

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/07

23rd Annual All British Car & Cycle Day Winter Park, Florida - March 31, 2007

The All British Car Club of Central Florida turned Mead Gardens in Winter Park Florida into a bastion of British automotive history (once again!). This was the 23rd running of what has become Orlando's premier British Car Show. The wonderful creations of Lyons, Issigonis, W.O. Bentley, Chapman and others were presented and on display for the enthusiastic crowd. And lest we not forget, nine of those machines we all cherish so much were quite evident as well, to include 3 pre-war HFS designed models. A total of some 200 cars and 2 nicely detailed motorcycles did their best to enthrall the masses.

The Morgan group included MOGSouth Members Bill Stelcher, Rick and Sam Frazee, Mark and Andrea Braunstein, and a few GatorMog Members, Peter and Gayle Betterman, Jim Danhoff, a couple with a lovely



1971 Floridian 4/4

Photos (Except as Marked) and Article - Mark Braunstein

Continued on Next Page

1936 Matchless Aero (Rick and Sam Frazee)
1937 F4 (Bill Stelcher)
1939 Series 1 (Mark and Andrea Braunstein)
196X Plus 4 (Jim Danhoff)
1970 Plus 8 (Rick and Sam Frazee)
1971 Plus 8 (Andrea and Mark Braunstein)
1971 4/4 (??)
1981 4/4 (Mark & Andrea Braunstein)
1994 Plus 8 (Peter and Gayle Betterman)

MORGANS IN THE GARDEN

1971 4/4 whom I had not met, and whose name escapes me, and the venerable Bob 'Kermit' Wilson and his wife, down from the snowy north for the winter. Bob didn't show one of his Morgans but had his wonderful MG A Twin Cam on hand.

The show actually started on Friday evening in downtown Winter Park at Rick Frazee's Mount Vernon Inn. Rick's hotel was the Show's headquarters and he organized (with the help of the Show's planning committee) a 'meet and greet' with all the niceties, in the Hotel's ball room. Folks from out of town stayed at the Hotel and the cars in the parking lot out front provided a fairly respectable show just by themselves. From Alvis to Wolsey, and all manner of sorts in between.

Friday's weather was a bit suspect with a few sprinkles here and there and we wondered what was in store for the morn, but we shouldn't have worried. The weather on Saturday was perfect; sunny and in the high 60s first thing in the morning and heating up a bit later in the day, but the overhead cover of the gardens provided great shade all day.

The nine Morgans in the park provided a fairly broad perspective of the Marque over the years. The two three wheelers were representative of the early years with the Series 1 providing the segue to the more modern cars. The early and late 4/4s, both with Ford 1600s and the early and late Plus 8s rounded out the field. We had the cars lined up by age (except the last minute arrival of the 1971 4/4) and that provided the passerby's with a sense of the marque's evolution. A number of other Morgan owners came by and were appropriately chastised for not bringing out their cars.

The 1936 Matchless Aero of Rick and Sam Frazee won the Morgan Class with Bill Stelcher's lovely F4, taking 2nd Place.

The cars ran flawlessly all day with pre war cars all leaving the Mount Vernon Inn for the short drive to Mead Gardens. The only mechanical issue we had all day was a little radiator leak out of Peter Betterman's 1994 Plus 8.

With the number of British cars and enthusiasts present, the purveyors of British car regalia and motoring items such as Triple C and LBC were there providing all sorts of marque specific and related automobilia to tempt us. And as usual we gladly parted with our hard earned money to get those 'treasures.'

A wonderful show! Rick and the other organizers, volunteers, and helpers are to be commended for their efforts. Thanks!





23RD ANNUAL ALL BRITISH MEADGARDENS WINTER PARK FLORIDA 31 MARCH 2007 CAR AND CYCLE DAY



Top to Bottom - Left Column. (Top Two by Bill Stelcher)
 1 - Sam and Rick Frazee with Gabby their Giant Schnauzer.
 2 - Bob 'Kermit' Wilson in foreground w/ Jim Danhoff behind the Series 1.
 3 - Bill Stelcher relaxing and buying tickets for the drawing.

Top to Bottom - Right Column. (Photos Mark Braunstein)
 1 - The Front - 196X Plus 4.
 2,3 - The Rear - Early Plus 8s, 1970 and 1971.
 3 - The Engine Compartment - 1936 Aero





9/8ths Whitworth

Ongoing Restorations and Such

[Not everyone knows Peter. Peter is from Greenville, SC and has been a MOGSouth member on and off for years. He's participated in a few events, but unfortunately he travels with his job quite a bit. This Series 1 has been under restoration for a good many years, but the recent progress is dramatic. Peter extends his thanks to Graeme Addie for his help in decisions, technical advice, support and interest. We hope to see Peter and the car back on the MOGSouth roads very soon.]

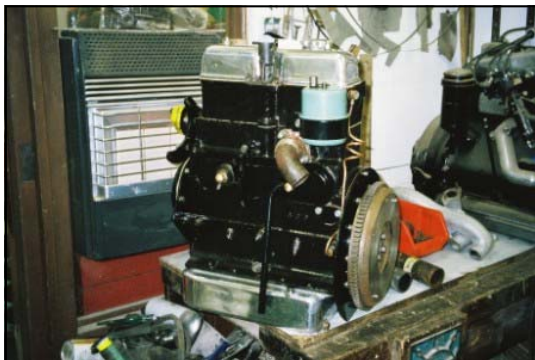
An update from Peter Ritch's ongoing Series 1 Restoration



"This car had done some traveling in its time from when it left these [\[UK\]](#) shores bound for Canada in 1977 to arrive in a blizzard at Montreal in November. After a few years a little tarnish was appearing above the running boards. Upon investigation, and the deeper one dug, the conclusion was a rebuild. A seasoned ash tree was purchased and sent to a local sawmill for cutting into the various thicknesses, from two and half inches down to the thin strips needed to form the wheel wells. The wooden frame pieces were rough cut to size. The zee frame rails were pressed by a local steel shop and ready primed. The car was boxed up.



It traveled with a growing family to the USA in 1980 to take up residence there, and await rebuild. Over time the rear axle had been stripped and rebuilt during a quick trip back to the UK in 1997, brake parts were purchased from the Morgan factory and the work continued, albeit slowly. The brakes were rebuilt and the chassis was rolling.



Fast forward to 2007 after the rolling chassis and ash frame had been built and loose bolted to the frame. The number of boxes containing car parts were less, but still numerous. This time, the journey was back to the UK for a rebuild."



[Peter lived just up the way from Andrea and I, (on [Bentley Road](#)) when we lived in Greenville, SC (1999-2001). We visited Peter and his family several times. Peter and I spent a bit of time looking at the car and the bits and discussing this and

that and the progress that Peter was able to make on the restoration between extended trips to South America and other far reaching spots. Well, this time Peter's travels have taken him to the UK and he has George Proudfoot working on the car. And the progress is stunning. Well done, Peter! Mark]



From the Archives

Bill in Elva Mk II in 1965



**Driver's School and
Other Adventures**

By Bill Stelcher

In 1963 I was young, unmarried and invincible, I was attending *Kendall College*, lived in Evanston, Illinois and hung out at the *No Exit Café*, a local coffee house.

The café owner and some of the people who hung out there were involved with **MCSCC** (*Midwestern Council of Sports Car Clubs*). I enjoyed the conversation and began attending events. I found the whole atmosphere of road racing most exciting. Probably at one time or another all little boys dream of going very fast in cars.

One thing led to another and I began working corners at the local Chicago area road races, which were being held at Wilmot, Lynndale Farms, Meadowdale and the Milwaukee Fair Grounds.

In 1965 I managed to buy an old **Elva Mk II** sports racing car from a very nice guy named Pat. I'm pretty sure he gave me great terms. The car had seen better days but it still went fast enough to quicken my heartbeat. I was ready to go racing. I don't recall my driver's school experience but I'm sure I attended and didn't get into too much trouble.

During 1965 I raced several times with mixed results; catching fire once, breaking a half shaft twice, and the highlight of the year was when I finished second in class. Then I got married, had a beautiful daughter and son and it was time to get serious about being a grown-up. The car was sold and my budding racing career was over.

Forty years passed by in a wink and a yawn and I'm now retired with some time. My dreams occasionally are from my past with the vivid smell of fresh bratwurst mixed with burnt rubber and **Castrol**, all forms of testosterone, can mean only one thing; IT'S TIME TO GO RACING!

I decided to go to the vintage races at *Elkhart Lake* in September of 2004 when **Morgan** was the featured marquee. It was beautiful watching all those proud Morgans navigate the tough Elkhart Lake track. So last fall, when I contracted *Polymorganitis* and the racing bug was awakened, I began humming 'get your motor runnin'.

Remembering how fast, fearless and brave I was in 1965, the obvious thing to do is to go vintage racing in one of my Morgans. I could do it, why not? So with some checking around I found that there was a driver's school being held at the Homestead Track outside of Miami. I began make my plans, getting a physical, organizing the right equipment

→ *Continued on Next Page*

and finally renting a car to use for the school. Everybody was being very helpful and I was feeling much younger. I studied my GCR and was ready.

I had made arrangements to rent a **Mazda Spec Miata** for the school. At the last moment the rental people then changed me to an RX-7 for more room. 'You'll be more comfortable' I was told. OK with me, I'm into comfort.

My drive over to Miami was uneventful except to see an occasional wildfire burning in the Everglades and several police 'wolf-packs' in action. The weekend weather was hot and humid. After settling in at the historic **Redlands Hotel** in downtown Homestead, I went down to the meeting room where the classes were going to be held. Some very patient staff people straightened out the problems and classes began. Several hours later we took a test and I knew I did well on the flags and proper race driving etiquette. I was ready for day two.

Day Two begins with a mandatory student meeting at 7:45. This session is more driving technique and then we're introduced to our instructors. We break up into groups of two and threes for laps with our instructors. Now it's time to do laps in his car. His car was an older Ford Explorer. I grab the front seat and buckle up. We go out in a single line with an unusual group of cars; some small Mercedes, Hondas, and our **Ford Explorer**. Each lap we go a little faster. It's a great track with wide turns and a good driving surface. Any minute now I expect the **Explorer** to land on its roof. It's miraculous... pretty soon we are going flat-out and the truck is hanging in there. We're passing smaller faster cars. I notice the instructor is grinning ear-to-ear. Some guys are better at this than others.

When we get out of the **Explorer** my practice is starting. I haven't even seen my rental car yet. I need to put my driver's suit on with socks and special hood. I'd ordered a large, full-faced helmet-it is the standard type for racing. In 1965 I raced in an open car with an open helmet and goggles.

As I stripped off my pants and socks and changed into the special socks and drivers suit, the sweat began to pour from me. I don't ever remember being so hot.

Things got worse...the helmet was now looking something like the Storm Troopers in Star Wars. I put it on and felt a funny twinge in my stomach. Come on Bill; don't be silly, let's go racing I said to myself. Well then I went over to the car and opened the door. Ah, a full roll cage! Now I tried to navigate into this very small CAGE. Off with the helmet, crawl in and try to feel OK. Then, adjust the belts and put the helmet back on. My air supply seems very limited and that's not good. The pit crewmember was fixing a net to cover my only escape from the car as I looked out the windshield. I'm not happy...at this point I decide if the car catches on fire this fat guy is going to get cooked. I can't get out of the car without removing the helmet, I can't take the helmet off with the seat belt on – this whole thing is not feeling like a good idea.



Several young men in loud fast Mustangs and Camaros are prepared to go out on the track with me. My mind is trying to understand why I feel this uncomfortable. It's the helmet, no it's the drivers suit, no it's the small car. Then I hear myself say to the crewmember "I'm done for today!" "Please help me get out of this thing."

I walk away from the car and over to the head instructor. I'm not sure what I said I think it was "Something is not right." He graciously suggests they find me an open helmet. Sweat is leaking down my legs and leaving small puddles on the ground. "No thank you, I'm done for today!"

When I showed up back in Sarasota five hours later my wife calmly asked, "How did you do?" My underwear was still wet and I told her she'd get the story later – better to work out a response that sounds more macho.

I got my Novice license back from the school indicating that I'd passed the written part of the school but still needed to do the 'track time'.

I've decided to wait until my **1934 Morgan F4** three-wheeler is ready and I'm going to ride around in it with my new open style helmet on hot days here in Sarasota. Maybe the next driver's school will be held in someplace cooler and they'll let me wear my leather helmet.

Bill

THE MITTY

Road Atlanta, Braselton Georgia 2007

27 - 29 April

Just a few photographs from the very recent Walter Mitty vintage races at Road Atlanta. Hopefully, we'll have a few more in the next issue of Southern Fours and Eights, but didn't want to wait to get these to you. Many thanks to Randy Johnson and Ray Morgan for the photos of the action.



Ray Morgan took this shot of Dave Bondon and the Royale ahead of a pack of Porsches as they pass under the bridge and start down the hill towards the front straight at Road Atlanta.

SuperDave readjusts after a spirited run in the Royale.



Randy volunteered and worked the race and will undoubtedly have stories at the Spring Meet.

Bert Levy (Red Helmet) co-drove the enduro with Stacey Bondon in the Morgan. The driver change is complete and Bert is being pushed off by the crew. Not sure how they did but look for Bert to report on it, possibly in the next Classic Motorsports.



Stacey's got that Morgan Perma-Smile!

Morgan charity evening raises thousands for paralysed employee

"MORE than £10,000 was raised as the Morgan Motor Company launched its appeal to help Thom Donaldson, the apprentice left paralysed from the neck down after an accident last summer. Around 360 guests joined Thom, 21, to party the night away in a marquee at the Morgan factory, in Pickersleigh Road, on Saturday, April 28. The event, which included dinner, live music, dancing and a charity auction, came about after Thom's colleagues at the factory decided they wanted to do something to help their injured friend, who spent months immobile in hospital following his accident. He is now back at home in Colwall and able to sit up in bed or in a wheelchair.

Morgan has recently arranged for him to undertake a computer course, with a view to welcoming him back to work in the summer. Thom said Saturday's event as one of the best nights of his life. "It was fantastic, and it's hard to put into words how amazing everyone at Morgan has been for me," he said. "I'm looking forward to going back to work - it will keep me busy and get me back to the factory where I have always really enjoyed working." Operations director Steve Morris said they were overwhelmed by the support they received from local and national businesses when organising the event. Colwall's Coca-Cola Schweppes factory donated hundreds of bottles of water free of charge for the event, while the auction boasted lots including box-seats at Old Trafford and a private invitation to a Formula One testing day. The Thom Donaldson Appeal has now raised more than £22,000, purchasing Thom a car and a voice-controlled laptop. Fundraising will continue throughout the year, culminating in December with a draw to win a £40,000 Morgan Roadster. Tickets are on sale from factory, and all Morgan dealers, until November 30 priced £5. Morgan would like to sell tickets in local hotels and businesses, and anyone interested should email tim.whitworth@morgan-motor.co.uk The draw will take place in December. Contact Morgan, on 01684 573104."

[\[If any of the MOGSouth membership would like to contribute to this factory cause and get some of these raffle Roadster raffle tickets, contact one of the Morgan dealers who advertise with us. Ed.\]](#)

<http://www.telegraph.co.uk> April 4, 2007. **England's glory - Andrew English takes the V6 Roadster and the new Aero 8 out for a spin - Andrew English**

"So what makes this conservative marque so successful? Andrew English visited the factory and drove two of the company's latest cars. People save up for these cars for years. You put your name down as you would for your child's school and trade your placing until your career has netted you the required 36 grand. That place on the waiting list is your faith in the future. A confirmation that by your own hand, your life will become richer and better. And on the way, you can pore over catalogues, endlessly revising the specification for your chariot. Because in some respects the Morgan Roadster is a chariot, with its aluminium-wrapped ash frame, lots of horses in front and of course that leaf-sprung solid rear axle. Shapes are important at the Morgan factory. Maybe its situation, nestled in the voluptuous bosom of the Malvern Hills, gives its workers a keen appreciation of curves, or maybe it's the sinuous influence of the River Severn that snakes close by. Perhaps it's the meticulous shaping of the distinctive Morgan radiator cowl that resembles nothing so much as the top of a young labrador's head. "Shapes!" exclaims Charles Morgan, corporate strategy director of the family firm and grandson of its founder. "As far as I'm aware, we're the only car company in the world to have registered a car's shape as a trademark. I mean look at it..." He pats the cowl like, er, a young labrador. "There's nothing like it." Indeed, there's nothing like a Morgan . . ."

SOUND BITES



Race Report - SVRA Historic Races, 30 March - 2 April 2007, Roebling Road Raceway, Savannah

Big news is that Stacey won overall again. She beat them all! Burt Levy (Last Open Road author) is co driving the enduro at the Walter Mitty with Stacey at Road Atlanta (26-29 April). Burt is doing a feature on the car and one on Women in Vintage racing.

SuperDave





Across the Pond and Then Some . . .

Excerpts From Eleanor Nabney's Travelogue - February 2007

Countries Visited - Slovenia, Croatia, Serbia and Montenegro, Bosnia Herzegovina; Number of Countries Visited in 24 hr period - 5; Number of times I nearly died of boredom at work - 17; Number of miles on road trip 3033; Number of miles flown - 0 (I know!); However, I under calculated last month, by around 6245 miles, I feel it is Ok to claim them this month.



Me and my baby

February has been a pretty good month on the whole for me. It appears that all that “spinning” they did to me has proved that there is nothing spectacularly wrong with me . . . According to the specialist, there was nothing he could do and I should bog off (well, he had a cold, was wearing a mask and mumbled in the local dialect, so I think that was what he said, he could also have told me that it was terminal and there was nothing he could do and to bog off, but I don't think it sounded like that !)

The first weekend started meeting Andy and his daughter Jamie at my local Tapas bar for his final evening in Germany. We munched our way through some great Tapas and drank lots of very nice wine. They left obscenely early in the morning . . . The next weekend was a little more civilized, the original plan had been to go snowboarding, but there was very little snow and my knee was not yet in a position to do that much bending and inevitable falling over so we decided to make a second attempt at the Mercedes Museum.

It is an interesting place and certainly way larger than it used to be, but it is better laid out in many ways, the transition between each of the floors has the newsworthy events during the time period covered, which was interesting. There are more cars available and it is a little more interactive, but I have to say, I was glad that I had not paid the full entrance fee to it, and although the building itself is stunning, I am unlikely to go again.

My final weekend, I took a “road trip” to the Balkans, many of the places I had been eyeing up on the cheapie airline websites, but I decided to drive around instead; for me the getting there is a lot of the journey (or is that simply because I have been stranded in so many airports that I feel that way ?). So, me and my little A-Class (still unnamed, Sian would be ashamed of me) took a 3033 km (1895 mile) trip south.

The journey to Belgrade was interesting, Slovenia boasts a motorway system shown on all the maps, unfortunately reality is a little different, they do have *sections* of motorway, but these are joined up with minor roads. So you could be driving along for 5 km, hit a toll booth and then 1 km later end up on a minor road for 20 km and then back onto a motorway for a further 5 km, toll booth (they seem to be much better at building toll booths than actual motorway !) and then minor road. I lost count of the number of “stretches” of motorway that I encountered before I got to the Serbia Montenegroian border (even spell check hauled me up on this, but what else would you call it ?)

The traffic in Belgrade is insane and I saw several accidents, including a ram which had decided to stuff itself into the back of a car. I was also surprised at the number of bombed out buildings that were still there, quite eerie really. I am beginning to think that my friends who call me Kate Adie (a famous English war correspondent) might not be so far from the truth after all.

Having wandered around the castle and the surrounding area, I went for dinner at a traditional restaurant called “?”. This is because it is opposite a cathedral and was originally called “Cathedral Café” - apparently the Cathedral owners objected and the café owner couldn't be bothered to find another name, so they called it “?” *[Only Eleanor could find places like this. Ed.]* The rest of the month I was asleep.



Lars, Nadine and Nico





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

Key Planning Dates

Make sure you have made your arrangements for the Spring Meet (details included in this issue) and Atlanta British Motorcar Day. The registration for the MCCDC MOG 37 Meet is also provided in this issue.

Atlanta British Motorcar Day is Saturday, May 19, 2007 on the beautiful grounds of Berry College in Rome, Georgia. Entry forms have been mailed to previous attendees but, in case you did not receive a form or have never attended, you can visit the web site at: <http://www.atlantabritishmotorcarday.com/> for registration and other information. Last year we had 15-20 Morgans and I expect that we will have some type of caravan from Atlanta to Rome again this year. Please contact me if you are interested or have questions. Hope to see you there!

Randy

MOG SOUTH EVENTS
2007



Atlanta British Motorcar Day, 19 May 2007, Berry College, Rome, GA



SVRA, MOTRAH 007 Vintage GT Challenge, 17 - 20 May 2007, Road America, Elkhart Lake, WI



Gold Cup Races, 8 - 10 Jun 2007, Virginia International Raceway, Danville, VA



MCCDC's Annual Morgan Meet - MOG 37, 6 - 9 July 2007, Shepherdstown, WV



Virginia International Historic Races, 27 - 30 Sep 2007, VIR, Danville, VA



Goodwood Revival, 31 Aug - 2 Sep 2007, Goodwood, UK



Vintage Drivers Club of America, 8 - 9 Sep 2007, Roebling Road Raceway, Savannah, GA



Petite LeMans, 6 Oct 2007, Road Atlanta, Braselton, GA



Winter Park Concours d'Elegance, 19 - 21 Oct 2007, Winter Park, FL



EuroAutoFestival 2007, 19 - 21 Oct 2007, BMW Zentrum, Spartanburg, South Carolina



MOGSouth Fall Meet, 2 - 4 Nov 2007, Savannah, Georgia, Host - Gary Bocard
The Club will most likely make an appearance at the Hilton Head Island Concours



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



MOGSouth Christmas Party, 1 December 2007, Hosts - TBD



VDCA VINTAGE RACES

Gene McOmber took the 4/4 to VIR for its first outing of the year. The event was a joint effort between the VDCA, VRA, BMWCCA and F2000 organizations. As a result, the paddock was packed, and some of the race groups were huge. In spite of that, Gene had the only Morgan there. We did see some old, and new, friends, however. Ray Morgan was there with his Merlyn Mk4 sports racer. Hank Giffin left his Plus 4 racer at home and brought the Elva Courier instead. He ended up looking for a new brake light bulb after he backed into a tire wall during one of the many wet sessions. If you're a Courier fan, this would have been your weekend; it looked like most of them in the Eastern US were on the track. A new acquaintance was Tom Chisholm, from Kill Devils Hills, NC. He was racing a very fast Mini, but has a RHD 1985 4/4 four-seater which he puts a lot of miles on.

By the time we got to the motel Thursday evening, the weather forecasts were not looking too promising. The entire eastern half of the country was expecting a major storm, and the only good news was that the snow would be further north.

Friday turned out to be a pretty nice, but chilly, day. The cold track held speeds down a bit, but Gene managed to run all three sessions, despite the major mechanical problem of the weekend. One of the small acorn nuts holding the cover of his rear air cleaner on fell off. Luckily, he found a #6 nut in his spares bin, so no major damage was done. It did take a good 10 minutes to find the replacement nut and put it in place, so we really do have to work harder on reliability.

I was awakened at about 4 a.m. on Saturday by a heavy rain which was still coming down as we headed for the track. About the time we got there, the rain stopped and the cold wind had a great drying effect. The first few groups out had some wet pavement and some pretty big puddles to contend with, but Gene's sessions were dry enough that rain tires weren't needed.

Sunday was nearly a total wash-out. The rains were brutally heavy, and at least one race session was held with no cars on the track. Just as we decided to call it a day and start dismantling the canopy, the rain stopped and Gene decided to run his race. Out of a group of 39, he was one of 6 to start the event. He only admitted to two off course excursions, and some green paint was still visible through the mud when the race ended, so I guess the conditions weren't too bad. We loaded the car into the trailer and headed to the main building so he could get cleaned up and I could have a well-deserved beer. (I was, after all, still recovering from the effort of replacing that nut on Friday). Just about then; the rain came back with a vengeance. We drove through the storm most of the way home, but that was only fair after all the dry track time we had over the weekend.

John





Title Photo Courtesy Jim Baker



FACTORY NEWS

The Morgan Motor Company web site now includes an interesting perspective of the history and to some degree, the future of the Morgan Motor Company. The file is available at <http://www.morgan-motor.co.uk> Click on the **Past, Present and Future** link.

The factory web site also has implemented a new feature, a photo gallery, and has included a large number of very good photographs from enthusiasts around the globe. Lorne Goldman, of emog fame and a frequent MOGSouth event participant, submitted a few wonderful images, to include one from our event in Natchez, Mississippi. To view the gallery, go to the following link (you may have to copy it to your browser if the link in the document is not active.)

http://www.morgan-motor.co.uk/images/photo_gallery/photo_gallery.html .

45. CONCLUSION

In 2009 the Morgan Motor Company will celebrate its Centenary. After the first 100 Years, Morgan is proud to remain **Independent, Innovative and British**. The Company will follow a strategy formulated by HFS Morgan and Peter Morgan and remain product focused not process focused. The Morgan wings badge stands for quality not quantity and future Morgan cars are designed to do as little damage as possible to the environment and remain fun to drive.

As the one surviving British motor manufacturer, Morgan will remain small and flexible. As it has in the past the company will seek solutions to the potential sea changes and the disruptions that follow every 30 years, or so. (Because it is easier to turn around a speedboat than a super tanker.)

One aspect of our philosophy remains the same, Morgan will consistently remain faithful to HFS's original concept of lightweight construction. Lightweight construction is the one technology that unarguably minimises environmental damage. An ultralight Morgan LifeCar may attract a tax break just like the original Morgan Three wheeler. Whilst proud of its past and its traditions, future Morgan cars will be a fusion of modern technology and the skilled craftsmanship of natural materials.

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Morgan Items for Sale

Jim Baker

Email: www.bakerbadge.co.uk
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Gilt or Nickel Plated Cast Buckle -
£25.00



Silver Cuff
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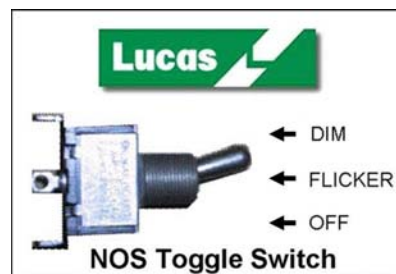


Hall Marked
Silver with 18"
'box' silver chain -
£20.00. The Car
is the Horton /
Jackson
Blackburne
engined Morgan

This pin is of the
original Climax
engined 4-4 as
exhibited at the
Olympia Motor
Show in 1936.



Reg No. WP 7490 in BRG and Nickel Plate.
Size - 1 5/16" @ £4.12 plus post & packing.



A bit of British Car humor courtesy
of Gene McOmber. I think we may
all have a few of these.



joe-ks.com



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Or Call Us For A Free Copy
- And As Always-The Best Prices!



A nice note and few photos from Jim Baker in the UK. He writes, "Some 60-80 Morgan three wheelers turned up at the Donington Grand Prix Collection" and sent along these great shots of the some of the cars on the field. (15 April 2007.)

[To really experience the essence of Morganeering as it was (and still is with many) you really should partake in any one of the specialized three wheeler events like the Annual General Meeting or one of their race events. It is an unforgettable experience. Another one of those things for the list . . . Ed.]

"This I consider to be the epitome of an early racing Morgan. Now owned by Steve Lister. Blackburne engine." Jim



Malcolm Lamb's F Super



The Horton Jackson Morgan



Images Courtesy of Jim Baker, bakerbadge@btconnect.com





GONE RACING . . .

*It's Racing Season and SuperDave
is at the track.*



A big **thank you** to all the customers of SuperDave's Garage this past year. The proceeds have restocked the race car tire fund. Come see Dave run the Royale and Stacey run the Morgan or stop by the Paddock if you can. We always enjoy seeing our friends.



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

MOGSOUTH REGALIA

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

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

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

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

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. 3/07
296 LAKESHORE DRIVE, BERKELEY LAKE, GEORGIA 30096-3030

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

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

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

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





DENNIS@MORGANWEST.NET
Dennis Glavis
Managing Director
(310) 998-3311



2007 AERO 8 AMERICA 32-VALVE, 4.4-LITER V8, FULL BONNET LOUVERS, SIDE EXHAUSTS AS STANDARD, 9 STANDARD COLOURS, WITH MATCHING LEATHER, HARDTOP OPTION, ORDER YOUR NEW MORGAN BEFORE THEY'RE ALL SPOKEN FOR!

'05 AERO 8 Aston Martin Racing Green Metallic/Cognac leather piped in cream, green mohair top, green wool carpets piped, Alpine stereo CD, 5k miles, stunning color combination, as new condition!

'05 AERO 8 Ferrari LeMans Blue Metallic/Yarwood Silver Grey leather piped in Blue, dark blue wool carpets piped in grey; blue wingbeading; additional Armourfend Protection; Factory side exhaust; Raven Ash dash wood and door tops, approx. 700 miles

NEW '05 AERO 8 Series II Remapped software and 370 HP, all smog legal, of course! BRG Metallic exterior including a stunning Factory hardtop. Liquid Amber Ostrich leather pleated seat inserts and pleated door panels (true ostrich, not embossed leather!). Factory side exhaust. Stainless steel rear trim panel. Absolutely one of a kind!

'03 +8 35TH ANNIVERSARY EDITION, British Racing Green/Burnt Pumpkin Leather, Black mohair top boot piped in green leather, bonnet strap. 2,890 miles, absolutely as new example of the most collectible +8

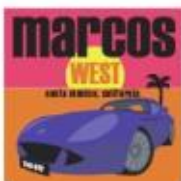
'02 +8 BMW Imola Red/Black Leather w/red piping, 3,800 miles, luggage rack, stainless wire wheels, stereo CD, absolutely as new!

'00 +8 Fiat "Avorio Chiaro"/Tan Leather, Green piping, Kauffelt dash with wood rimmed MotoLita steering wheel and black floor mats piped in red. Chrome luggage rack, custom made luggage straps with embossed Morgan wings. 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless: threshold plates, bonnet stay kit, draught extruders, wind deflectors, alloy boss, front and rear Double eared knock offs, leather bonnet strap and more with \$35K in options!!

'71 +8 Famed automotive sculptor, J. Paul Nesse, Chassis R7350 "Nessie" - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, coil over shocks, adjustable ride height, rack and pinion steering. Custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, 4 spoked with hand made wood perimeter steering wheel cast and signed by Wind Wings. Stunning!

'65 +4+ #21 of 26 ever built. One of 16 LHD examples-the first LHD example to be available in probably 10 years! It was the London motor show car in 1964. The interior is complete and original, a very honest car with only one registered Californian owner. Stored in a garage from 1982 to 1999. Since 1999 it has been in a private collection, one of the finest Morgan collections in the world, belonging to a Factory authorized European Morgan dealer as part of his personal collection and is fully serviced. This car was fully MOT, a good running Plus 4 Plus with the

latest TR4 with Strombergs. The wire wheels are chrome Cobras, similar to the chrome originals from the Motor show.



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

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

'63 +4 FOUR SEATER Battleship grey body/Black wings, all new medium grey leather interior, new stainless steel wire wheels and radial tires, 16,000 original miles! Over \$10k just spent with a Factory Authorized Morgan dealer to make this a fabulous driving car including rear Koni telescopic shock conversion, major tune up, all new fluids, all new hoses, new gas tank, carbs rebuilt, all gauges repaired, rebuilt front end, new rear pinion seal, more.

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

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

'33 SUPERSPORT 3 WHEELER 3/4 SCALE, one of a kind made in England by a life time 3 wheeler owner. Great paddock car!!

OTHER MARQUES

'85 MERCEDES 380SL, Anthracite Grey Metallic 110k orig. miles

'65 MGB GT one local SoCal owner since 1980. Engine blueprinted Bare Metal repaint in British Racing Green with all new seals for doors and windows. New black leather w/white piping, new carpets, new headliner, dash refinished, all gauges serviced.

'59 TRIUMPH TR3A Black. It's back! The most spectacular TR3 ever! Fully restoration by a well known hotrod specialist/history writer to full concours specs. Upgraded engine internals, suspension brakes, TR2/3 smallmouth-the best looking, best driving TR we've ever experienced!

'54 JAGUAR XK120 DROPHEAD COUPE BRG/dark red leather, new stainless steel wire wheels and radial tires, "C" type head, ultra rare Sand Cast SU carbs, correct 7 inch Lucas foglamps, ex Bob Cole/The Candy Store, absolutely as nice an example as exists!

Morgan
WEST

Authorized Morgan Motor Car Dealer

WWW.MARCOSWEST.COM

3003 Pico Boulevard. Santa Monica. CA 90405

WWW.MORGANWEST.NET



MOG 37 Registration

July 6-9 2007

Clarion Inn, Shepherdstown, West Virginia 304-876-7000

Mail Registrations to: Millie Adams, 1701 North Pocomoke Street, Arlington, VA 22205

MOG 37 fees can be paid by check drawn on a US bank or charged to a VISA or MasterCard

Checks should be made out to MCCDC

Rooms should be booked directly with the hotel

Friday July 6	Saturday July 7	Sunday July 8	Monday July 9
Registration Meet & Greet MogBriefs & Noggin	Concours <i>Concours Lunch</i> Gymkhana MogBriefs & Noggin	Autocross <i>Autocross Picnic</i> MogBriefs & Noggin	Rallye & Poker Run <i>Banquet</i> MogBriefs & Noggin

Driver_____

Companion_____

Others in Party_____

Address_____ City_____ State_____ Zip_____ Country_____

Home Phone_____ Cell Phone_____ e-mail Address_____

Club Affiliation_____

Morgan Stats

Year	License Plate	Model	Body Style	Color	Interior	Serial #

Registration

	Before June 1	After June 1
Primary Registration (all events for 2 people and 1 Morgan)	\$150*_____	\$165_____
Single Day Registration 2 people and 1 Morgan	\$50_____	\$65_____
Additional Adults (16 and older) includes all events	\$50_____	\$65_____
Additional Cars includes all events	\$50_____	\$65_____

Meals (per person)

Children under 8 y/o are free; children 9-16 y/o half price

July 7 th	Concours Lunch	\$20_____	\$25_____
July 8 th	Autocross Picnic	\$20_____	\$25_____
July 9 th	Banquet	\$32_____	\$37_____

*50% Off Registration if your car is registered outside of the 48 states

\$135 for MCCDC Members

I/we volunteer to help with the following: circle your choice

1) Registration 2) Rally 3) Autocross 4) Gymkhana 5) Concours 6) Noggin Fun & Games 7) Regaalia