ***Just do it, soon.***

*John Tuleibitz*



# PINK FLAMINGOS, ALLIGATORS AND 'MARGARITAS'

by Andy Leo

**A**s we blasted up I-95 Sunday afternoon on our way home, followed by Pat and Chris Buckley, Anne and I reflected on the past eight days spent on the "Morgans South to Key West" event. We had such a great time . . . a real adventure to remember.

We discussed how much work Rick and Sam Frazee and Mark and Andrea Braunstein had put into the event and how their effort and vision had produced a wonderful experience.

As I have written before, in describing events, the initial meeting and greeting that takes place on the first day of any event is always a nice experience. We met, for the first time, Bill Button and his traveling companion Loretta Nelson. They had driven 3 weeks from Seattle, Washington in a veteran 63 Plus 4 4 seater. Bill had made some useful modifications to make the Morgan so roadworthy, but still, thinking they would have to make it all the way back to Washington . . . what Morgan Road Warriors! Our friend Carlton Shriver was there in his little blue 51 Plus 4 Roadster . . . no hood for Carl or for Beverly who met him in Key West.

I kept looking for the contingent from Virginia - the Fosters and the McKennas, and when they finally pulled in and drove through the parking lot I muttered to myself that Bruce's Plus 4 sounded like it was on 3 cylinders. Sure enough, he told me he was having difficulties and a compression test the next morning revealed about 5 psi in number 1! Through Rick's efforts, a mechanic was contacted who would take the car the next day and take care of the problem. Bruce and Lydia rented a car and make the tour and then picked up their revitalized Morgan the following week. Dave and Marilyn Bondon arrived in their recently acquired Roadster . . . a little more comfort for longer trips. Unfortunately, they were unable to go on the Key West trip, and we really missed having them with us. The Graeme Addie group arrived from Georgia trailering 40's 4/4s and the silver trike. Bennett Shuldman was there all the way from Ridgefield, CT with an assist from the AutoTrain. His immaculate 2003 Plus 8 is fully accessorized, and Bennett himself has most of his garb emblazoned with Morgan Wings. Many suspected that if he were talked into 'dropping trou,' his shorts would sport Morgan wings! According to his wife Mary, who joined the tour for a couple days, Bennett loves his Morgan and is not bashful about showing it. Tom and Kathy Coryn were there in their Aero, and their daughter Casey, who lives in Winter Park, accompanied them to the parties and the Concours that weekend. Despite being by far the youngest there, Casey appeared to enjoy herself despite all of the Morgan talk.

That evening we made our way out to Rich and Sam Frazee's home in Winter Park. The section they live in is paved in brick . . . all of the streets in that very nice section of town are paved in bricks. All I could think of were all of the grade 8 nylocs and bolts holding my Morgan together ensuring no rattles or squeaks. The Frazee's home is nestled back among gardens and trees, and the winding driveway displayed their four Morgans . . . quite a nice sight. Behind their home are Rick's garages . . . I believe there were four bays, with three of them having lifts. Rick had an abundance of storage drawers, all labeled and full of enough fasteners to make most Ace hardware stores envious. The catered BBQ was delicious, the noggin and nattering much fun. Eventually we made our way back over the brown brick road . . . everyone shaken, and stirred by the delightful evening. (Okay, okay, just bear with me on that one!)

On Saturday, there was a Tour of local Orlando area. That evening, we drove out to the Braunstein's hacienda . . . a really neat "compound" loaded with atmosphere. Mark has a garage set apart from the main house that is complete with bathroom, shower and guest quarters. The garage is nicely decorated, has a lift and plenty of space to allow Mark to work on his projects. In the guest quarters next to a nice bar was a large Corona beer chest, containing, of course, Corona beer on ice. Everyone enjoyed the delicious Mexican buffet and we spoke of rest of the event and our impending trip to Key West.

*You had my report of the 2011 MOGSouth Fall Meet and the GatorMOG event - 'South to the Keys' in the last issue of the MOGSouth Newsletter. We have two additional perspectives of these events in this issue. One from Andy Leo, here, and a little later in the issue, a report from Rick Frazee. Mark.*

The Concours d'Elegance on Sunday was another very nice experience. I believe we had about 28 Morgans there, all on one street, backed in at angles on both sides. Charley Miller had difficulty obtaining the correct angle and spacing and he endured good natured ribbing from those of us watching. As the reader has seen by the pictures in the previous issue of the newsletter, we had trikes, flat rads, 60's 4/4s and Plus 4's, Plus 8s, Roadsters and Aero 8s represented . . . quite a showing.

Our traveling companions, Pat Buckley and his brother Chris had the Buckley Roadster looking so sharp that it received Best of Show in the Morgan class. Chris was accompanying Pat on the trip as Judy was unable to make the trip because of her continuing treatment for breast cancer. Judy is doing very well and will be returning full bore to Morgan events next year! Chris fit right in with the Morganeers and provided many laughs with his sense of humor.

The reader will have seen the pictures of Sebring in the last newsletter . . . all the Morgans lined up in front of the grandstand. What we have not seen are pictures of the spirited driving around the entertaining Sebring course. The pace car which led us out onto the track seemed to disappear quickly, a move which to this ex-vintage racer said simply "have at it!" My wife did not interpret it that way and the next three laps were filled with "please slow downs." But the red mist appeared and in no time passing was taking place and it was on! I particularly enjoyed passing and being passed by David and Sarah Chiles in his really nice sounding Plus 8. David, a vintage Morgan racer of some renown, knew his way around Sebring. Another great sight was Carlton Shriver, another vintage Morgan racer (or should I say Morgan vintage racer) as he blasted around the track in his pretty blue 51 flat rad with Mark Braunstein in the passenger seat, holding on. When we were safely off the track, Anne exclaimed "Wow, that was really fun!" I am sure many others shared her sentiments. One who certainly must have enjoyed himself was Joe Speetjens in his super powered Plus 8 Plus. His wife Cynthia missed this as she was only with Joe briefly on Sunday, due to work obligations.

On the subject of passing, several times on the journey I passed the yellow Plus 4 4 seater of Chuck and Karen Bernath. Chuck did not like to thrash his TR motor so I gave him info on the Sierra Ford T9 five speed. I have a hunch he may have put in a request to Santa.

It is difficult to put into words the beautiful drive out Route 1 to Key West. Atlantic ocean on the left, Gulf of Mexico on the right, glorious blue sky, with the anticipation of arriving in Key West. The town has been described in words and pictures in the previous newsletter, but not enough said about the Super Boat International powerboat races. These monsters were racing on Wednesday and were they ever impressive. Great sounds, 100 mph plus speeds, all about 90 feet from our viewing positions on Mallory Point. The larger boats had enclosed cockpits, the smaller ones the two pilots were in full view. Tragedy hit as one of the boats hit a wake, took air and landed upside down on its top. Helicopters and divers raced to the rescue but unfortunately both men in the boat died later at the hospital. I read next week that another racer was killed on Sunday. That sport is full of amazing sounds, great speeds and obviously fraught with danger. I'll take my speed on four wheels, thank you. We enjoyed a leisurely walk on Duvall Street with the Coryns and had lunch at Margaritaville. The town was certainly alive and one could sense a vibrancy that supported all I had heard about it.

The visit to Everglades Safari Park the following day was highlighted by the airboat ride across the everglades. The boats are powered by two V-8 engines that really got the job done. At one stop, a good sized alligator came right up to the side of the boat. Lydia Foster was leaning so far over the side in order to get close-ups that I had to hold on to her (my pleasure). I could see those dull alligator eyes starting to light up at the prospect of a meal . . . but Lydia got her pictures and we went on our way.

The visit the following day to the Collier Collection was awesome. Rick did a great job in lining up this opportunity as the collection is a private one. Porsches and Ford GT 40s, a Gurney Eagle formula 1, Elva and Vanwall racers, and many other superb racing and street cars were highlights. Three cars were of particular interest to me: A beautifully restored 356 Porsche rested in front of a large photo of a racing 356 Porsche with the number 77. Sure enough, it was Bruce Jennings racing old number 77. Jennings, a SCCA

national champion and international racer during the 50s and 60s from Washington DC was one of my favorites when I went to races at the Marlboro race track near Washington. According to the tour guide, the person who had restored that car has regretted doing so ever since he did it. That just should not happen to great old racers. Next to the Jennings Porsche was a 917 with a long international racing background that was presented just as it was after its last race. All the scars, dings and wounds were untouched and it looked ready to have another go. The other interesting racer was a C Type Jaguar, again, unrestored, that in 1957 had won Sebring and an airport race in Hagerstown, MD . . . my hometown. I was a senior in high school during that Jags' championship season. Our tour guide, a gentleman who had been a judge at the Winter Park Concours, was full of information, anecdotes regarding the cars, their drivers and owners.

So these were just some of the highlights we discussed on the drive home. There were many more, but as I write this article, my thoughts are of the great Morganeers, their cars and how much fun it was sharing this tour with them. Again, a tip of the tankard to the Frazees and Braunsteins for a super event.

*Andy*



## From Bill Button and Loretta Nelson

### MOGNW Participants in the 2011 MOGSouth Fall Meet and Florida Keys Trip

Loretta and I are now back to our respective homes. Thank you very much for our very good time. Mark & Rick did a fantastic job. It ain't easy as it looked. I know, been there done that. After leaving the tour, we followed the Gulf to New Orleans, San Antonio, Durango, Mesa Verde, Grand Canyon, Vegas, Reno and back to Seattle. 9,700 miles. A trip both of us will remember for years. We have yet to count the bottles of Merlot and Chardonnay we drank along the way!

*Button*



# MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details. You can reach us at [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com)

## Plus 8 Parts For Sale !!!

Pair of early Plus 8 wheels \$750.00. Factory luggage rack \$150.00 (also fits Plus 4 series 4). Plus 8 bumper (fits front or rear). Pair of side curtains \$75.00 and some misc parts. If you know of anyone who might be interested, I have two boxes of assorted car magazines dating back to the mid 1960s thru 1990. Car, Car & Driver, Sports Car Graphic, Road & Track. Jerry Munn 904-387-0172

## Have a Need for Power ?

## Plus 8 Engine For Sale !!!



Buick / Rover 293 CID (CID x 16.39 = cc = **4.8** liter), Cross bolted block with top hat liners, professionally flowed / ported 300 Buick head, 300 crank, etc. Less than 400 miles. Complete from water pump to clutch. Start it, hear it run, and drive it! Make offer. Richard 703-536-6460 (Arlington VA)



GREER, SOUTH CAROLINA, OCTOBER 15, 2011

***"The seventh time is a charm."***

**N**ot always! After taking part in the EURO show six times with Morgans, I entered the new Boxster this year. All was going well until several days before the event when a series of computer crashes kept getting worse, and backed up other things that had to be done. Two days before the event I decided that I should honor my commitment to help park cars, but couldn't afford to spend the additional time that taking part in the show would involve.

One of the big changes to the show this year was the introduction of assigned parking spaces. Everyone who pre-registered was given a specific parking space. This made the job of parking the cars much easier and ensured that the people who pre-registered got to park with their class.

Extra spaces were left for last minute entries, but, in case of over-subscribed classes, it was the late-comers who had to park in the overflow areas.

In the case of Morgans, this wasn't a problem. There were seven spaces set out for the four registered cars, and only two of them actually showed up. Ellis King had his Roadster there, as did non-member Jim Isom, with his '85 Plus 8. Seen during the day, but without appropriate cars were Norris Haynes, the Gaskins and Gerald Petter.

The show did feature some interesting cars including original and new Mercedes Gullwings, a flock of Ferraris and Maseratis; dozens of E-Types; a D-Type (replica, I believe); and a lovely little Austin sedan, complete with child-sized replica. A quick pass around the grounds gave me a chance to see these cars before I had to call it a morning and get back to the PC challenge.

The following afternoon, after a morning of behind-schedule yard work, I discovered just how lucky I was that I hadn't been counting on showing up at EURO in the six-month old Porsche. I got into it to take a short drive, turned the key and discovered that it had



suffered a total battery failure. That meant, among other things, that the key was locked into the ignition switch and that I couldn't get to the battery since the luggage compartment latches are electrically operated. There is a jumper terminal in the fuse box that will activate the front trunk latch, and nothing else, so Porsche sent out a jump-start service to get me going again. After getting the cables connected properly, we found that the jumper would not work with the key in the ignition. Another call to Porsche provided directions for freeing the key, and we were finally able to get to the battery and discover that it was not able to take any charge at all. So the next call arranged for a flat-bed to haul the car back to the dealer.

***The next time someone remarks about the lack of door handles on your Morgan or about how difficult it is to get to that rear-mounted battery, just remember: it could be worse. Your doors could have been powered by Lucas!***

*John Tuleibitz*



# MOGSouth Fall Meet & November 2011

## GatorMOG *South to the Keys*

As most of you know the 10<sup>th</sup> Annual Winter Park Concour d'Elegance was held last weekend. This year Mark & Andrea Braunstein and my wife, Sam & I invited the Atlanta Morgan Club, MOGSouth, to make the Concours their fall gathering, but it was much more than that. Morgans came from all over the country. Bill Button drove his +4 from Seattle, Washington along with his friend Loretta Nelson as his navigator and Ian & Barbara Shelmerdine flew in from the UK for the event. Head Judge, Bob "Kermit" Wilson and wife Lynn came in from Chicago to judge for us. In all 30 Morgans arrived on Friday at the Best Western Mt. Vernon Inn for a weekend of Morgans and good friends. Partying kicked off Friday evening with a barbeque at our home. Saturday morning came early with the Concours Tour and finished late with a Mexican themed party at the Braunstein's home. Sunday morning 28 Morgans lined the corner of New England & Park Ave. (3 of them Trikes) where, despite a bit of English weather, a great time was had by all. Mark & Annie's, 1938 4/4 DHC, wrestled the Spirit Trophy away from another show class. Pat & Judy (brother Chris subbing for Judy) Buckley's, 2005 Roadster won the Morgan Factory Centenary demitasse tea set furnished by the Morgan Factory courtesy of Florida Morgan Dealer, Hugh Bate. ***Florida has never seen that many Morgans gathered in one place!***

Monday morning came as we gathered to say our goodbyes to a few of the Morgan owners headed home and quickly gathered for our Florida, GatorMog, organized trip around the state to Key West and back. 18 Morgans and 4 tin tops departed promptly at 9AM for our adventure. First stop was Sebring Race Track where we were allowed a photo opt in front of the Pits and 3 laps of the great old track. Thank you Michelle DeLaney and the Sebring International Raceway. Final Monday stop for the night was Palm Beach Morgan Dealer, Hugh Bate's, Chariots of Palm Beach, where we were welcomed with a sumptuous cocktail party that set a standard for all that followed.

Tuesday was to be our second longest driving day arriving at the Best Western Key Ambassador as dusk fell. Wednesday was a free day for all to explore Key West, watch the High Speed Offshore Boat Races, play tourist and a gathering at Malory Park for the sunset of a wonderful day.

Thursday morning saw us heading north from the keys with a lunch stop along Tamiami Trail for an airboat ride and alligator excursion. As it was my assigned duty to lead, I was beginning to feel a bit like Papa Duck with Morgans strung out behind me, from a 1951 +4 to my 2007 Aero 8. What a great sight to have 16 Morgan trailing out behind me. One of the alligators even opted to join our Morgan trip but that's another story. Thursday we made Bonita Springs for the night with a dinner organized by local Ft. Myers, MOGSouth member, Joan Maupin.

Friday welcomed us with an invitation to tour the Collier Automotive Museum in Naples where several more Morgan owners from around the world joined our party. The private museum is open by invitation only and all of us were wowed by the cars and docents that took us around in small groups to expound on the collection. If you ever get an invitation to go to the Museum, GO, it's a great experience! Friday night we finished in Bradenton just above Sarasota.

Saturday was the final morning of our tour, capped off with a wonderful breakfast at the home of Morgan owners Lionel & Lisa Olmer. Morgans then departed in all directions for home. Sam and I took the back route home with my final 2 ducklings in tow, Bev & Carlton Shriver and Bennett Shuldman, arriving back in plenty of time to get them on the Auto Train headed north and home for them.

A great 9 day Morgan excursion was had by all! Thanks to everyone who helped make this possible and whose names I did not get noted in this story.

Cheers Ya'll, **Sam & Rick Frazee**

<http://www.automobilemag.com/>

# ***Driven: Morgan 3 Wheeler***

From our December, 2011 issue / By Jamie Kitman / Photos by Martyn Goddard / <http://www.automobilemag.com/>

Truth being stranger than fiction, the Morgan Motor Company is officially the largest British-owned carmaker in Britain. Pretty weird stuff for a company that still fashions cars out of ash wood and hand-beaten metal and still operates out of the same set of red brick sheds its founders, an Anglican prebendary and his son, erected in 1918. Even funnier, Morgan has recently reached back into its Edwardian playbook to introduce a new model, the 3 Wheeler, inspired by one of its earliest product lines. It has negligible weather protection, weighs but a tea service or two over 1000 pounds, and is powered by a fuel-injected American motorcycle engine mated to a Mazda Miata gearbox, making it capable of a 4.5-second dash to 60 mph and a top speed of more than 115 mph. Most amusing of all, however, is that this new machine is coming to these heavily regulated shores. How could that be?

God bless the child that has three wheels. Founded in 1910, Morgan knows plenty about three-wheelers, most learned before you were born, when trikes led the company to notoriety on the track and off. Motorcycles were taxed less punitively than cars, and, in simpler times, enough people bought them to keep the plant humming. Thus, when Morgan's long-lived 4/4 model (still in production today) launched in 1936, the name of the company's new entry denoted that it not only had four cylinders but also four wheels.

Among the great truths Morgan knew well was that three-wheelers with one wheel leading two can crash and burn come cornering time, whereas Morgan's two-up-front-one-to-the-rear formula made for fine handling. A tenacious competitor with its grip and light weight, a Morgan three-wheeler finished first in the prestigious 1913 cyclecar grand prix in France. It comes as no surprise, then, that roadholding and performance are two qualities the reimagined 3 Wheeler -- Morgan's first since 1952 -- carries forward in spades.



Nevertheless, from an American enthusiast's perspective, the best aspect of three-wheel design may quite possibly be that it enables the new Morgan's exemption from federal automotive emissions and safety standards. Like its forebears, it's classified as a motorcycle, which means that Morgan's eleven U.S. dealers are taking deposits on this 30-plus-mpg, \$45,000 piece of built-to-order mechanical lunacy now.

Approaching this low and improbably tiny throwback, you can't help marveling at the prewar appearance of its form, highlighted by an exposed engine located way out front, ahead of two skinny nineteen-inch wire wheels shod with Avon tires and sheathed with cycle fenders. But hidden beneath the shapely boattail's removable rear panel lies some distinctly twenty-first-century business, namely a massive car tire -- a sticky, low-profile, Vredestein Sportrac 3 mounted on a modern aluminum rim. (Two aluminum gas tanks and a small storage bin also reside under the cover.) Up front, a proprietary V-twin engine from S&S Cycle, Wisconsin-based Harley-Davidson tuner extraordinaire, spits out 120 hp, each of its two cylinders displacing a full liter.

Fed through Mazda's legendarily slick-shifting five-speed manual transmission, throbbing, warbling power is delivered to a prop shaft, disappearing into a bevel box before being picked up by a rubber belt that spins the rear wheel. And do we mean spin. Meanwhile, the noise from barely muffled side pipes journeys in one direction only -- to the center of your mind.

A fetching exercise in handcrafted spartan retro, handsomely trimmed in leather (which is available in any color and, as with the rest of the car, can be infinitely personalized for a charge), the 3 Wheeler's interior boasts an aeronautic feel, with plain-but-handsome round dials, simple controls, and not a defroster or wiper switch in sight, much less a GPS or Bluetooth setup. Lose the three-spoke steering wheel with its quick-release fitting if you need help slithering behind the wheel. Lock your three-point belt in place, press the starter button (kitschily accessed behind a bomber's safety catch), and prepare for mayhem. As the V-twin roars to life, you're reminded that while the law may be an ass, you are in something that the law itself has clearly gotten right by classifying it as a motorcycle. The Morgan rocks, its cycle fenders shake, and voices must be raised as the engine hammers the airwaves the way Harley twins do, as if they will destroy themselves and everything in their general vicinity soon enough. Legal for sale in all fifty states (but not necessarily requiring a motorcycle license to operate), your new Morgan may scare children and upset the neighbors, but you'll hear it coming -- a key safety attribute -- and its made-in-America power won't confuse local mechanics.

Get comfortable -- more of a mind-control exercise than a practical one, as there's nothing to adjust other than the sideview mirrors and your attitude -- and release the clutch while standing on the gas. Have you just released a hive of sociopathic bees? Have you been shot out of an old-fashioned cannon? Set off in a



Sopwith Camel? Who knows? Wind whistles as the scenery melts, and things like pebbles, road debris, and flying insects become mortal enemies. There's only a pair of tiny windscreens for protection, so goggles, earplugs, and a soft helmet have been handed to you for a reason.

Even so equipped, noise remains one's lasting memory. We dare say it easily could be reduced by half. Bigger silencers wouldn't reduce the excitement factor; indeed, they would likely allow one to focus on the 3 Wheeler's many other good points. Among them is its beautiful shape, crafted by designer Matt Humphries, the young spark better known for the company's over-the-top Aeromax coupe, a design study he penned while at university that was so impressive it led Morgan chief Charles Morgan to hire him. The 3 Wheeler's ride is unexpectedly good, too, especially by Morgan standards. Unlike the 4/4s and Plus 8s of yore, with their sliding-pillar suspension arrangements that we suspect trace their roots back to Roman times, the new 3 Wheeler has an independent front suspension that soaks up bumps, potholes, and pavement irregularities with alacrity. The steering is nimble and, with the 3 Wheeler's almost absurdly compact dimensions, one soon feels as if he could drive around everything as if on a motorcycle. That is, a safer, more stable relation. Although the Morgan still sports wooden members in its aluminum body structure, a tubular-steel cage provides a substantial measure of protection for its occupants.

Despite some of the high-tech products the company offers -- the aluminum-chassis Aero, for instance, or the upcoming Plus 8 replacement -- some have slighted Morgan for its lack of ambition. But the company's continued health and innovation one hundred years on, and its refreshing willingness to revisit its greatest-hits file whenever the time seems ripe, rebut the argument dead in its tracks. The 3 Wheeler's first year of production -- 500 cars -- is sold out. Which is just the way Britain's largest carmaker likes it.

*[This is a pretty good review of the new Three Wheeler. There are so many in the press these days, and most are not worth the read, but I liked this one. Ed.]*





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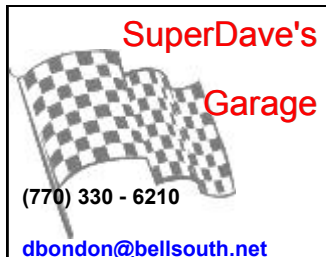
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**NEW AERO Super Sports ANNOUNCED, [www.mogwire.com](http://www.mogwire.com) Malvern, November 30, 2011**

*The November edition of the California Plus 4 Club newsletter, the Format, has published a letter from Charles Morgan at his request. It announces a revised version of the Aero Super Sports (v.2?) to be unveiled at the Geneva Show next year [using the] same technology, chassis, BMW 4.8 engine and all running gear. The engine was originally a Euro 4 unit but it has been modified to a Euro 5. Euro 5s may be sold in Europe until the end of 2013.*

**Last of the Morgan V8's, [www.berrybrookmorgan.co.uk](http://www.berrybrookmorgan.co.uk)**

*News from the Morgan factory warns all customers that the Aero SuperSports represents THE LAST BIG-BORE V8 TO BE BUILT BY MORGAN. The drive by global governments to reduce CO2 emissions will lead to smaller engine capacities for all future models. The Aero SuperSports is the pinnacle of Morgan V8 engineering, and as you know, is a limited production model with less than 160 cars now available for global delivery. So all should be aware that the days of V8 Morgans are numbered, and this really is the last chance to buy one.*

**SALES SLUMP, [www.mogwire.com](http://www.mogwire.com) Malvern, November 24, 2011**

*MMC 4-wheeler sales have dropped this year in every market, (with Germany being a happy exception!!). In a brand new strategy, the company has stockpiled classics off and on site, awaiting orders to fit options and be made quickly bespoke. Production has slowed for all but the new Aero-Trad and the new trikes. Layoffs hopefully temporary, and extended vacations are expected. The new Roadster, the new Three- wheelers and the proposed AeroTrad have yet to settle into their final formats but should within the next 2-3 months.*

## Great Morgan Videos on the MOGSouth Web Page

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> and put the following text strings (in red) into the Search Box.

**Morgan 3 Wheeler at Top Gear Live** (This is pretty amusing, assuming you like the Top Gear crew)

**Morgan Plus 4 60th Anniversary Prescott Event 25/09/2011** (All things British - Beer, Rain, Morgans and Charles . . .)

**Morgan Life Car by Wells, Huddersfield University Transport** (Really interesting 3D CAD/CAM images of the LifeCar)

**Silverstone FIAGT3YT** (Great Morgan GT3 racing video from 2009!)





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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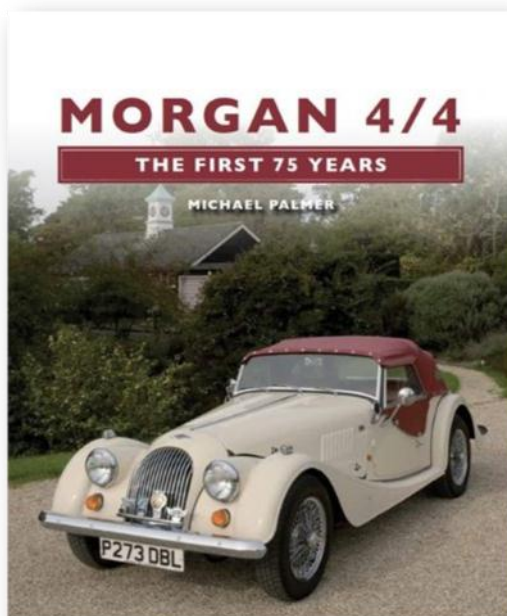
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## Morgan 4/4: The First 75 Years

By Michael Palmer

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**Hardcover:** 192 pages

**Publisher:** Crowood Press

**Language:** English

**ISBN-10:** 1847972888

**ISBN-13:** 978-1847972880

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# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS

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

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

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



**Morgan at Top Gear** - The Factory attended the Top Gear show, complete with a stand exhibiting the entire range of cars manufactured by the Morgan Motor Company. Included was a 'squadron' of new three wheelers, which drew a big crowd and had their own performance in one of the main arenas.

*"2011 has seen the successful launch of the new three wheeler. A 120bhp, 120kg, entirely hand assembled aluminium with closer likenesses to aircraft and motorbikes than car!"*

There is a super video of some of the action at the show listed in the 'Great Morgan Videos' section a few pages back in this newsletter. Don't miss it.



**NEW ANNIVERSARY 4/4** - Malvern, UK, November 4, 2011 - [www.mogwire.com](http://www.mogwire.com) The MMC has announced an Anniversary 4/4 "built to celebrate 75 years of manufacture of the Morgan 4/4". This new model, a 4/4 with a Plus 4 engine, was shown at the Top Gear show in Birmingham and in London 24-27 November 2011.

**MORGAN TECHNOLOGIES LTD** - Malvern, November 20, 2011 - [www.mogwire.com](http://www.mogwire.com) The Morgan companies have continued the restructuring begun earlier this year (reported by the Wire) when Aero Racing Ltd. was purchased from Mr. Charles Morgan by the old Morgan Motor Company. Morgan 3 Wheeler Limited is also owned by the MMC. The interests and encumbrances in the MMC are now reflected in a new company called Morgan Technologies Limited, making it the ultimately controlling entity.



## 2012 Morgan ThreeWheeler

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### NEW MORGAN 60TH ANNIVERSARY BADGES

The complimentary dash plaque that comes with every MorganWest supplied 3W. It's one of the LONGEST running car shows in the world.

### 2012 MORGAN EvaGT

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**2011 MORGAN Aero SuperSports** Porsche Medium Ivory exterior // In stock now!

**2011 MORGAN Aero SuperSports** Arriving Soon, 2nd to the last one! Bentley Silver Lake Pearl Metallic/Muirhead Portland Grey. Silver wheels.

**2010 MORGAN Aero SuperSports** Graphite Grey Metallic Exterior/Scarlett Red quilted leather interior/Gloss Black top/Gloss Black wheels.

**2010 MORGAN Aero SuperSports** Kilimanjaro Sand Metallic

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

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

**2005 MORGAN Roadster** Pollen Yellow exterior

**2005 MORGAN Roadster** Connaught Green 1,500 miles Tobacco leather

**2003 MORGAN Plus 8** 35th Anniv. Edn. 8,500 miles lots of extras

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

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

**2003 MORGAN Plus 8** 35th Anniv. Edn. Merlot Metallic/pale grey and black two tone interior/grey fabric top, A/C.

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

**1968 MORGAN Plus 4** Four Seater BRG/Black

**1964 MORGAN Plus 4+** 2009 Pebble Beach Concours d'Elegance. SS spec

**1952 MORGAN Plus 4** LAB 274 'The Dellow Morgan' please bid at the upcoming Gooding and Company Auction, Scottsdale, January 21-22, 2012

### other marques

**LC470 LUCRA**

**2011 ZOLFE** GTC/4

**2011 PERANA Z** Arriving Soon

**2003 JAGUAR** S Type R

**1976 CITROEN** 2CV Truckette

**1973 CITROEN** SM // Huge Price Markdown

**1966 MORRIS** Mini

**1963 AUSTIN** Mini Cooper S

**1954 JAGUAR** XK120 MC DHC

Nov 29, 2011



DRIVEN AT HEART



**2011 Perana** Sports Car Z-One American muscle...Zagato design. Reserve yours!

### 2011 Allard

**J2X MkII** Maserati Pontevichio Burgandy with Tobacco Leather, burgandy piping, full top and side curtains and Hemi engine!

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# 1909



Well we finished 2011 with a Bang! Now it's time to ring in the New Year and plan our next great Morgan Adventure.

I have compiled a list to help you sort through it all. Good Luck!

If you see an event we need to add to the 2012 Schedule send us an email.

## 2012 US (and a few International) EVENTS

# 2012



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

- **HSR Palm Beach Grand Prix**, Feb 16 – 19, Palm Beach International Raceway, FL
- **VDCA Winter Games at Road Atlanta**, Feb 18 - 19, Braselton, GA
- **Boca Raton Concours d'Elegance**, Feb 24 – 26, Boca Raton, FL
- **NASCAR Daytona 500**, Feb 26, Daytona, FL
- **Sebring Endurance Classic Weekend**, Mar 2 – 4, Sebring Int'l Raceway, Sebring, FL
- **82st Geneva Motor Show** - New Morgan 'Plus 8', Mar 8 - 18, Geneva Switzerland
- **Amelia Island Concours d'Elegance\***, Mar 8 – 11, Amelia Island, FL
- **12 Hours of Sebring**, Mar 14 – 17, Sebring Int'l Raceway, Sebring, FL
- **HSR Racing**, Mar 22 - 25 Roebing Road, Bloomingdale, GA
- **Orlando All British Car Show\***, Mar 31, Meade Garden, Winter Park, FL
- **VDCA The Wild Hare Run**, Apr 13 - 15, Virginia International Raceway, Alton, VA
- **Walter Mitty\***, Apr 27 - 29, Road Atlanta, Braselton, GA
- **Atlanta British Motorcar Day\***, May TBD, Berry College, Rome, GA
- **MOGSouth Spring Meet, Date/Location TBD**
- **VDCA Jefferson 500**, May 17 - 20, Summit Point Raceway, Summit Point, WV
- **16th Annual Triangle British Classic**, May 19, 2012, Raleigh, NC
- **96th Running of the Indianapolis 500**, May 27, Indianapolis, IN
- **MCCDC MOG 42\***, Jun 1 - 3, The Mimslyn Inn, Luray, VA
- **Ault Park Concours d'Elegance**, Jun 10, Cincinnati, OH
- **Mid-Ohio Vintage Grand Prix**, Jun 21 – 24, Mid Ohio Sports Car Course, Lexington, OH
- **Keeneland Concours d'Elegance**, Jul 19 - 22, Keeneland Race Course, Lexington, KY
- **Pittsburgh Vintage Grand Prix\***, Jul 21 – 22, Schenley Park, Pittsburgh PA
- **Concours d'Elegance of America**, Jul 29, The Inn at St. John's, Plymouth MI (Previously Meadow Brook)
- **Pebble Beach Concours d'Elegance**, Aug 19, Monterey CA
- **SVRA U.S. Vintage Grand Prix**, Sep 6 – 9, Watkins Glen Int'l, Watkins Glen, NY
- **HSR Atlanta Historic Races**, Sep 13 - 16, Road Atlanta, Braselton, GA
- **Atlanta British Car Fayre\***, Sep TBD, Norcross GA
- **MOGSouth Fall Meet, Date/Location TBD**
- **VDCA Atlanta Motorsports Park**, Oct, TBD - \*New Track!
- **EURO Auto Festival\***, Oct 20, BMW Plant, Greer, SC
- **HSR Savannah Speed Classic**, Oct 25 - 28 Hutchinson Island, GA
- **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 3, Location TBD**
- **VDCA Annual Season Finale**, Dec 7 – 9, Roebing Road Raceway, Bloomingdale, GA



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**MOGSOUTH REGALIA** - MOGSouth has regalia items for sale. ~ **CAPS** ~ The 'Club Logo' style baseball cap (tan or black) with the MOGSouth 4-color logo on the front - MOGSOUTH on the back. The 'Club Logo' cap sells for \$25 plus S&H, plus 'Profile' caps with logo design based upon our name tags (tan or black) and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ 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. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941. If you would like any of these regalia items, please contact Randy

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

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

*Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or contributions to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).*

### SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/11

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

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

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