

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/11



[I can't compete with all the journalism professionals out there describing the new Threewheeler, so I'll defer to their literary expertise and reprint a few of the more interesting reports on the subject. Also, I fear that waiting for the actual launch at Geneva will be somewhat anti-climactic as there is such a pre-launch buzz already, most of which released by the Morgan Factory, well ahead the of Geneva Motor Show.

So, that being said, here are a few of my favorites. Andrew English is a personal favorite of mine, so his offering for the UK Telegraph seems to be most appropriate to start. Ed.]

***UP CLOSE AND PERSONAL WITH
MORGAN'S NEW THREE-WHEELER,
WHICH IS WET TO BE UNVEILED AT
NEXT WEEK'S GENEVA MOTOR SHOW***

By Andrew English 25 Feb 2011 <http://www.telegraph.co.uk/>



If you doubt the furore that surrounds Morgan's new three wheeler, then the 330 fully paid-up deposit holders who have dug into their pockets before the £30,000 trike has even turned a spindly wheel, should change your mind. These people are as serious as Morgan in their desire to put some of the fun back into motoring.

Three wheels is a configuration that goes back to the earliest days of the motor car and has fascinated designers ever since. In the last 20 years, Peugeot, Volkswagen and even BMW have produced concepts, but never quite had the management will to turn them into reality.

Morgan has been here before of course. More than 100 years ago, the ingenious HFS Morgan produced his single seat, three-wheeled Runabout cyclecar and the company kept building them until 1939.

Charles Morgan, the third generation of his family to run the company, defines the HFS three-wheeled era as the first third of the company's history. Never go back, they say, which was perhaps good advice for this little firm tucked into the voluptuous curves of the Malvern Hills. Merely keeping Morgan afloat has been tough enough at times and Charles, and his father Peter before him, were always reluctant to commit to building a retro three-wheeler, even though both enjoyed driving HFS's creations.

Perhaps it's now time to look back and look forward, maybe it's modern speed-restricted road conditions (not that the three-wheeler will be slow), or changing tastes that makes the three-wheeler, star of next week's Geneva motor show, such a good idea.

Certainly there's a new confidence at Morgan that has seen it produce two separate concepts (the Eva and "Morgan3wheeler") in the space of 10 months. Designer Matt Humphries has an instinctive grip on Morgan's image and has created a shape and a style that embraces the old and looks to the new.

The body is wider than you might expect, so it looks more rounded than the slimline pre-World War II Morgan models, but that allows the carriage of well-nourished post-WWII frames like mine. The graphics – think California drop-tank dry lake racers from the Fifties, WWII fighter aircraft and US hot rods – are spot on and the MOG insignia with a roundel replacing the O is terrific.

"It took me two weeks to get my head around the three-wheeler," says Humphries. "It's not just a styling exercise because you are also designing functional parts as on a motorbike. We've gone for a younger-generation, edgy feel, with graphics from American hot rods and fighter aircraft. Because there's so little of it, the details have to be perfect."

The details are brilliant. Not just the aeronautical dashboard with a covered starter button that also serves as a Eurofighter's bomb-release button. There are saddle-leather panels, hinge restraints and comfy leather seats. The 14-inch steering wheel detaches to allow easier access and egress, and buyers have a choice of black or tan leather and 10 body colours for the standard car, which are further augmented with a wide range of body and trim colours and chromium plate finishes with the Bespoke option pack.

The basis for the car was Pete Larsen's Liberty Ace, which Morgan bought out entirely (so Pete now produces his own vehicle under licence to Morgan) and reverse engineered. "The Ace was a great little machine," says Mark Reeves, Morgan's development manager, "but there were a few things that we wanted to change around."

So instead of a Honda Goldwing shaft drive unit, the rear suspension is now a fabricated tubular wishbone, with a Quaife built bevel box driven by a toothed belt. The five-speed gearbox is from a Mazda MX-5 and Quaife also built the bellhousing/cush drive and the steering rack.

At the very front is the biggest change. After negotiations with Harley-Davidson broke down, Morgan turned to S&S of Wisconsin, US and will be fitting its proven 1,917cc, 56-degree, vee-twin, two-valve engine.



Understressed isn't really a strong enough description; it produces 115bhp at 2,000rpm and lots of torque. Top speed is estimated at 125mph, but since the car hasn't turned a wheel yet, no one really knows.

In the next few months, Reeves and his team have to test the car for durability, design strength, reliability, handling, noise and vibration and get it through endless legal loopholes before sales start in July.

I think that's over optimistic by a factor of six months, but whenever it appears, the Morgan3wheeler is going to find enthusiasts and buyers.



THE NEW MORGAN 3 WHEELER: POD RACER / FIGHTER PLANE / SPEEDING BULLET OR CAR?

24 Feb 2011 <http://www.zercustoms.com/>

OFFICIAL: Morgan has revealed today the details of the new Morgan 3 Wheeler, together with the first teaser video showing the new version of the classic model, and a number of images. Apparently, the company already has 300 pre-orders for the new Morgan 3 Wheeler, before the model's unveiling in Geneva next month. The new Morgan 3 Wheeler will be powered by V Twin fuel injected engine mated to a Mazda 5 speed (and reverse) gearbox. The engine of the Morgan 3 Wheeler has been developed by S&S, and the car is already approved by the US and European road transport authorities. The Morgan 3 Wheeler develops 115 hp with lots of torque. Unfortunately, the car maker did not announce the torque output of the Morgan 3 Wheeler. In terms of design, the Morgan 3 Wheeler is made to resemble, as close as possible, with an airplane. The Morgan 3 Wheeler offers space for the driver and a passenger, together with luggage space in the rear. The Morgan 3 Wheeler features a leather padded cockpit, and aircraft instrumentation.

The Morgan 3 Wheeler price will start at 25,000 GBP. Before the model's unveiling in Geneva, watch the first teaser Morgan 3 Wheeler video lower down this page. Morgan Press Release:

DESIGN

When did you last regard a journey by motor car as an adventure? The Morgan 3 Wheeler is launched to bring the fun and passion back to personal transport. Lift the safety catch from the "bomb release" starter, hear the massive twin cylinders detonate and choose your favorite destination.

The iconic design of the Morgan Three-wheeler has been updated with 21st Century technology. The powertrain is a V Twin fuel injected engine mated to a Mazda 5 speed (and reverse) gearbox. This provides smooth "get in and drive" convenience with the thrill of extreme performance. The car is a fusion of old and new.



Safety is paramount with a reinforced tubular chassis and twin roll bars for driver and passenger. A sturdy V belt provides traction to the reinforced rear tire.

Some things have not changed. The Morgan Three-wheeler still holds long distance speed records for one liter cars set in the 1930's so why change the shape? The pronounced bullet shape and the exposed chassis and aluminum tub are accompanied by the airplane profile of the car's sides. The shape is of a gentle yet powerful missile at the front leading to a beetle back tail at the rear.

From the design viewpoint, the focus was set on making the car as close to an airplane as possible, while retaining handy extra space for driver, passenger and a hold-all in the rear. But above all the Morgan 3 Wheeler is designed for one purpose alone, to make driving fun. A leather padded cockpit complete with aircraft instrumentation adds to the sense of flying on the road. The car is easy to control with compact dimensions offering a perfect view ahead and to the rear. The car seems to respond as much to thought as physical input.

Dynamism is further enhanced by what the Morgan design team calls a sporty “race on Sunday” design philosophy. The car’s lines do not end abruptly but instead flow organically and echo the smooth shapes of a racetrack. The smooth profile makes the car look sleeker and lower. The sculpted bonnet and boot enhance the aerodynamic feel and the short overhangs front and rear emphasize the sports car sense of purpose.

CHASSIS AND DRIVING DYNAMICS

Morgan chassis experts have worked on the driving experience of the new Morgan 3 Wheeler with the same passion given to the development of any new Morgan. The result is a driver’s car with properties that do the sporting appearance full justice. The weight of the engine is counterbalanced by the mass of the passengers and the car has a planted feel with a very low center of gravity to ensure it remains glued to the road.

During the development process, the chassis team worked on the new 3 Wheeler in parallel with the forthcoming Morgan EvaGT. The result is a solution that features changes and refinements to virtually every single detail that affects a car’s cornering capabilities.

ENGINE

During its first year of production, the new Morgan 3 Wheeler will be available with a V twin from specialist engine builder S & S. The car is approved by US and European road transport authorities for safety and emissions. With an economical 15 horsepower the motor provides maximum power at minimum revs. Big torque spells effortless hill climbing ability. The current focus of the Morgan Motor Company to cut CO2 emissions and low fuel consumption is very much part of the rationale behind the launch of this car. The time is right for Morgan to take a new look at the combination of acceleration, on road performance and economy. The time is right for Morgan to re-launch the 3 Wheeler.

BESPOKE EXTRAS

Bespoke leather and paint are available at extra cost as on the classic Morgan. A Polished engine, stainless steel tailpipes, cowl, polished cowl, headlamps and roll hoops are also extra cost options for a more classic look. Exciting graphic packs to compliment the Sport “race on Sunday” philosophy

High quality decals are available to give the owner the opportunity to boost the sporty attitude of the new Morgan 3 Wheeler. These include special designs including US military and British Air Force inspired logos, oval racing numbers and stripes, a fearsome shark nose, checkered winner’s bonnet, official national flags and the Morgan wings.



[The following are selected images leaked by the Factory and posted by EMOG members of the new Threewheeler in the build process. Thanks EMOG! Ed.]





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RETROMOBILE

Paris France, 2 - 6 February 2011

I've noticed an interesting thing over the years. Car shows in Europe seem to have a lot more foreign cars than shows in the US. If you go to a show or cruise-in in Atlanta or Greenville, you'll see lots of Fords and Chevys, but very few Lorraine-Dietrichs or Chenard-Wackers. At a show in London or Essen or Paris, you'll see very few American cars, but a lot of foreign makes. Whatever the reason for this phenomenon, it makes shows like the Paris Retromobile a lot more entertaining.

In addition, the Parisian car dealers put on some fascinating free shows. While walking off the jet-lag the afternoon I arrived, I found a Fiat dealership/Italian car museum that had three floors of historic Fiats, Alfas and Maseratis. A Citroen dealer was featuring a wild concept car and a World Rally Championship machine and the downtown Peugeot dealer had a gala introducing this year's rally cars and drivers.

When I headed for the show on Friday morning, I was a little pessimistic for a couple reasons. A new management group was running it and the show had been cut from 10 days to 5. Plus, when I got there, I found that the show had been moved from the ground floor of the biggest building at the exhibition center to the third floor of a smaller building.



Wooden Dash Templates and Remnants - Do you see the Morgans??

But, about 50 feet into the show, those worries disappeared. The exhibits might have been a little more cramped, but this was still the show that has earned the reputation as the most chic and exotic car event in Europe. And, it's still a show that takes two days to explore properly.

Over 350 exhibitors were on hand, representing clubs, exotic car dealers, manufacturers, parts suppliers, artists, automobilia vendors, book sellers, magazines, scale model dealers, museums and wineries. In addition the Artcurial auction company held a sale during the event and had a huge stock of cars ranging from a multi-million dollar Bugatti Atlantic coupe to an MGB.

Some of the special things I saw there were:

- A soapbox racer painted with the logo of the Observer-Reporter newspaper from Washington, PA, which is just a couple miles from where we lived in the '80s.
- Beautiful car sculptures, both realistic and fanciful, in wood and metal.
- A Lotus racing shop, which had a Lotus 23, Coventry Climax and twin-cam motors plus parts galore for sale.
- Models, mostly 1/43 scale of just about every car imaginable. I've been looking for a Lotus XI in that scale for over two years with no luck. I found a really nice kit at the booth of a French model maker whose



Article and Photos Courtesy of John Tulebitz

stuff is nearly impossible to get in the US. One builder of dioramas had a LeMans paddock scene that included buildings, over a hundred people, several transporters, support vehicles and over a dozen race cars.

- An exhibit of four cars raced by Juan Fangio, including a Lancia D50.
- Race car exhibits, including ones by Hall and Hall and Duncan Hamilton that were packed with everything from vintage grand prix cars to Can-Am racers to last year's LeMans racers.
- A Morgan Aero 8 on the Borrani Wheels stand that had an incredibly ugly set of bolt-on wire wheels that would have looked more at home on a 1950 Chrysler New Yorker.
- Three "traditional" Morgans on the French dealer's stand, including a new four-seater.
- Too many beautiful cars to even start to name; but the stand-outs were several teardrop Talbot Lago coupes, a 1957 Skoda sports racer and a 1934 Bugatti Type 57 Atlantic Spyder - the only one in existence.

Would I go again? Probably not. Twice was enough. Would I suggest it to anyone who hasn't been there? Definitely! While Paris is expensive and much of the stuff on sale at the show is very pricey, admission to the show isn't that costly and some things are a bargain. The show poster is just \$3. Compare that to EURO show here.

And I only managed to have one meal the whole time I was there that cost more than the quick lunch I had at the Atlanta airport.

JOHN



[Check out the [MOGSouth Web Site](#) for More Great Photos From Retromobile. Thanks John!]

Vintage racer Anatoly Arutunoff in serious but stable condition 2/10/2011

Automotive enthusiast, vintage racer, rascal and country-boy bon vivant Anatoly Arutunoff is in serious but stable condition following an accident on Feb. 8 while reportedly being a Good Samaritan. Arutunoff, known as Toly to his friends, was on his way to the Sports Car Club of America convention in Las Vegas when he stopped to help a stranded driver along Interstate 40 in Amarillo, Texas. Reportedly, a freak snow-storm covered roads, and drivers unaccustomed to the conditions put their cars along the roadside. It was one of these drivers whom Arutunoff aimed to help. While trying to move this driver out of a snowbank, a second car skidded into Arutunoff and then sped away. Among his injuries, Arutunoff lost a leg and the other was shattered. Arutunoff was being air-lifted to Oklahoma University Medical center in Tulsa, where he will be tended to by a team of prosthetic specialists. www.autoweek.com

[Toly is an icon in Morgan circles, having won the 1981 SCCA HP championship in a 4/4. He was also the first owner of my Plus 8. A 'Get Well' card and some flowers were sent on behalf of MOGSouth. Ed]

Morgan Videos Available on the MOGSouth Web Page

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

Morgan Three Wheeler Trailer 2011 (The trailer for the New Three Wheeler)

Legends of Riverside Toly Arutunoff (An Interview with Toly- Just a Glimpse of the Man)

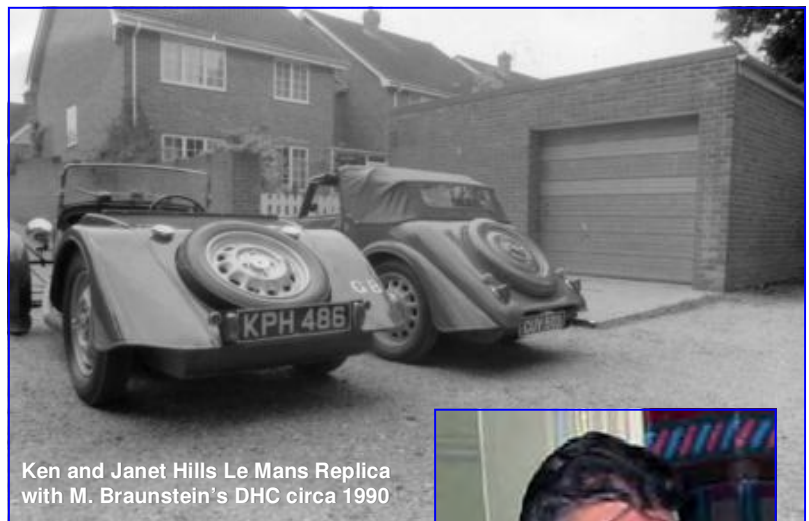
Top Gear USA in the UK (Clip from episode 6 of series 1) (US Top Gear drives the Aero Super Sport)

The Passing of Ken Hill Lymington, UK 12/22/2010

When Ken Hill married Janet, he quickly found he'd married into a Morgan family. Janet's father and three uncles all ran three-wheelers: indeed, Janet was taken to her christening in a family - bodied, JAP - engined, Morgan three - wheeler. Ken's enthusiasm for, and knowledge of the Morgan Marque grew quickly when he and Janet were given their now world famous Morgan 4-4 Le Mans in 1968. The gift came from Janet's uncle, the late Dick Pritchard, a founder and the first Chairman of the Morgan 4/4 Club, now the Morgan Sports Car Club. Ken quickly restored the 4/4 to full Concours condition and the car competed successfully in many European rallies, driving tests, and Concours events. Its many wins include the VSCC Martini Trophy and it has been featured in books and magazines all over the world. It is now part of the exhibit at Beaulieu . . .

Ken was a Post Office engineer, did a stint in the RAF and spent twenty-two years in the Metropolitan Police as a dog handler and instructor (before a serious back injury forced his early retirement). Ken originally took up writing as a therapy after his injury and became a member of the Guild of Motoring Writers. Acknowledged as one of the world's leading authorities on Morgan. Ken wrote eleven (11) books on them - all of which are invaluable to anyone owning or restoring an example of the Malvern marque...

Ken and Janet, had nine grandchildren, lived in an isolated cottage in a deer reserve, in England's beautiful New Forest. As you might expect, their house was full of Morgan three and four wheeler memorabilia. Janet's model collection was known as one of the largest in the world. Janet passed in September. Ken yesterday. I shall poignantly remember their kindnesses and support. Lorne Goldman at www.mogwire.com



Ken and Janet Hills Le Mans Replica with M. Braunstein's DHC circa 1990





9/8ths Whitworth

Ongoing Restorations and Such

[Dave Moffett got lots of inquiries about the nicely constructed but somewhat unfamiliar component he had with his Morgan project in Stu's Hangar. Dave sent this along to rectify any lasting questions. Thanks Dave! Ed.]

Air Oil Separator

At the noggin, several people inquired as to the function of the air/oil separator on display with my chassis and frame. I started one explanation which digressed into a humorous dialogue with the co-host and never returned to the subject. I fear that some were left unsatisfied. So herewith attached, is the original drawing plagiarized from a book by the late/great Tony Bengelis who was a prolific and highly respected airplane builder. His books have saved many of us from aircraft construction mediocrity.

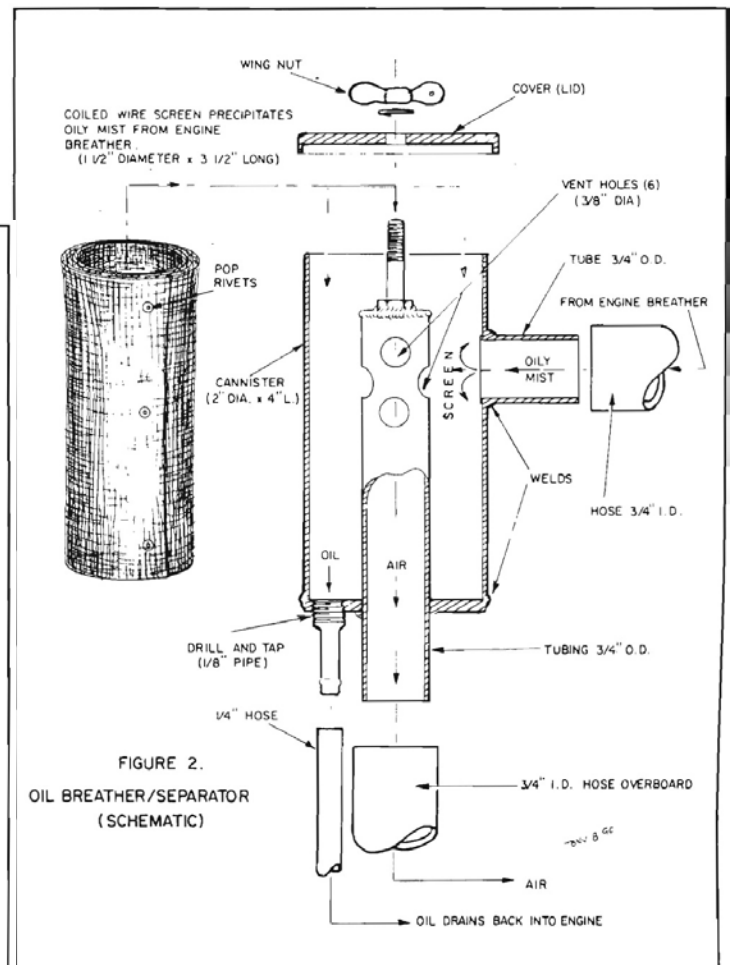
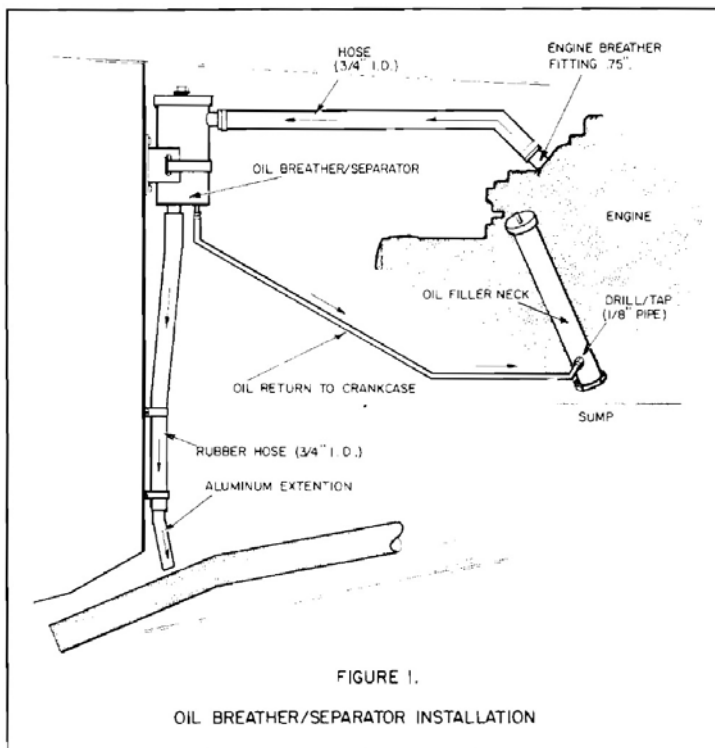
As all who read this will know, an engine must exhaust blow-by gases from the crankcase. Problem is, these gases are clouded with oil mist which will be deposited on whatever surface with which it comes into contact. This little canister, made from a short length of 2" exhaust pipe stock, precipitates most of the oil mist from the crankcase gases and returns the oil to the sump. Its not a new idea, but the simple construction plan allows anyone to build one and save several hundred dollars over a commercially manufactured unit. The only modification I made was to roll steel wool into the screen inside the canister, thus creating more resistance and hopefully extracting more oil from the blow-by gases. The only problem I foresee is that the whole device may not have sufficient volume, but we shall see.

The project is coming along quite well, with the final construction underway. The only slow-down will be painting, which I hate with a passion. Otherwise, most everything is fitting back together well (relatively speaking).

Hope to see you all again soon.

DAVE MOFFETT

Plus 4, 3872



CLASSIC MOTORSPORTS OPEN HOUSE



I would guess that many of us grace our coffee tables or garage work benches with a few, well read, copies of Class Motorsports magazine or their sister publication, Grassroots Motorsports. Well, as it turns out, the magazines are headquarters just up the road from Orlando, in Holly Hill, Florida. Holly Hill is a coastal community just south of Daytona Beach.

As part of the February 5th, British Motor Trade Association's annual conference, the staff of Classic Motorsports invited the local British car owners and enthusiasts to their offices for an open house.

To me this meant a Saturday morning run in the Plus 8 followed by coffee and doughnuts. To Andrea however, it meant an early rise and a morning filled with chit chat about . . . *auto parts*. Her favorite!

Neither of us were disappointed!

Rick Frazee actually caught wind of the event from his friends on the staff at Classic Motorsports. Rick wanted to take his 1936 MX4 Super Sports so he loaded up the trailer and headed North with Sam. Andrea and I planned a rolling rendezvous and pulled in behind with Plus 8, as them as they whizzed by at speed on I-4.

A short ride on the highway, and then through the lights



Rick (on the right in black) chatting with Andy Reid (blue jeans and white shirt) at the open house. Andy is on the magazine's staff.

Article and Photos - Mark Braunstein



around Daytona and Holly Hill. We got to the Classic Motorsports offices a bit early and found some prominent parking spots dead center of the lot, assuring that the Morgans would be in the middle of the action.

As we got situated and that the promised cup of coffee, the rest of the crowd pulled in. There was quite a diverse collection of British iron in the parking lot. Our two Morgans; a good number of MGs, to include both chrome and rubber bumper MG Bs, and MG BV8, a MGBGT, and MG C, and an MG 1100. There were a few Triumphs, both narrow and wide mouths TR3s and a TR6. A gaggle of Mini's pulled in a little late, and their was even a Sunbeam (owned by Tim Suddard, Classic Motorsports publisher), an exquisite Austin Healey 3000 and a Bentley to spice up the mix.

I suspect the EPA might want consider the lot as a potential Toxic Superfund site now that we all have left an impression . . .

The planners did a have a few other diversions for the crowd. Joe Curto the SU carburetor expert from Mamaroneck, NY (joecurto.com) was there and provided a detailed seminar on the virtues of British carburetors, SUs and like. I have always felt that the these things were magic and were best let to the magicians like Joe. Just reading through the books on jetting the SU hurts my head.

A car detailing presentation was also providing, which I skipped. Cleaning tips just didn't seem to be of interest for me on this Saturday morning. Rick, however devoured all the nuances of cleaning your car from detailing specialist Tim McNair, and I suggest you all call Rick when you need assistance.

Rick did get me a 'goodie bag' with a large micro fiber polishing cloth from Meguiars.

The Morgans were certainly attention getters and we have good fun with the kids and dogs and other British Car enthusiast.

We finished the morning with lunch over looking the water at the *River Grille on the Tomoka* in Ormond Beach.

A short run home as the clouds started to close in. Another good *Morgan Saturday!*

Now for a beer and a nap! *Mark*



MOG SOUTH SPRING TEE-OFF

MAY 20 - 22, 2011

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Room Reservations: Residence Inn, 101 Irwin Road, Chapel Hill, NC 27514
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Friday evening: 7:00 Dinner at Don Shula's 347 Grill - across the street from the Residence Inn

Saturday: Travel to Pinehurst, NC; lunch at Pinehurst Country Club in the Donald Ross Grill. Lovely downtown Pinehurst is a short 3 block walk - nice shopping and site-seeing. The Pinehurst Portion of the Spring Meet has been Organized by Pat and Jack Zimmerman. **Pinehurst is not to be Missed!**

Return to Chapel Hill; drive to the Buckley's for a **wonderful** catered dinner.

REGISTRATION (Please register by April 15th)

Name(s) _____

Your phone # & email address: _____

Morgan model and year: _____

Arriving on time for dinner at Shula's? **Y__ N__** So we know the headcount

Please send check made out to Judy Buckley in the amount of \$30 per person (Saturday lunch and catered dinner) with this registration to

Judy Buckley, 4705 Taproot Lane, Durham, NC 27705

Questions? Call Judy Buckley (919) 489-0307 or Andy Leo (919) 552-9199

[The Spring Meet is Coming Up QUICK so don't delay in getting your room reserved and your check off to Judy. This is shaping up to be one for the history books. If you haven't been on the roads around Chapel Hill and Pinehurst in the spring, your bucket list is missing an entry . . . Ed.]



MEMBER WANTS & SELLS



A Great Morgan Plus 8 For Sale !!!

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GOODWOOD REVIVAL MEETING - 2010

The Goodwood Revival Meeting, September 17, 18 and 19, 2010 was billed as the “largest historic motor racing meeting in the world”. It lived up to it’s billing, as it was the greatest vintage racing weekend I have attended as a spectator, and in many ways, eclipsed only by my Watkins Glen experience as a driver in 2009. It is also a nostalgic event with many of the 100,000+ spectators dressing in period clothing represented by the racing cars and motorcycles.

John Tuleibitz, a fellow Morgan enthusiast, had attended a number of the Goodwood events in the past and mentioned that I would like to attend someday. He encouraged me to make plans to go this year.

John did most all of the planning, as he was familiar with the area South of London, places to stay and transportation requirements. John selected a hotel near Gatwick airport that was about an hour and 15 minutes bus-train-bus ride to the race track.

John also selected the US Air flight from Charlotte that left late on Wednesday and arrived Thursday morning. It was a full flight and we arrived at the hotel so early that we had to wait several hours to check in to our rooms. We walked to a nearby village where we had lunch and a “pint” - to kill some time before we could check into the hotel. About this time, I realized that I had left my car keys (house keys and all of the other keys) in the plastic tub that was used to go through the x-ray machine at the Charlotte airport. Called Trisha immediately and asked her to call TSA in Charlotte to see if they had found my keys and keep them for me.

The next morning we were up early. After eating a monster, all day breakfast at the hotel, we took the bus-train-bus and arrived at Goodwood around 9:30 AM on Friday morning. The track activities were all in full bloom. There were vintage motorcycles circling the track, lot of people, vintage cars, vendors galore, old steam powered commercial vehicles and eye candy everywhere. A stroll through the paddock found cars that I had only seen in books, such as BRMs, ERA race cars, etc.

We walked around the racetrack - some 2.38 miles - watching practice runs from different locations. The track was built around a WWII grass airfield, one of the RAF’s home bases for Spitfires during the big war. Several times each day, the track activities stopped while the planes took off and provided an aerial display of Spitfires, Hurricanes and a P-51. This weekend also was the 70th anniversary of the Battle of Britain, which commemorates the day in 1940, when the British fighters were able to meet and successfully disrupt the German attackers for the first time.

We visited the vendor tents which offered a vast array of goods - vintage clothing for men and women, automobiles, auto parts, magazines, art work, model cars, etc. The spectator parking lot, 15 to 20 acres in



size, was designated for 1966 and earlier vintage and classic cars. It was an incredible collection of special cars - many that I had only seen in books before this trip. When was the last time you saw a Squire or several HRGs?

VINTAGE RACING - GOODWOOD STYLE

There were 13 grids for vintage race cars and one for motorcycles. These grids averaged 28-30 vehicles each. There were many rare, incredibly valuable and well prepared cars, many appeared to be in concourse condition. Many were driven by world champion drivers, such as Sterling Moss, David Hobbs, Derek Bell, Tony Dron, Brian Redman and Bobby Rahal. These race cars are driven hard, no 9/10 driving observed.

One grid of 30 race cars included 10 Ferraris, 5 of which were 250 GTOs, 8 E type Jaguars, 6 AC Cobras, Aston Martins plus several others.

(Someone estimated the value of the grid exceeded 120 million pounds.) The sights and sounds were amazing. Another strong race group included DBR1 Aston Martins, a Scarab-Chevrolet (Corvette powered), 4 D Type Jags, Lister Jags, Lister-Chevrolet (Corvette), Maseratis and Tojeiro Jags. More eye candy. One disappointment - there were no Morgans racing, and no Corvettes either.

The spectators attire added to the sights of the event. Many, including John, had special costumes, from race car mechanics, military personnel from WWII, nurses, and a variety of period clothing. Costume vendors were numerous to provide proper dress for next years event. Food and beverages were well placed around the track. The weather was good for the UK, no rain at the track for three days.

The 3 days of Vintage racing was exciting and certainly one of the highlights of my vintage racing memories.

BROOKLANDS MUSEUM

After three days at Goodwood, John and I visited Brooklands Museum. It is located on the grounds of the old Brooklands racetrack. The track was built in 19007, reportedly the world's first purpose-built motor circuit. Only a small portion of the high banked track remains, as the track was closed in the late 30's, after being damaged by Germans bombs.

The museum contains an interesting collection of Brooklands related motoring and aviation exhibits. Movies of old racing events were very enjoyable. There is also a race car driving simulator where John was able to show his driving skills were still well tuned.

If you should get a chance to visit the Brooklands Museum, I would give it a strong recommendation.

LONDON

Our last day in the U.K. was used to spend the day in London. A train ride from Gatwick took us to the center of London, where we promptly purchased an "all day ticket" on their subway system. As John was familiar



Hey, who pinched the motor??

with where to go, we traveled to book stores, model car shops, specialty car dealers, Harrods Department Store and a few Pubs listed in his little book on the "best Pubs in London". Harrods Department Store is huge and we pretty much covered every floor. Their Toy Department even had Morgan Trikes for sale, pricey little pedal cars for kids.

While we took at least a half a dozen subways rides, we also walked what seemed to me as half way around the world. I had forgotten how large and how spread out London is today.

BACK TO THE US

We had booked an early flight out of Gatwick on Wednesday. Up early, another monster breakfast and back to Gatwick. The plane left on schedule and arrived early afternoon in Charlotte.

Charlotte TSA was contacted after collecting our bags and, low and behold, they had found the keys and had them waiting for my return. John took many photos, and some action video, of Goodwood and they are posted on the MogSouth for all to enjoy.

All is well that ends well. It was a great trip!

LEE GASKINS



Lee looking at an Morgan F2 Three Wheeler

Article Courtesy of Lee Gaskins and Photos Courtesy of John Tulebitz. Thank You! Goodwood is getting to be a regular for MOGSouth Members. Have you been yet?



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FACTORY



Lots of announcements from the Factory. The announcement of a anniversary Plus 4 Super Sports is intended to commemorate the 6th decade of the Plus 4 and the Le Mans class win in 1962.

This announcement was closely followed, and nearly overshadowed by the Factory launch of the New Morgan Three Wheeler at the Geneva

MORGAN MOTOR COMPANY NEWS

NEWS



Dear Morgan enthusiast,

We, at MorganWest, have been appointed as the exclusive Western United States Morgan dealer for the potential sale of the Morgan V6 Roadster Sport Competition. This will be, depending on the public's demand and the sanctioning of the US government, a limited run of 100 examples, either V6 Roadsters or Plus 4 Roadsters (one or the other but not both depending on people's committed response), fully turnkey, track ready for use. For the last year or so the Morgan Motor Company, ourselves and legal entities have been putting together a proposed program of a series of races, beginning with participation here in Southern California with VARA, Vintage Automobile Racing Association, for these vehicles. Other race organizations will be approached to hopefully make this a fully National series of Morgan races.

They will NOT be registerable for street use. They will not come with an MSO. They will come with a Factory chassis plate and ID # and be LHD.

Horsepower ratings should be somewhere in the 240 range for the Roadster or 200+ for the Plus Four. Pricing should be somewhere around \$70,000 US, fob Malvern, for the Roadster or \$60,000.00 US, fob Malvern, for the Plus Four.

So I ask that you contact me immediately if you have serious interest in ordering one and placing a deposit on such. This is a one time opportunity here in America to purchase an absolutely incredible vehicle, learn something about racing or to exercise those years of sharpened driving skills in an even better venue, flying the Morgan flag proudly. I look forward to your response.

Dennis Glavis

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Are we back to the days of race on Sunday and drive to work on Monday?





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2010 Aero



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

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

2002 MORGAN PLUS 8
Bentley Deep Emerald Green Metallic, Magnolia Interior

1998 MORGAN PLUS 8
BRG/Tan, 7.5k miles

1998 MORGAN PLUS 8 Dark, British Racing Green

1991 MORGAN PLUS 8 Green

1989 MORGAN PLUS 8
British Racing Green

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

1965 MORGAN PLUS 4 Four seater, Silver/Medium Blue

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

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2PM Feb 19 2011



1909



2011 MORGAN US EVENTS

2011

2011 is here! The MOGSouth Calendar is full of great stuff to plan for. There are Morgan events galore!!

Then there are the other things. The ones you don't anticipate. It's time to get your MOG out of the garage! Drive it work, out the movies, go on a fancy date! What're you waiting for? Good weather?

Life's too short -- enjoy it now!



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

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



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

MOGSouth Membership Dues are due 1 Jan. It is now March. 'nuff said . . .

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

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

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/11
 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:
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