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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/05



Photos and Article Courtesy of Lance Lipscomb (Bob Steele at speed!)

**H**eadling out for MOG 35 this year was a little different than the past few years. Most of the regular “Boogie up the Blue Ridge” group from Atlanta was not going. In fact Connie and I were the only ones from Atlanta that were going to take the Blue Ridge Parkway to MOG 35.

We had spoken with Joe Speetjens earlier in the week and made arrangements to meet him at The Lodge at Peaks of Otter on Thursday night. This would give us a long first day and a short second day to reach Shepherdstown. Joe was leaving a day or so earlier than us and, other than planning to meet us at the Peaks of Otter, he was going to take his time with no particular agenda.

Contrary to the previous years, we were able to leave the house with the top down and no threat of soggy underwear.

As is usually the case, the trip up the Blue Ridge Parkway was fantastic, a great road with the kind of cool weather that makes the car want to stretch its legs. We were making great time (no Rangers in evidence to spoil the fun). North of Asheville we decided we would maintain tradition and stop at Little Switzerland for some ice cream. It was about that time we noticed a sign that said the Parkway was closed up ahead. It is not uncommon to run into detours on the Blue Ridge Parkway, but I decided to stop and get some information.

I walked into the visitor's center at Craggy Gardens. Without me speaking, the Ranger says "You want to know about the road closing, right?" "yes" I reply. "It's closed about 10 miles up ahead" says the Ranger. "What about detours?" "There are none, you have to go back to Asheville and take 40 north. You can't get back on the Blue Ridge until Linville Falls about 70 miles north of here".

**I HAVE TO GO BACK TO ASHEVILLE!!**

**NO ICE CREAM AND I HAVE TO GO 25 MILES BACK TO ASHEVILLE!!!!**

Two hours later we are back in the shade of the Blue Ridge Parkway heading north. As we go around a bend in the road, I see a brief glimpse of a bright blue Plus 8 heading south on the Parkway. I was moving at a pretty good clip and did not even get to see who the driver of the mystery Plus 8 was.

Due to our "detour" we reached the Peaks of Otter a little later than expected. Joe had arrived a little earlier. We took the opportunity to have dinner and relax over a few drinks. At dinner Joe asked "did you happen to see a blue Plus 8 headed south on the Parkway today?"

The next morning we headed out on the "short leg of our trip". As we check out we ask the girl at the desk where we can get some gas headed north....."Don't know of any gas headed north, but if you go **BACK!!!** No way were we going back for anything (except possibly ice cream). We pile in the cars and headed north.

We had gone a good ways when we saw a sign that said GAS. We exited the Parkway and followed the road in the direction of the Gas sign. After about 15 miles of nothing, having passed at least three abandoned gas stations, we came to an intersection. At that intersection was a very old gas station, actually selling gas.

As we filled up our tanks, Connie pointed down the road to an old building, in front of which was parked an old Bentley. *"Is that an English car?"* Since we were in the middle of nowhere, and at least 15 miles off course, we had to investigate.



Photos and Article Courtesy of Lance Lipscomb (Lance far left)

As we pull up in front of the "Classic Car Emporium and Vintage Sports Car Specialist", we see not only a Bentley parked out front, but also a beautifully restored AC Ace. We spent about an hour and a half with the owner of the "Emporium" touring his works in progress as well as one of the largest TR-3 and Austin graveyards that I have seen in a while.



Tom Badger, Lee Gaskins, Charlie King

Due to the detours and the tour of the "Emporium" the "short leg" of our trip took almost as long as the long leg.

MOG 35 was not as well attended this year as in years past. I don't think we exceeded 50 cars. Despite this, it was as usual a good gathering highlighted by the opportunity to see folks from other clubs, who you only see once a year. I was thrilled to see Tom Badger back in action again.

As to the mystery Blue +8...Saw a note on e-mog a few days after MOG 35. Eric Cummins said he saw me going north on the Blue Ridge Parkway as he was heading south after purchasing a Blue + 8. ***Congratulations Eric!***



**A quick note from John Bigler** - I shared a room with Douglas Hallawell from Paris, who was my navigator in the rally -- we were tripped by the instruction "Right after Hott Lane right" which made no sense to Douglas, so he ignored it and went to the next instruction "Left at diagonal left"... and, after that, we were no longer in the running.

My '48 Series 1 took First Place Flat Rad in the concours... but, it was the ONLY flat rad this year !!! Pat MacCauley and I were the fastest through the gymkhana, but we finished out of the trophies because only one of our 4 parachutes landed in the hooly hoops -- I have a great photo from Fred Schuchard showing our excellent form . . .

The autocross was run on one of the Summit Point racetracks, very fast for an autocross, perfect for a Plus 8 or Aero 8 but not ideal for a Series 1. I was put in the class with the 4/4's up to 1958 and was beaten by 2 seconds (133 seconds to my 135 seconds) by Ed Zielinski in his Series 2 competition with Aquaplane head & manifolds, dual carbs, wider tyres and hydraulic brakes. I had 2 more runs to try to make up the 2 seconds, but I thought Ed deserved the trophy -- especially since this was the first outing for the car that had been in re-build for 4 years and since he broke the engine on his winning run !!!

It was a good meet with perfect weather, good people attending, Lance and Joe Speetjens were everywhere, of course, although some favorite people were missing.

Photos and Article Courtesy of John Bigler

## MOGSOUTH AT MOG35 COMPETITION RESULTS

### CONCOURS

Flat Rad	1st Place	John Bigler
Plus 4	3rd Place	David Childress
Plus 8	2nd Place	Dwight Kinzer
Aero 8	1st Place	Brad Braswell
Driver	2nd Place	Michael & Brenda Hewitt
Competition	1st Place	Bob Steele

### AUTOCROSS

Plus 8	1st Place	Lee Gaskin (113.345)
	3rd Place	Dwight Kinzer (122.552)
	4th Place	George Lowman (125.197)
	5th Place	Michael Hewitt (134.806)
	2nd Place	Bob Steele (133.871)
Modified	2nd Place	Sam Sellars (102.446)
Aero 8	1st Place	Paul Warren (107.398)
	2nd Place	Brad Braswell (117.559)
	5th Place	A.Higginbotham (117.721)
	6th Place	Peter Bowles (126.393)
	7th Place	Brenda Hewitt (165.216)
Ladies Index	3rd Place	

### RALLY

Over All	1st Place	Larry Miller, Thea Childress
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***Congratulations to the all the MOGSouth winners!***



John and Pat in the Gymkhana doing their thing . . . John's Series 1 takes the 1st Place Trophy for Flat Rads at the Concours.







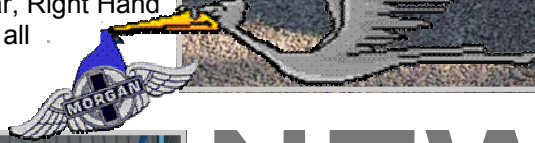
"It is a 1977 Plus 8 with alloy body. It has the 5 Speed trans. Which made it very nice on the expressway. About 2300 RPM at 70 MPH. Very comfortable, and it ran cool all the way with out any difficulties.

I found it from an ad in Hemmings. The previous owner lives in Orlean Virginia which is about 60 miles from Alexandria."

Eric Cummins new Plus 8



Is Eric getting the Plus 4 ready for Scott? And, what is with the Blue Car, Right Hand Drive Thing?? Something we all should know??



As if one 'hangar queen' was not enough, we now have another. Series 1 DHC  
**Mark & Andrea Braunstein**

# NEW ARRIVALS



**John Tuleibitz**, of Simpsonville, SC purchased this lovely Plus 4 soon after this photo was taken at Atlanta British Car day at Chateau Elan.



# From the Archives



Late July 1990  
Northern Virginia  
Morgans Over America 1

With the recent completion of Morgans Over America IV, this photo came to mind. It was taken in the back yard of Mark and Andrea Braunstein's house in northern Virginia, late July in 1990. The 1st Morgans Over America crew had split into two groups, one crossing the United States from West to East and the other traveling up and down the East Coast. Both groups converged on the nation's Capital, celebrating the great adventure with a day of sight seeing and relaxing. A luau of sorts was organized in the back yard, and some 40 or so Morgans from the UK, Europe and across the US crammed into the space. We had a yet-to-be-finished deck around the pool and a hot tub gazebo, with only poles and no roof, but it didn't seem to matter. The MOA crowd was just up for a party, as food and drink were consumed in great quantity.

The hot tub and the pool were full of participants looking for some relief from the summer swelter of Northern Virginia in July. Jeremy Harrison, the head of the UK MOA organization noted in his archives, *"Everyone is raring to go again at the Braunstein's luau - paper leis are bestowed and the high count in the hot tub is 15."* Too many years (too many beers?) to remember what was up with those feet!

When we all got out the water level in the hot tub was about 6 inches. Who says Morgan owners are aloof and independent types! *[Yes, that's me and Andrea, in the foreground. I'm the one with the beer and the beard.]* The MOA group soon followed this gathering with a drive up to Luray, VA for a traditional MCCDC MOG style meet thrown especially for the MOA event.

A message has been sent to Jeremy Harrison extending a MOGSouth invitation for the next MOA event, in 2010, however this may be postponed due to the Morgan 100th Anniversary in 2009.





# CAPITOL MOTORS

## OPEN HOUSE, JUNE 4, 2005

We met as a gaggle at the Southern Skillet restaurant for breakfast. As always, we received prompt service and great food, even with our somewhat large contingent. We thought it best to travel up to Alpharetta, GA as a convoy and arrive 'en mass' at Capitol Motors, the new Morgan dealer.

The collection of MOGSouth folks included Pete Olsen in the trike, Mark and Andrea's Plus 8, Dave and Morgan Bondon in Dave's Plus 8, Randy and Scott Johnson in their two Morgans, Gene McComber, Eric Cummins (without Scott) in his Plus 4, and Bob and Wynell Bruce in their trike- . . . well ok, SUV.

After a hearty Southern breakfast, we started the convoy to Alpharetta, some 15 miles north. A hour later we were somewhere just south of Tennessee and the 'en mass' Morgan convoy had degenerated into 'en mess' of British car clumps heading off in different directions. Something about a bug in the Satellite Navigation system, I understand.



Lined up at the Iron Skillet in Roswell

Article and Photos, Courtesy Mark Braunstein



Eventually we all arrived, albeit not as a convoy, but safely after our pleasant jaunt. We were joined at Capitol by a few other interested MOGSouth folks. Bob Steele and John and Carolyn Wade made their way from Alabama, and Dwight and Jackie Kinzer came down from Rome, Georgia for the event. Lance and Connie Lipscomb arrived later in their Plus 8. Mark Ehrhard was also there but arrived a bit late.

The open house showed off Capitol Motor's new facility, with nary a spot on the floor (just painted I believe) and the Aero 8, No. 6 all shined up inside.

There was also a Cobra replicar on the lift, another activity being undertaken by Capitol Motors at this Alpharetta location. Sam Sellars, the Capitol Motors Sales Director, gave road tests in their black Aero 8 demonstrator, and I took a ride with Sam and can personally attest to the impressive torque and acceleration of the BMW powered Aero. All of the staff at Capitol Motors were gracious with their hospitality and certainly enthusiastic about the future.



Those in attendance were quite well entertained and we all had a good time. We certainly wish Capitol Motors and the staff, the best with this new endeavor.

The Black Aero 8 Demonstrator taking a short breather between test rides offered to attendees at the Open House.





# *I'm with Stacey!*

SuperDave's role as Crew Chief for Splinter Group Racing came to an end with the realization that our new driver, Stacey, is better looking, pretty fast, and vintage racing's answer to Danika mania. In other words she didn't need anyone to shepherd her transition from the Sprite to the Morgan.

The Gold Cup at VIR was a perfect showcase for Stacey to make her debut. Just about everyone entered there knew her. All we had to do was put some purple Polka Dots on her helmet and on the nose of the Morgan to create a new "on track" identity. Last year she placed 3<sup>rd</sup> in the ladies race in the Morgan but that was the first time out on a new track in a new car. This year we would find out how the new duo measured up against the established competition in the Morgan's class.

On test day she broke in our newly rebuilt engine (nobody's fault, it just "blowed up" at the Mitty) and got back in the groove. Next day SuperDave wedged himself into his new Royale and went out there with the big boys hoping not to embarrass himself. I can only hope that the car looks fast and that not too many folks studied the time sheets to find that I never turned a lap as fast as Stacey in the Morgan! I think I missed at least six shifts and buzzed that poor little engine up to Ten Grand each time.

Nineteenth on the grid didn't seem too spectacular in Stacey's mind but there were a lot of impressive drivers and cars ahead of her. In the Sports Racer group SuperDave was mired back in 9<sup>th</sup> (in a nine car field) so it seemed pretty damn good to him.

Then came race day. For those of you who haven't noticed, Stacey gets pretty intense when race day comes around. Got a few of those genes from her dad I suspect. To make a long story short, Stacey and the Morgan were up to 7<sup>th</sup> by the end of the race with the whole crowd cheering her on. "I like racin! Testing and practice are boring!". That's my driver.

Oh yeah, she did notice that I was feeling a little left out so she got me a new Tee Shirt. It says **"I'm with Stacey"**.

I think I better get used to it.

Mark,

*You're not going to believe this but I just got off the phone with a guy who wants to produce a TV series on vintage racing focusing on the really odd ball cars and the characters that drive them. After buttering me up for a few minutes he finally got around to the point. They want Stacey in the car!*



*SuperWho? Bondon*





# GEORGE AND JULIE PROUDFOOT NOGGIN

RAY MORGAN'S 5POINTS MOTORSPORTS JUNE 25, 2005

George and Julie Proudfoot came all the way from the UK to Georgia for a holiday and ended up spending time working on old Morgans. I am sure George loved it but Julie . . . I'm not so sure. George is the Technical Services Secretary for the Morgan Sports Car Club in the UK, and a world renowned Series 1 expert. He is also responsible for restoring Graeme's beautiful Family Three Wheeler.

George and Julie spent the first few days of their holiday in Augusta with Jenny and Graeme. Much of the time was spent chasing conflicting symptoms in Graeme's red Series 1. They eventually tracked down the problems to a blocked carburetor line. Graeme's other Series 1, the green one, was working well so, with both Series 1's running smoothly, George and Julie came to Atlanta to stay a few days with Mark and Andrea. Again, George was quickly whisked off to the garage. The ever-present oil fouling of their '39 Series 1 was easily rectified with some well placed 'wicks' and then the brakes (or lack of thereof) were attacked.



Graeme and George discuss the drive in from Augusta



John Bigler's Series 1 in all it's glory



Mark Braunstein's car on the lift at Ray's shop



L to R, John Tuleibitz (facing away), Pete Olsen, Dan Cohen' son with hat, Mark Cambell, Dave Bondon, Mark Ehrhard, and George in the shop.



George fixing a problem with John Bigler's rear brake.



John Tuleibitz and Dwight Kinzer discussing something exotic.

To celebrate the visit and allow the club to meet George & Julie, a noggin was 'organized' by the club with Andrea & Julie handling most of the arranging. **Thank you!**

Quite a crowd turned up with close to 30 members and friends arriving to meet George and Julie and have a bit of a Morgan sort of Saturday afternoon.

Something a bit special for me was the Series 1 contingent. Series 1's are not terribly common in the US and it was quite a treat to have John Bigler bring his car all the way from Charleston and have Graeme drive his green Series 1 in from Augusta. That put three of the five known Series 1's in the South East, all in the same place. (The other two? Graeme has one and Peter Ritch in Greenville, SC has the other.)

A great party to celebrate a great visit! George and Julie had a wonderful time, leaving Georgia a few days after the noggin, for a bit of site seeing out west and visit to Las Vegas.

A special thanks to Ray Morgan for allowing the club to congregate at his shop, while he was off at the National Porsche Parade in Hershey, PA. I guess we brought him luck, as he won Best in Competition Class, with his beautifully restored 1964 Elva Porsche Mark 7S, as well as Peoples Choice. **Ray, Well done!**







## Upcoming Events

lots of Morgan happenings as the summer ebbs into the Fall. The Petit Le Mans always draws a big crowd of local British car enthusiasts and is supported by a great collection of vendors. In addition, MOGSouth is really looking forward to the Fall Meet in and around Aiken, SC in October. Graeme, Jenny and the Addie girls have planned a great event you will not want to miss. See the details on the next page and be sure to get your hotel reservation in on time.

## Key Planning Dates - 2005



29 September - 1 October, 2005 **"Petit Le Mans"** at Road Atlanta



28 - 30 October 2005 - MOGSouth **Fall Meet - Aiken**, South Carolina (Augusta, GA) (Hosted by Graeme, Emma and Jenny Addie)



3 December, 2005 - MOGSouth **Christmas Party** (Hosted by Morgan Bondon and Family)

## SOUND BITES

### Classic Motorsports - September 2005 - Several Articles of Morgan Interest

***Southern Hospitality by Bob Spruck*** - An article on British Motorcar Day at Chateau Elan, with pictures of Dwight Kinzer (from the rear) and John Tuleibitz' recently acquired Plus 4.

***Morgans Over America IV by Bob Harrington*** - "... 44 Morgans made it the entire distance . . . Participants from Great Britain, Switzerland, Belgium, Canada and the U.S. started out in San Francisco as strangers but arrived in New York almost like family."

***Capitol Motorcars Opens With a Bang by Scott Lear*** - Short article about the Open House, with a photo of the MOGSouth contingent in front of their facility.

### Road and Track - August 2005 - Letters to the Editor

"The Morgan Aero 8 makes me incredulous every time I see a photo. This monstrously hideous car is like an essay in the worst design in history of automotivedom."

"I am reading for the umpteenth time about wood framing in Morgans. This is not unique. The Corvette C6 and Cadillac Escalade use balsa wood in more than one place. It is all functional. Some of load-bearing and none of it is decorative." ["Yes, balsa. Not good honest Belgian Ash." - Dennis Simanaitis]





# MOGSOUTH FALL MEET

The Fall Meet will be centered around the Town of Aiken South Carolina (Augusta, Georgia area) and will be hosted by Graeme, Jenny and Emma Addie. The rally accommodations have been arranged at the Carriage House Inn.

We have reserved 15 rooms for Friday, October 28, 2005 and Saturday, October 29, 2005. (If all rooms are not booked by September 28, 2005 they will be released.) They have various rooms guests may choose from when booking their room.

- **Carriage House Inn Standard Rooms** are queen guest rooms with other hotel amenities (rate \$95.00/night plus tax).
- **Carriage House Inn Deluxe Rooms** vary from king to queen guest rooms. Some have large whirlpool Jacuzzi tubs with a porch that overlooks our courtyard. Another has a private screen porch. (rate \$110.00/night plus tax)
- **Carriage House Inn Courtyard Suites** are located in our courtyard, each suite has a den, kitchen, bedroom, bathroom and, four out of the five have laundry areas (rate \$110/night plus tax).
- **Carriage House Inn Premium Suite** is a beautiful suite with a sitting area, balconies that overlook downtown Aiken and a Jacuzzi (rate \$125/night plus tax).

Each guest of the Carriage House Inn receives a complimentary breakfast which is served at 8:00 am. Also, all guests receive complimentary local phone calls and wireless internet access.

All guests are asked to reserve their room by phone at (803) 644-5888 or through their website at <http://www.aikencarriagehouse.com/>. Upon booking their room they will be asked the following information: dates of reservation, name of group, name, phone number, credit card number and estimated arrival time on arrival date. Tell them you are attending the Morgan Meet. As agreed upon, these rooms are being held until September 28, 2005.

The Carriage House Inn is located in historic, downtown Aiken, South Carolina at 139 Laurens St NW Aiken SC 29801. The Inn is located within walking distance to local stores and restaurants. There are approximately 10 local restaurants within walking distance from the Carriage House Inn. These restaurants range from Aiken Brewing Co. to Up Your Alley, all are wonderful restaurants with great food and nice atmosphere. Most local restaurants stop serving food at 10:00 pm on Friday and Saturday.

Backup accommodation is available at the Hotel Aiken 235 Richland Avenue West Aiken SC 29801 (803) 648-4265 or on the web at [www.hotelaiken.com](http://www.hotelaiken.com). The Hotel Aiken is dead downtown also and a two minute walk from the Carriage House Inn. Their room rates go from \$80 per night.



The format for the meet will follow the normal routine. A drive has been planned for Saturday morning finishing up at Graeme and Jenny's house for lunch. After lunch there will be a different drive back to Aiken going through Augusta. Back in Aiken a 90 minute Historical (by small bus) Tour of Aiken has been arranged that will be hosted by Judith D Burgess. A small charge will be asked for the Lunch and the Tour.

There will as usual be a hospitality suite set up at the Inn the Friday night from 5.00pm until 7.00pm that can serve as a gathering point before going out for Dinner on the Friday Night.

AIKEN, SOUTH CAROLINA OCTOBER 28-29, 2005





MORGAN, the classic car maker, is to build what it claims will be the world's first environmentally friendly sports car, intended to produce zero emissions while matching petrol-driven rivals for speed and handling. The vehicle, powered by a fuel cell which converts hydrogen into electricity, would produce nothing but water vapour and would be ultra-quiet. If it succeeds, the project could help to solve one of the most challenging tasks facing the modern motor industry: how to keep making cars that are fun and fast while also meeting rapidly growing concerns over damage to the environment.

Charles Morgan, corporate strategy director of the Morgan Motor Company and project director of LIFEcar, the name for the new vehicle, said: "We accept the problems of climate change and think that it would be irresponsible for any manufacturer not to act." The project will involve some of Britain's leading engineering and design experts, with Qinetiq, the former government defence research agency, developing the fuel cell and BOC, the industrial gas company, producing the hydrogen refuelling plant.

The new car would represent a big departure for Morgan, better known for the traditional style and appearance of its models together with the throaty roar of its engines. The hydrogen car, part-funded by the Department of Trade and Industry, will be based on the 150mph-plus Morgan Aero 8. Fuel cells can deliver high top speeds but the way they work makes it difficult to generate the surges of power needed to accelerate hard and so impress would-be buyers. Morgan and its partners plan to solve this problem using powerful capacitors, devices which store electricity and then release it rapidly.

Britain so far has just one filling station for hydrogen. It opened in March on a dual carriageway near Hornchurch in Essex. However, with BMW putting the finishing touches to a hydrogen-fuelled version of its 7-series saloon, and other manufacturers following suit, the demand could soon grow. Tony Juniper, director of Friends of the Earth, welcomed the £1.9m project, which is expected to produce a prototype in two to three years. "People will have to get used to quiet sports cars. What we also need is for the government to help to establish this technology and create a network of hydrogen filling stations," he said.

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### **PETER MORGAN COMMEMORATED IN SILVER BY ENGLISH ARTIST**

English artist, Jim Baker, well known in the Morgan world for his badges, has created a silver medal to commemorate the life & work of Peter H.G. Morgan, Chairman of the Morgan Motor Company, until his death in 2003.

With the assistance of the Morgan family and the factory, Jim has produced a 2" (51mm.) diameter, 2 troy ounce, (64 grams) medal in both hall marked solid silver and antique silver finish over copper.

Working from photographs supplied by 'MMC' and enthusiasts in America & England, the original master was sculpted in clay at 5 times the finished size, for clarity. Once this had been approved by Peter's family and the wording agreed upon, Jim engraved the steel dies from which the medals shown here were stamped.



One of the first of these medals has been accepted by the British Museum as part of its coin & medal collection.

A lifelong Morgan enthusiast, buying his first three wheeler, a 1932 Super Sports, in 1959 for £55.00, moving on through different models of three & four wheelers including +8's. Jim studied at Moseley School of Arts & Crafts in Birmingham and later at the School of Jewellery & Silversmithing.

Jim explained that he had long wanted to create an enduring memento to celebrate the Morgan dynasty, 'HFS' the founder and designer of the famous three wheeler and his son Peter, who successfully guided the fortunes of the company. It is now the largest and oldest British owned car manufacturer, soon approaching its centenary.

Having recently done a centenary medal of Sir William Lyons for Jaguar Cars, the passing of Peter Morgan made Jim decide to commemorate the son first and gather in the information needed. A medal to commemorate 'HFS' Morgan will follow in the next year or so.

These medals can be obtained from the Morgan Motor Company [www.morgan-motor.co.uk](http://www.morgan-motor.co.uk), direct from Jim who can be contacted at [www.bakerbadge.co.uk](http://www.bakerbadge.co.uk)

Peter Morgan Commemorative Medal Prices -- 2" diameter (50.8mm). Supplied in a presentation case. Hall marked silver at £55.00 each, Hall marked silver with suspension loop at £57.50 each. Antique Silver finish base metal at £25.50 each, or Antique Silver finish with suspension loop at £28.00 each.



Authorized Morgan Motor Car Dealer

**NEW 2005 AERO 8** Ferrari Pozzi Blue (Navy Blue) with cognac Yarwood leather, piped in navy blue; dark blue carpets, blue mohair weather equipment, photo build album, additional armourfend protection.

**'03 +8** 35th Anniversary Edition, Rolls-Royce Ivory with Red Leather Seats, matching carpets and quick release top. 697 miles new. 16" chrome wire wheels. Rust proofed door pockets, external door handles, organ accelerator pedal, extra wing trade rubbers. Kenwood stereo and CD, cigar lighter, stainless bonnet stays, Koni's, wind deflectors and more.

**'03 +8** Silver/Black wings red crocodile embossed leather, 6k miles, every conceivable Factory and after market option; Aero coming so beloved +8 is available!

**'98 +8** Fiat "Avorio Chiaro"/Tan Leather, one owner car sold new in 2000. 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless: threshold plates, bonnet stay kit, draught extruders, wind deflectors.

**'94 +8** Connaught Green/Tan leather, Chocolate Mohair weather equipment, 7.4k miles, Air Conditioning, Walnut Dash, Chrome Wire Wheels, Wooden MotoLita wheel, luggage rack, bonnet strap, wind wings, as new condition. **SOLD**

**'89 +8** Connaught Green/Tan leather interior, alloy bodied, Black top w/tan piping, fuel injected gasoline engine, EPA/Calif. legal, 23,076 miles, luggage rack, badge bar, fog lights, stereo, roll bar, all service records, beautiful original car.

**'79 4/4 ROADSTER** Tan/brown with Light brown leather interior, alloy body, chrome wire wheels, 26,000 orig. miles, wind wings, luggage rack, wood rimmed steering wheel, badge bar, getting freshly serviced! California car from new. No stories to tell.



**'66 +4** Putty Beige Tan w/ Black, One Calif. Owner since 1978, fresh restoration: new Paint, interior, top, side curtains, very low, approx. 3,000 or less, miles on Greg Solow built street/track engine with Weber carbs, new front end rebuilt-beautiful example!

**'64 +4 DROPHEAD COUPE** New Connaught Green, dark green Everflex top, chocolate leather, new chrome wire wheels w/brand new radial tires, dark green wool carpets trimmed in chocolate leather, refinished dash, wood rimmed steering wheel, recent brakes, fresh major service, rebuilt front end, a magnificent example of rarest production model.

**'64 4/4 ROADSTER** Laguna Blue exterior, Yarwood medium blue leather piped in light grey leather, dark blue mohair weather equipment piped in light grey, dark blue carpets piped in grey, chrome wire wheels, tachometer, new chrome, all new rubbers, new dash, new everything! Absolute perfection in the prettiest lowbodied Morgan.

**'64 +4** New Tundra Green Paint, new green interior, recent engine and trans. rebuild by Greg Solow's Engine Room, telescopic rear shocks, LeMans front and rear apron/valences, burled elm dash, alternator conversion, 5 new chrome 72 spoke wire wheels, Dunlops.

**'64 +4** Raspberry with Brown Leather, Karl Swanson owned and driven to SCCA E Production Championship in 1966; recent endless vintage race victories make this the best prepared, fastest Morgan +4 in North America All alloy low profile SS body, 167 dyno'd HP, Webers, alloy radiator, diaphragm clutch, alloy oil pan, Panard rod rear, fire system, ceramic coated headers, spax shocks.

**'63 +4 4 SEATER ROADSTER** Regency Red/Black leather; complete restoration by Morgan authorized dealer approximately 1,000 miles ago. Best in Class at MogWest 2004, "the Bo Derek car".

**'53 +4 "SKIMPY II"** British Racing Green, Ivory leather, 1 of two Skimpys built by Lee Spencer in the early '80s; stunning recreation of a prewar LeMans/TT Special look, Hot TR motor, 16" wire wheels, cycle fenders, outside exhaust, bobbed rear wings, lots of other special equipment and touches to make this one of the best looking, best driving E ride tickets into vintage racing, vintage rallies, play/show.

**'52 +4 FLAT RAD ROADSTER** Ming Blue exterior/Brown leather Restored to the very highest standards, body off the frame. Hot TR engine, full cream instrumentation inc. tach., LHD, Super Sport bucket seats black weather equipment. Stunning car for concours, track, Club!

## OTHER MARQUES

**'98 RANGE ROVER**, 4.6 HSE Supercharged by Cameron Concepts (387 HP); one owner, 68k orig. miles, as new; Monochromatic White with Grey Black leather piped in blue; SS Performance Package w/dual Resonators.

**'67 LOTUS, ELAN SE ROADSTER**, Yellow/Black, twin cam, Webers, knock on wheels, race prep by Speedwell, fresh tune, new foam in fuel cell, rollbar, raced 3 times in VARA, logbook, incredible fun for the money! Voted Best Original British Car 2002!

**'65 AUSTIN HEALEY 3000, MK III**, Colorado Red/Black rexine interior, 72 spoke chrome wire wheels, 55k orig. miles; perfectly kept, show condition example of the most desirable of the Big Healeys, looks new, drives new.

**'62 MGA MK II ROADSTER** Old English White, Red leather, chrome wire wheels/black top; 2 owners from new, ground up restored with no accident history ever-zero bondo/filler, no rust ever; super dry Sacramento, California car, multiple concours winner, matching #'s; Michelin redline radial, 57k orig. miles.



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Many thanks to John Bigler, Lance Lipscomb, Eric Cummins, SuperDave Bondon, Graeme, Jenny and Emma Addie and Andrea Braunstein for their contributions to this issue. Articles and photos are always welcome and solicited. We also would like inputs for the new Web Site at <http://www.mogsouth.com>. Please send any comments, suggestions or contributions to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

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