

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 9/07

MOGSouth Christmas Party 1 December 2007

The MOGSouth Holiday Party is one of the MOGSouth gatherings I really enjoy each year. For all the great Morgan cars and wonderful automotive related activities we indulge in, MOGSouth is really a 'social' club and the Holiday Party is a great way to celebrate the year. For me, it's a time to reflect on the Club events of the past year, visit with lots of folks we somehow missed during the year, chat a bit about our cars and Andrea's favorite topic, auto parts, and just relax among friends. This year's event was all of this and more. The Old Clayton Inn, in historic Clayton, Georgia set the stage for this year's MOGSouth Christmas party. The Inn was splendidly decorated for the holidays, with flickering lights and greenery



Article and Photos - Mark Braunstein

adorning the front porch and lobby. The Clayton town holiday parade, with all the local notaries and school bands, proceeded right down main street, in the front of the Inn, late Saturday afternoon. Glenn and Dorothy Moore, our hosts for the MOGSouth Christmas Party this year, picked the historic site, and did a wonderful job planning all the arrangements, with the Club's traditional hospitality room, brimming with libations and tempting tidbits.

One of the reasons I love to attend this event is the MOGSouth Holiday Party tends to attract a number of folks, that for whatever reason, too busy, etc., Andrea and I don't seem to see as often as we'd like. There were a number of people we very much enjoy, such as Matthew and Martha McClellan, Sarah and Dave Chiles, Jack and Emily Poteet, Rich Fohl and many others, that we tend to see at the Holiday Party. Perry and Ritamari Nuhn were there, a couple we hadn't seen in ages. They moved north to the Carolinas, just about the same time we moved south to Florida.

And then there were a number of wonderful new MOGSouth members. Lenn and Mary Nelson were there from Fayette County. Lenn recently acquired a 2003 GEMS +8 and is having fun trying to figure it all out. We met Bryan and Joanna Tate who previously had a DHC and are now looking for a good Morgan to bring home to their garage. I'm sure that by the time we next see them, there will be a car in the mix. Although we didn't chat too much, Jim and Rosemary Winn recently joined club members and have a 1991 propane powered 4/4. Now I don't have the only propane Morgan around. Also, Gerry and Phyllis Petter have joined with their 1955 Plus 4.

Mike Bancroft and Eleanor Nabny (Right hand drive 1990 4/4) who are not really new members, but are in fact newlyweds (I guess that counts) are back in the Club's midst with Eleanor's triumphant return from conquering Europe (and most of the rest of the civilized (?) world) after her two year stint with Porsche in Germany.

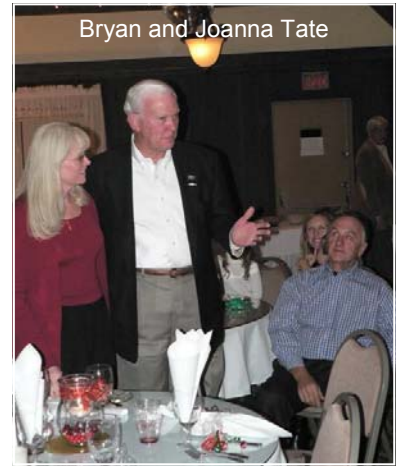
We had a lovely buffet dinner with Prime Rib, Fried Chicken, salad, carrots, green beans and it was all done quite well. Apple Cobbler and Vanilla Ice Cream for desert. I overate, as usual.

Following the meal, Randy took over the proceedings for a short Club business meeting, introducing the new members and turning over the presentation of MOGSouth's only award, the Mother Courage Award, to Dave Bondon. This year's awardees are long time members and stalwart Morgan enthusiasts, Lee and Trisha Gaskins. A hearty congratulations from us all!

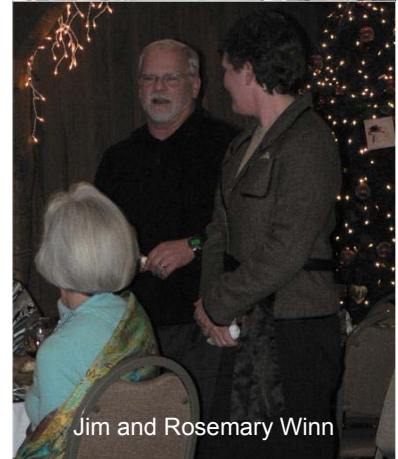
Dorothy had previously circulated a questionnaire asking a number of Morgan questions, e.g. how old?, how many?, first buying experience? and the like. We didn't know the reason for the questions until Dorothy announced the results following the dinner. Although, not quite the same as our past 'tacky gift exchange', the winners (?) were enticed with various festively wrapped presents, and each winner, in turn, picked one. We never got to see the 'special' gifts, but as Dorothy aptly advised, none were to be left in the Inn.

Dave Bondon brought a number of his NASCAR crew chief shirts from his private collection of NASCAR memorabilia to auction off. The proceeds of the auction went to Kyle Petty's Victory Junction Gang Camp for terminally ill children. The bidding was heated and some good contributions were collected for the charity. We raised \$885.00 thanks to the Graeme Addie, Rich Fohl, Morgan Bondon, Eugene Spainhour, and Laura Hoy. A very worthwhile cause, and very generous of Dave. Thanks to all.

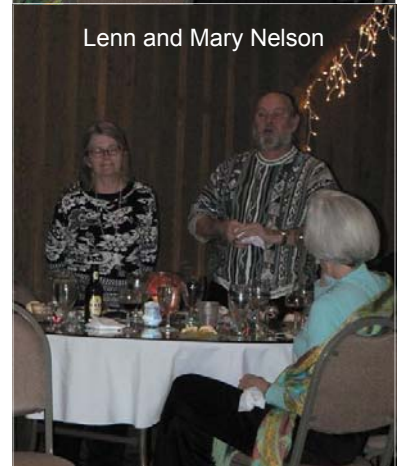
We finished off the evening with a glass of wine and chit chat around the Inn's fire place in the lobby. A great night and an excellent way to bid the year



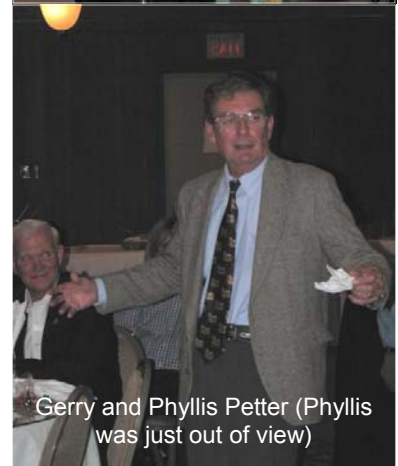
Bryan and Joanna Tate



Jim and Rosemary Winn



Lenn and Mary Nelson



Gerry and Phyllis Petter (Phyllis was just out of view)

farewell and generate anticipation for a new year of Morgan events. We're certainly looking forward to a tremendous new year.

We hope everyone has a great Holiday Season and we look forward to seeing y'all on the road.

Mark and Andrea

MOG South Christmas Party 1 December 2007



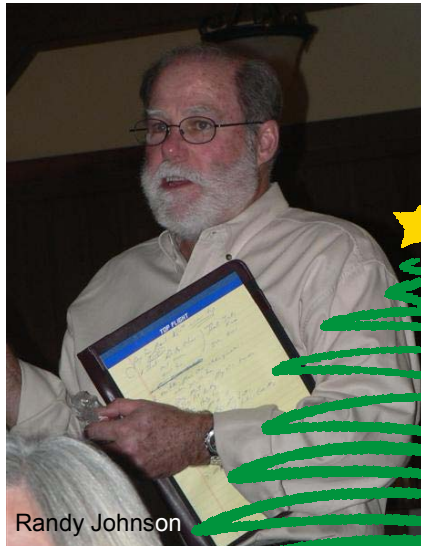
Lee and Trisha Gaskins receiving 2007 Mother Courage Award from Dave Bond. Congrats ! Well Deserved



Perry Nuhn



Gene Spainhour



Randy Johnson



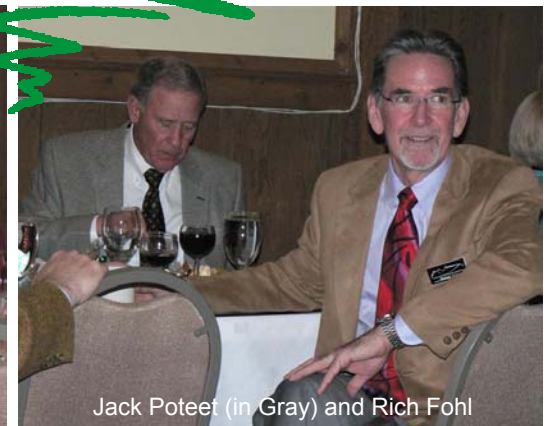
Gene McOmber



Dorothy Moore



The Cummins Family - Scott, Eric and Ann



Jack Poteet (in Gray) and Rich Fohl



Graeme and Jenny Addie
 Dave and Marilyn Bondon
 Morgan, Cassie, Timmy & Maddie Bondon
 Mark and Andrea Braunstein
 Dave and Sarah Chiles
 Eric, Ann and Scott Cummins
 Dr. Rich Fohl
 Lee and Trisha Gaskins
 Fred and Gay Hollinger
 Winston and Laura Hoy
 Randy and Dale Johnson
 Dwight and Jacqueline D. Kinzer
 Lance and Connie Lipscomb



Matthew and Martha McClellan
 Gene McOmber
 Glenn and Dorothy Moore
 Eleanor Nabney & Mike Bancroft
 Lenn and Mary Nelson
 Perry and Ritamari Nuhn
 Gerald and Phyllis Petter
 Jack and Emily Poteet
 Eugene S. Spainhour, II and Pat Harris
 Bryan and Johanna Tate
 John and Pat Tuleibitz
 Jim and Rosemary Winn



Photos This Page Courtesy of John Tuleibitz

More great shots on the MOGSouth web site <http://www.mogsouth.com>





**Charleston, SC
3 November 2007**

Note on the Charleston, SC British Car Show - Courtesy of John Bigler

The black '64 4-place next to my car belongs to Daryl Beech, the owner and energy behind the local Brit car repair shop... yes, it's the only one. Very nice and sincere guy, who's responsible for most of the Brit cars here being on the road at all. Daryl inherited the Morgan from his father, who had it for many years and showed the car at the same show a couple years ago... he died only a little more than a year ago, or so... I enjoyed meeting Daryl's father at the car show just before then and parking next to his Plus 4. Daryl's father crafted a clever and unique soft top that made the car into a pickup truck configuration, leaving a nice coupe up front. The car was rarely driven without the top, and Daryl seems to have adopted the practice. *John*

Photos from Daryl Beech's Web <http://www.charlestonimportauto.com/images/index.php?>



SOUND BITES . . .

Charleston British Car Show - By Jim Parker The Post and Courier Saturday, Nov 3, 2007

Thanks to James Bond and Austin Powers, the everyday public has some familiarity with vintage English cars, seeing classic Jags, Aston Martins, Rolls-Royces or Minis in movies or on the road. But it's not every day you see the classics up close. On Oct. 27, spectators got a treat: firsthand looks at dozens of models, remarkable and rare, at the yearly British Car Day at Patriots Point. The British Car Club of Charleston hosts the event, which moved back to Mount Pleasant after a two-year run at Marion Square in downtown Charleston. Owners from the Charleston area and throughout the Carolinas took part. John Bigler showed a 1948 Morgan Series I with a Philadelphia car club insignia on the right side door although he has since moved to Mount Pleasant from New Jersey. "What do I like about Morgan?" he says rhetorically. "That they are fun to drive, especially when driven around corners." The two-seater, which weighs just 1,500 pounds, is low to the ground and can move fast even with a roughly 50-hp engine. [John admitted this was a little optimistic, "I probably did exaggerate the hp as roughly 50, assuming the rebuild and open exhaust would help a little over the original specs, and not wanting to seem too wimpy..."] The model is unusual: Just 300 were built using engines and parts put in mothballs as a result of World War II. "It's basically the same car as a 1936," he says. Along with the driving enjoyment, Bigler says he likes the company's lineage. "The same family has been making cars since 1909."





Firstly let me outline the background to this event. For over 25 years the Morgan Sports Car Club has organised an annual gathering of club members and like-minded people. The only year when the MSCC did not organise one 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 year-long 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 up with old friends. 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 pre-booked 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. 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 Bridgnorth before re-boarding the train for our return journey.

It is anticipated that we will take a drive to the Beaulieu Motor Museum who, it is hoped, will also be featuring the Morgan car throughout the Centenary Year. This will be a full day out as Beaulieu is over two hours drive from Cheltenham. Lunch will be arranged at the Museum.

Not all the activities will include Morgans. 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 everyone 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 Morgans 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 everyone's itinerary. These tours will be available by pre-booking. 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 Racecourse. We will 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 competition. The social activities have not been forgotten. There will be 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 1200s 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 website 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 Lamb, Director Morgan Centenary Celebrations Ltd., malcolm@morgancentenary.co.uk



MOGSouth has been asked for participation estimates for the 2009 Centenary Events in the UK. The organizers of the 2009 Centenary events need our information to better plan the facilities and accommodations. Please respond to the three (3) questions below via an email sent to series1@bellsouth.net.

(1) Are you planning on attending the 2009 Celebrations in the UK? Yes (or a high probability) or No (2) If yes, will you attend with your car? Yes or No (3) Do you already have a hotel? Yes or No

A short history of Lawrence Tune and 1962 Morgan Le Mans win is available on the internet. Ed

History of Morgan Tune - <http://www.lawrence-tune.co.uk/>

All the while the Morgan +4 had turned into the prototype for a production Morgan +4 Supersports offered by the Morgan factory. They made 101 of these cars. This was the result of Lawrence Tune competing at Le Mans in 1962 and winning the 2 Litre Class very comfortably. Lawrence Tune modified well over 400 Triumph engines to the +4 Supersports specification. Lawrence Tune took the power output of this engine from 92 BHP to 120 BHP, and the Morgan Motor Company sold them in the +4 Supersports Cars under full guarantee. Lawrence Tune was the first Tuning Shop to achieve this distinction.

Both before the 1962 Class win at Le Mans and after it, the Lawrence Tune Morgans, prepared and operating out of the Lawrence Tune premises in London, were becoming the 2 litre cars to beat in International GT Racing.

TOK, as the Lawrence Tune lead car had become known owing to its registration number of TOK 258, and the Morgans of Pip Arnold, Hugh Braithwaite and Peter Marten, amongst others, became very well known across Europe. Wins were achieved at Spa, Clermont Ferand, Monza, Nurburgring, and, at one time in 1963, TOK held every lap record in England for 1600 - 2600cc, except Croft.



Joe Speetjens, MOGSouth member and Mississippi resident, reports his 1995 Plus 8 is now in the hands of Bill Fink at Isis for the Morgan Plus 8 Corvette Conversion (aka Morgan +8+). *[This will be the only +8+ in MOGSouth as far as I know and I can't wait to see it on the road. Ed.]*



Photo by John H. Sheally II

According to the ISIS web page, http://www.morgancars-usa.com/isis_corvette.html, "the package includes new Corvette LS-2 aluminum engine with new T56 6 speed gearbox, new clutch housing & clutch, new crossflow radiator & cooling fan, rebuilt Camaro propshaft and rear axle assembly with rear disc brakes, multi-link rear suspension with Koni coil-over shock absorbers, new 16" x 7" alloy road wheels with Yokohama tires, new fuel injection type Morgan fuel tank with high pressure fuel system and full evaporative control, fuel injection computer with OBD2 diagnostics, electronic tach and speedometer, twin catalyst exhaust system with straight-through mufflers. Chevy quotes the power at 400 bhp with 406 lbs./ft. of torque in their application which weighs nearly 1000 lbs more than our completed car. The price of this package is \$35,000 for 1974 & later +8's Rover 4 or 5 speed gearboxes, a bit more for the Moss box cars as it is necessary to replace the fenders to accommodate the wheel & tire width."

The following is an email exchange between John Tuleibitz and Tim Studdard, publisher of Classic Motorsports. John's letter was published in Classic Motors Sports' November edition. (The one featuring the microcars). *[John, Thanks for proudly flying the Morgan flag. We may not be the biggest but we can make some noise when we need to. Ed]*

On Jul 16, 2007, at 9:47 AM, John Tuleibitz wrote:

- > I enjoyed the Cobra article in the September issue (#128), but was disappointed that your list of alternatives omitted what may be the best option of all, the Morgan Plus 8. With production running from 1968 to 2004, aluminum V-8 engines ranging from SU-fed 3.5 liters to fuel-injected 4.6 liters, 4 or 5-speed gearboxes and classic British styling, there is a Plus 8 for everyone. With a weight of about 2,000 pounds, any variation has enough performance to please almost anyone, and, for the really power hungry, there are a lot of additional horses available within the Rover V-8.
- > While they aren't cheap, there are enough Plus 8's out there that there's a wide spread of prices to match just about any budget. And the best one available will cost a quarter of the price of a 289 Cobra. There's a network of dealers in the US who normally have a few good examples for sale and, since the Morgan factory is still in full operation, parts are readily available.
- > I've been driving British cars for more than 45 years, and have owned a pretty wide variety - including two Tigers. Nothing I've driven can match the pleasure I get from my Plus 8. If you haven't driven one, you've missed a great experience.

> John Tuleibitz

Damn! You got me. I did forget that one. And I love those cars too. Just toured the Morgan factory too. What a hoot. I'll pass this on to David, our editor, for possible publication. Thanks for the note. Glad you liked the story and sorry I forgot your car.

Tim Studdard
Publisher:
Grassroots Motorsports
Classic Motorsports
www.GrassrootsMotorsports.com
www.ClassicMotorsports.net

Race Report from Savannah, GA

VDCA 7-9 December 2007

A quick race report from Dave Bondon after the last run of the year. The Morgan contingent was out in full force and made a good showing. Greg Miller ended up with a Second Place overall and Ray Morgan, in the Merlyn, was 3rd in the feature event on Sunday, Andy Greene drove Dave's Royale with the new 1600cc engine in it and was 3rd overall in its race class. Congratulations to all! According to Dave, the 1600cc engine in the Royale came out of the Morgan, and Stacey gets a new one to run in the Spring. See the next page for Ray Morgan's report and explanation of the hat.

Report & Photos Courtesy of Dave Bondon

ROEBLING ROAD RACEWAY SAVANNAH GA 7-9 DEC



Peter Dunn



Jack Poteet



Greg Miller



Andy Greene in Dave's Royale



Santa in a Merlyn? - Ray Morgan



Jack, Dave, Stacey and George Wolf

The Story Behind *Santa's Hat* at Roebing Road

According to Ray Morgan

Report & Photos
Courtesy of Ray Morgan

“Ha or rather HO HO HO. There is a gimmick race each year and I was determined to win. I came up with the idea to form a team of four cars decorated for the season, named appropriately, and then to race with a winning strategy. Part of it worked, part didn't. The decoration theme won...the strategy didn't because the pacing car drove too fast. My team was lead by a 1919 model T Ford, and my Merlyn, a lotus, and spitfire. The T model was supposed to be consistent and wasn't, it ended up going 5 secs per lap faster than predicted.”

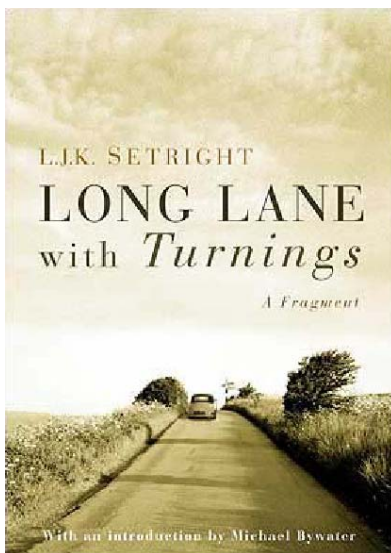
The team name was San T reindeers with red balls. Santa, T for T model, reindeer or rather stuffed moose plush toys, and red LED lights for the wheels. We had a good time and I was thrilled to win.



As for the serious racing, I won my class and finished 3rd overall. I was beaten by a *Morgan* and an Elva Mk6. Can't beat those extra cc's. It was fun and I was pleased. There were only a few feet separating us throughout the entire race. Exciting for spectators or so I was told. I was simply sweating because of the heat. It was 80 degrees in December!” *[80° is hard to believe. I went to this race a few years back and had to huddle in the car it was so cold. You had to stay out of the shadows and in the sun while avoiding the wind. I think it was in the teens. I get chills just thinking about it. Something good about global warming? Ed]*

Long Lane with Turnings - L.J.K Setright, 2006

[L.J.K. Setright was a noted British automotive journalist who, in his autobiography, gives us a glimpse into the his own colorful and historic automotive experiences. Might be a good Christmas stocking stuffer? Ed.]



“RAF Sopley was, as I have noted, deep in the countryside. Thus there were occasions - not many, for I enjoyed being in the service - when I needed transport to take me elsewhere.

In due course I found what every young man should experience early in his motoring career; a Morgan three-wheeler. It was the Aero model, dating from 1926, with two-speed transmission involving chains for the final drive, one on each flank of the rear wheel.

The engine was a V-twin JAP, albeit only the soft-tuned water-cooled side valve job rather than the hot overhead-valve versions sometimes fitted. The body had been modified (sensibly, but not prettily) around the tail by the previous owner,

who had also had the wit to scrap the hand-lever throttle control clamped to the steering wheel spoke and substitute an accelerator pedal such as is familiar in cars.

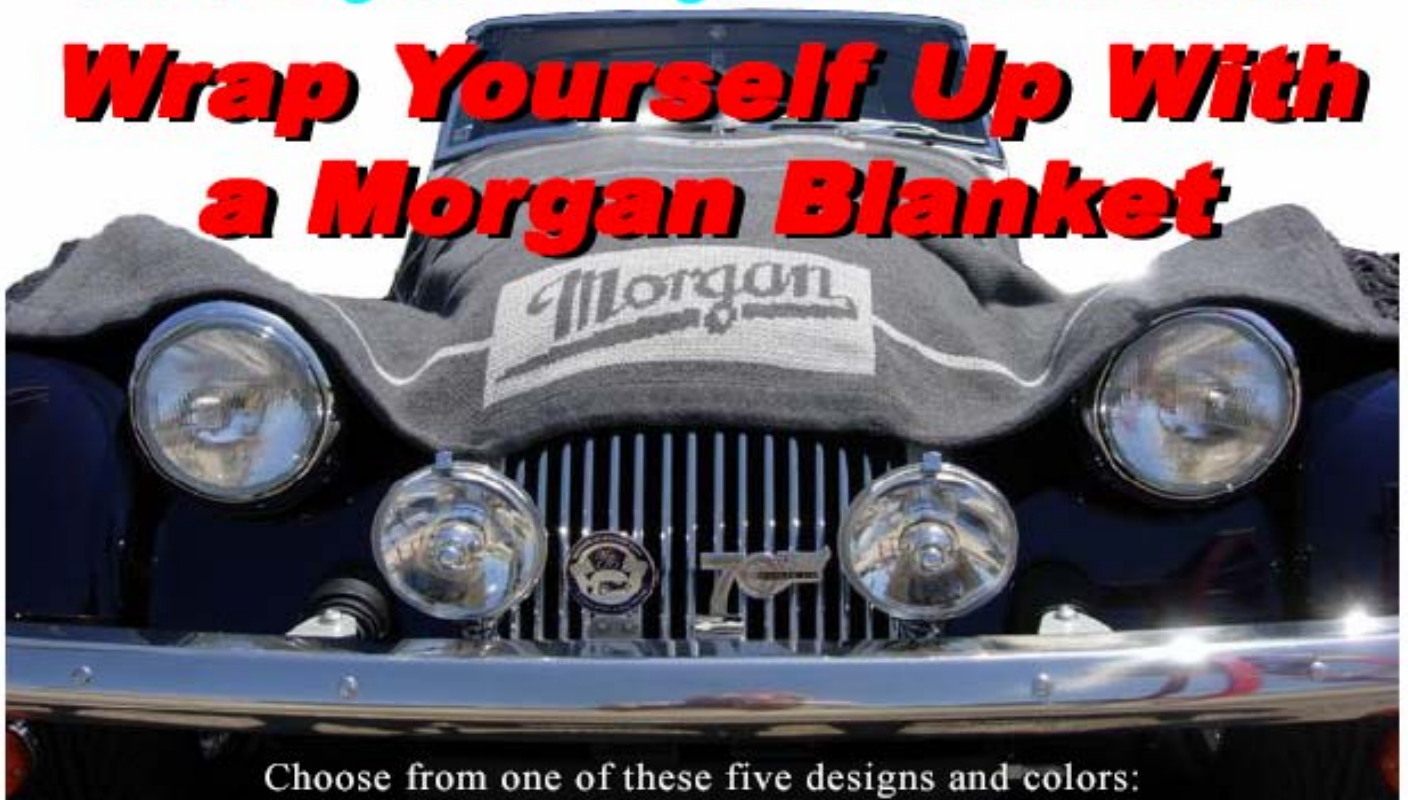


More to the point, much of the machinery was worn out, but since I had only paid £57 10s 0d for the thing I could not really complain...”



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

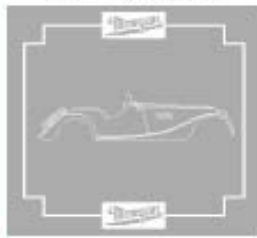


Green & Tan

Silhouette



Berry & Lt Gray

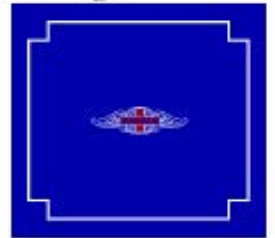


Dk Gray & Lt Gray

Morgan Wings



Navy & White



Navy & White
w/Berry Cross

Blanket details:

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Title Photo Courtesy Jim Baker



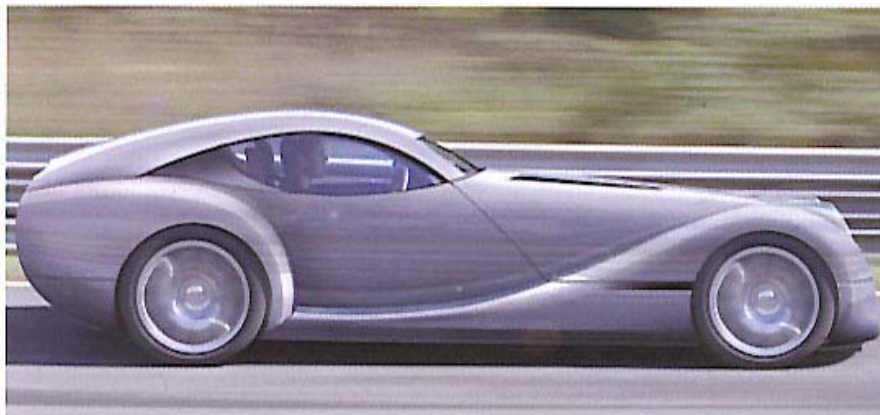
FACTORY NEWS

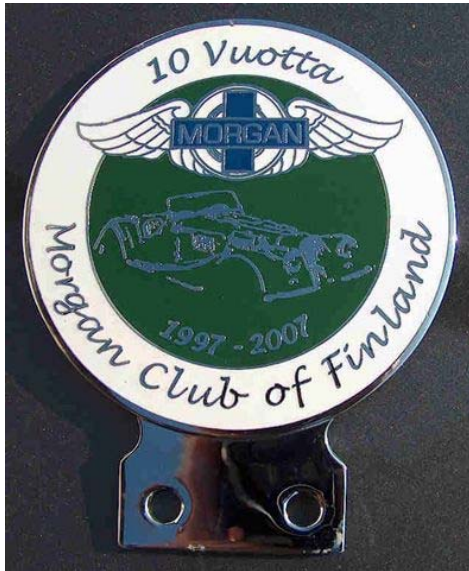
MORGAN WIRE (<http://www.mogwire.com>) **12/5/07** - A new series of Aero 8s will be phased into the retail market in 2008. This newest Series (the fifth since 2002) will feature the larger capacity 4.8L BMW engine rather than the 4.4L used presently and will produce 367 bhp for an extra 45 hp and 11% more torque. Series IV will be offered in the UK and Europe with either standard or sequential fully automatic transmissions. Only the autobox will be available to the USA for the moment. Reports suggest that the automatic models accelerate faster than those with a standard gearbox. Prices will be increased over the Aero Series III by GBP 4700 (9%) to 57,872.34 or 68,000 (VAT incl.) The automatic transmission will be a 2395 pound option. All Series IV Aero 8s will be leather interioered. The US Aero automatic will be priced at \$129,250.00 (tax excluded). Added note **EMOG 12/5/07** - Transport from the UK, customs and dock fees excluded at the \$129,950 price. Basically a \$15,000 price increase. Dennis Glavis, Morgans West.

Mogwire (Lorne Goldman) also reports that the first production Aeromaxes should be ready by Christmas.
[Oh, Andrea . . . I've been really, really good this year! Ed]

EMOG 12/11/07 - Lorne Goldman reported that Brands Hatch Morgans has released these new photos of the Morgan Motor Car Company's Life Car. (I tried but couldn't find the photos online, but copied the lower resolution ones that Lorne posted on EMOG.)

[It is amazing that the Morgan Company, as small and limited in resources as it is, is playing in this very expensive sand box. I have to believe there are certain tax breaks or other economic incentives which allow them to participate. I do, however, have to hand it to them for 'having a go!' I fear the likely outcome will be a car that validates the technology, but is a bit too far ahead of the infrastructure needed to support that technology for the masses. We'll have to wait and see. It looks a bit like the Aeromax. Ed.]





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.



Silver Cuff Links - £25.00



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



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And As Always-The Best Prices!






Key Planning Dates

The MOGSouth schedule of 2008 events for is still being worked, however, these are the dates and events we know about. If you have contributions to this calendar (whether North or South) please send the details to Mark at series1@bellsouth.net or to mogsouth@yahoo.com.



Sebring Endurance Challenge, Feb 28 - Mar 2, 2008, Sebring International Raceway, Sebring, FL



Amelia Island Concours d'Elegance, 7 - 9 Mar 2008, The Ritz-Carlton, Amelia Island, FL



56th Twelve Hours of Sebring, 12 - 15 Mar 2008, Sebring International Raceway, Sebring, FL



Savannah Historic Races, 4 - 6 Apr 2008, Roebing Road Raceway, Savannah, GA



All British Car & Motorcycle Show, 5 April 2008, Winter Park, FL



Vintage Drivers Club of America, 11 - 13 Apr 2008 (Tentative), VIR, Danville, VA



Historic Sports Car Racing 'Walter Mitty' Challenge, 2 - 4 May 2008, Road Atlanta, Braselton, GA



Atlanta British Motorcar Day, 17 May 2008, Berry College, Rome, GA.



MOGSouth Spring Meet, 23 - 25 May 2008, Greensboro, NC, Hosts - Andy Leo



Gold Cup Races, 13 - 15 Jun 2008, Virginia International Raceway, Danville, VA



MCCDC's Annual Morgan Meet - MOG 38, Week of 4 July 2008, Location TBD



Virginia International Historic Races, 6 - 7 Sep 2008 (Tentative), VIR, Danville, VA



British Car Fayre, 13 Sep 2008 (Tentative), Historic Norcross, GA



Goodwood Revival, 19 - 21 Sep 2008, Goodwood, UK



Petite Le Mans, 1 - 4 Oct 2008, Road Atlanta, Braselton, GA



Winter Park Concours d'Elegance, 17 - 19 Oct 2008 (Tentative), Winter Park, FL



EuroAutoFestival 2008, 17 - 19 Oct 2008 (Tentative), BMW Zentrum, Spartanburg, South Carolina



MOGSouth Fall Meet, Dates and Location - TBD



Daytona Continental Historic Races, November 6 - 9, Daytona Speedway, Daytona Beach, FL



Hilton Head Island Concours d'Elegance, 30 Oct - 2 Nov 2008, Hilton Head Island, SC



MOGSouth Christmas Party, 6 December 2008, Hosts - TBD

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We have the largest selection in North America!



BEAT THE \$15,000 ON ALL ENSUING NEW AEROS. NEXT NEW CARS AVAILABLE AUGUST, 2008 AND ONLY WITH AUTOMATIC TRANSMISSIONS

'05 Aero 8 BMW Cool Blue Metallic/light tan leather with blue piping, side exhaust, 7,000 orig. miles, stereo, all Factory updates-stunning car. // **Arriving soon**

'03 +8 35th Anniversary blue and silver, gray interior, 8 cylinder, 685 miles, 5 speed, factory air conditioning, chrome wire wheels, mohair weather, equipment, luggage carrier, bonnet strap & more!

'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 // **Sale Pending**

'03 +8 35th Anniversary Edition, Vin# R13153, 6650 miles, Red exterior, Tan leather with Red inserts and piping, Factory lightweight alloy wheels, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan Mohair Side Curtain Bag, Car Cover. These cars are the most collectible of Plus 8s and definitely moving up in value with no similar model for the US from the MMC // **Arriving soon!**

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

'71 +8 Famed automotive sculptor, J. Paul Nesse - 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!

'68 +4 Drophead Coupe, one of the very last ever built! Every nut and bolt complete body off the frame restoration by noted Morgan restoration/race preparation shop. The very finest Drophead anywhere, period! 40,000 orig. miles from new! Virtually one owner car from Carmel, California. British Racing Green/Black leather, black top, chrome wire wheels-buy the best! Drophead coupes have become the hardest to find, most desirable four wheeled Morgan // **Arriving soon**

'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.

'64 +4 Raspberry, Brown Leather, Alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

'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...

'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, LHD, S. Cal. car.

'33 THREE-WHEELER Super Sports "ANA 587" imported from England in the late 1990's after a complete professional restoration and only two previous owners. It had been originally owned and raced in the UK by "Sammy" Sampson

'33 THREE-WHEELER JAP powered Supersport, Pozzi navy blue, Poppy Red Muirhead leather. 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 // **Sale Pending**

other marques

'65 MGB GT Motor blueprinted 15" chrome wire wheels

'60 AUSTIN-HEALEY 3000 Mk 1 Old English White exterior/Black/red interior, wire wheels

'59 TRIUMPH TR3A Black, The most spectacular TR3 ever!

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Dennis Glavis, Managing Director





*Merry Christmas from
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*We are now focused on race
support, but call if you need us.*



ANOTHER RARE MORGAN FIND!

Original '67 Drophead with only 11,000 miles. Green with black wings, wire wheels. Perfect original car. Asking \$55,000/offers.

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

MOGSOUTHREGALIA

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 or by phone at 770 729-8786.

**TIME TO RENEW YOUR MOGSOUTH CLUB
MEMBERSHIP. SEND YOUR DUES TO RANDY!**

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.

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.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 9/07

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