

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/07

Goodwood Revival *~ Revisited ~* 31 August - 2 September, 2007

Is it really lovelier the second time around?

Memory is a tricky thing. The passage of time can often turn an okay experience into a once in a lifetime extravaganza. Knowing this, as the dates for this year's Revival grew closer, I began to have some serious doubts about the wisdom of returning to it. By the time I survived an over-heated, over-crowded airplane; an hour-and-a-half wait in the Passport Control line at Gatwick; and a mediocre lunch at what seemed to be the only pub in the village near my hotel, I was sure that I was going to be disappointed by my return to Goodwood.



Ten minutes after walking through the gate, I was busily trying to develop a scheme that would allow me to get back there next year. This year's event was not as good as last year's. It was even better.

While the weather was cloudy and chilly, the rain stayed away, so the drivers were really able to push their cars. The racing all three days was very fast and seriously competitive. These guys, many of whom are pros with resumes including drives with top teams and podium finishes at places like LeMans, drive their cars every bit as hard as the drivers in any pro series. The fact that many of the cars are the actual cars that raced, and won, at major events in the 1930 to 1966 era does not reduce the level of competition one bit.



In fact, the one downside of the dry weather was that several very expensive cars will be spending long visits in restoration shops after some major crashes. One McLaren M1B, that hit the wall just feet from where I was standing (small chunks of fiberglass were flying over our heads) will probably need everything but its serial number plate and a few instruments replaced before it hits the track again. Its owner/driver climbed out unhurt, but he was not a happy man. Over the course of the weekend, several drivers commented that

Article & Photos Courtesy of John Tulebitz

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Goodwood is an extremely difficult course because of the high speeds and lack of runoff areas. Like many other tracks, Goodwood has appeased the motorcycle racers by replacing some of the gravel traps with pavement. That's great for a car that goes just a little wide, but a big goof that would have beached someone in the gravel last year would put him into the wall this year. And, speaking of bikes, there are also two motorcycle races. For me, they offered an excellent opportunity to see some of the other things that were happening.

The racing is just a small part of the Goodwood experience. All of the participants at the event, from maintenance people to drivers, and most of the spectators, dress in 40's, 50's or 60's garb. All vehicles inside the grounds are pre-1967.

Several on-track parades were held each day, including about 25 Cosworth DFV-powered racers, over 40 cars once raced by Roy Salvadori and a display of vintage caravans (campers to you colonials) pulled by everything from a Bond three-wheeler to a Jaguar 420.



Spectators driving pre-67 cars are able to park in a special lot adjacent to the track and more than a thousand of them do. I met one fellow from London who has owned a wide variety of cars and has an airplane. He came for the first time this year because of the vintage airplane concours but said he would have happily paid the admission fee for the day just to be able to spend the day in the spectators' car park. There is a marketplace with over 100 vendor booths. Everything from period clothing and jewelry to Jaguar D-types can be found for sale in this area. For the kids (of all ages) there is a small carnival area with several rides. For the hungry or thirsty, there are booths and wagons (all properly antique) selling everything from organic chicken burgers to \$200 lobster and champagne lunches.



The racetrack was built in 1948 using the outer service roads for a WWII airfield. The airfield is still in use and was the location of the aircraft concours. This invitation-only event included a couple dozen different types of planes, three of which I'm old enough to have ridden in, and many more that I'd never seen before. While most of these were just static displays for the weekend, there were at least seven additional warbirds in the air almost constantly putting on aerobatics shows. If you want to see the area from the air, a twin-engine, fully enclosed bi-plane "airliner" is available. The field is also in constant use by an almost nose-to-tail progression of helicopters shuttling the well off in and out of the track.



Adjacent to the airstrip is the paddock area. While most of the over \$1 million cars are in an area

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restricted to VIP's, about half the cars are in a public paddock.

There are no ropes or other barriers to keep you from walking around the cars and the drivers or crews are more than happy to talk about their toys. The owner of the Napier-Bentley drew a crowd when he fired up its 24-liter W-12 engine so that he could broil four hot dogs in the exhaust flames. I didn't see anyone rushing to eat the cooked dogs, but it did make for a great show. I guess he had to do something to make up for the fact that he didn't have bragging rights on engine size this year. Parked next to him was the Thomas Special "Babs", with 27,000 ccs under the bonnet. When that thing was started, it could have blown every under-muffled Honda in Greenville all the way to Asheville.

Also nearby was the garage recreation. This year, a 1960's dealership was built, filled with a variety of Ferraris and Mercedes, several of which were for sale. And, if you couldn't find anything there that caught your eye, you could stroll to the Bonhams auction area where a large selection of expensive machinery was on display prior to their sale.

With all of this going on, it could be extremely difficult to know just what was happening when. But, if you spring for a program, you get a free radio, tuned to the track station, so you're always aware of what's happening on the track.

Does this sound like the way to spend a weekend? If it does, order your tickets early next year. There are a limited number sold, and they're not available at the gate.

John



~ The End ~

SOUND BYTES . . .

The Sunday Times - Times Online UK, Morgan 4/4, September 2, 2007, Jason Dawe

"The Bugatti Veyron is the world's fastest road-going car, with a top speed of 253mph. The problem is that with a price tag of more than £800,000 it is also one of the most expensive. So if you fancy owning a world record holder on a more modest budget then take a look at the Morgan 4/4. Launched in 1936, it holds the record for the longest continuous production run of any car. . . The car not only looks retro it also drives retro. Back in the 1930s ergonomics were unheard of: engineers built cars and drivers fitted in around them. . . But the good news is that unlike most cars, the Morgan 4/4 holds its value well. Limited production numbers, a healthy waiting list, and a loyal following mean that new car demand outstrips supply. If you buy a new one for £25,000, drive it for a year and clock up 5,000 miles you could still get your money back when you come to sell it. With this in mind nearly new examples have limited appeal as a used buy, meaning that you have to go back to the mid 1990s to enjoy any real savings. Given another 30 years, it's unlikely that the Bugatti Veyron will remain the world's fastest road-going car, but if the chaps up in the Malverns have their way, the Morgan 4/4 could be the first car to have been in production for a century."

The Internet - The original Capitol Motors announced on August 7, 2007 that they would no longer be a Morgan dealership. The Capitol Motors facility in Purcellville will continue on, under new ownership, as a Morgan parts and servicing business. [\[I believe the name is still Capitol Motors and the phone number \(540-338-2211\) is still the same. Ed.\]](#)



MCCDC's MOG 37 ~ 10 July ~ REDUX

With a successful MOG 37 (bit warm) under our belt, the three Florida Morgans of GatorMog headed back to Lorton, VA for the 4PM Amtrak Autotrain to Sanford, FL. We had planned plenty of time and planned to take a leisurely lunch somewhere along the route. The 4/4 of Mark & Andrea Braunstein was in the lead, Bill Stelcher's +4 in the middle and our +8, Rick & Sam Frazee, as rear guard. Not quite half way back to Lorton, the Morgan factor struck. This really should be renamed the Lucas factor as that's where the final problem was remedied.

The Bakersfield Tree Farm in the middle of nowhere was the spot. As we rolled to a stop, the +8 seemed to want to run but just wouldn't. A quick call to Mark & Andrea ahead of us returned them along with Bill to our plight. Five heads under the bonnet are always better than one. A spare rotor and cap were tried on the Mallory electronic ignition. We don't have spark, we do have spark, open the fuel line, fuel gushed out all over the hot headers, we have fuel. The Morgan still does not want to leave the tree farm. A stroke of luck, the wife of Jim Bentley, the new owner of Capitol Motor Cars just happened by. It was obvious that the now six of us were not going to repair the Morgan here and there was no point to causing Mark, Andrea and Bill to miss the Autotrain. Nothing to do but send them on, call Capitol Motors and get the name of a roll back, send Jim's wife on her way, and wait. We did not know that we had been observed by the farm owner who was soon headed our way with a bit of unexpected southern hospitality. Cold bottles of water, a trip to the house for my wife and soon the wrecker was there. A 30 minute trip to Capitol and we had hopes of still making the 3PM deadline to catch the 4 o'clock train. At Capitol Motors we had plenty of spark but the car would start up but then die, again. It was agreed that there was something in the fuel causing the fuel pump to work intermittently as the filter near the carbs showed that it was clear. We added a new filter between the tank and the fuel pump, tried the Plus 8 again and everything seemed to be fine. We could still make the train and so we were off. Ten miles down the road it started to miss again, another mile and the Morgan quit again; under the bonnet, released the fuel filter, (seemed to have pressure), tried the key and we fired right up, the final Dulles Airport Parkway was just over the hill we'd make it. Regrettably this was to be repeated at least 5 more times before the approaching rain clouds and the Morgan quitting one last time caused us to stop under an Interstate bridge. First a call to Mark and party to let them know we would not make the train that day.



Rick and Rollback at the Bakersfield Tree Farm

We then called Autotrain to tell them that we would not make the train and rebooked for the next day. The reservationist was very helpful. When we told her that we had had a car breakdown, she had us hold on the line while she confirmed that there would not be an extra charge for the next day's train trip. It seemed like forever and at least 3 roll backs past us up before the one dispatched, this time by AAA, found us. Load the Morgan, we're now an hour plus a little more away from Capitol. It's a little after 4, when we head out, but we made it. Jim Bentley and Morgan Fuller believe that this time they may have to pull the gas tank. While they began work on it right then, they promised that it would be tomorrow before they could finish. We found a convenient rental car and headed to a hotel in Leesburg.

A shower and a short drive to downtown brought us to an enjoyable meal at the Lightfoot restaurant. A good bottle of wine and some great food and our world looked much better. We highly recommend the Lightfoot if you're passing through Leesburg, VA. We took advantage of the extra time to sleep in, found a good breakfast again in downtown Leesburg and hit all the Antique shops as they began to open. A 10:30 call to Capitol Motors brings us the news that our Lucas electronic (no points) fuel pump was the culprit. The prince of darkness with a modern twist. By noon we were ready to hit the road again. This time the trip to Lorton was uneventful other than the two monsoons that we passed through as we neared the station. With our top still down and the rain coming down in buckets, we inched our way to the first check point where we were told that if we did not agree to pay more, we could not board, what to do but agree. Finally the terminal! I know we looked odd in the open Morgan soaking wet but didn't care. A quick visit to the ticket counter resolved the extra charge problem thanks to a message the reservationist the day before had forwarded. This train does leave on time. At 4 PM promptly, we said goodbye to VA and bumped on south toward home. Free wine and snacks, an early dinner, and we retired to our suite for the night. Early morning found us well along the way with a shower and good breakfast. 10 AM and we're in Sanford. An hour and a half later, the Morgan's repacked and we're headed for an uneventful 45 minute trip home.



Morgan Fuller 'poking' at Capitol Motors in Purcellville, VA

Thanks to all who made this trip work and if you're in the neighborhood of the New Capitol Motor Cars stop in and tell Jim Bentley and Morgan Fuller that Rick Frazee sent ya. With the tune up and other work they did, the +8 has never run better! Cheers Ya'll from GatorMog. *Rick*

Article and Photos Courtesy of Rick Frazee



MORGAN PUB CRAWL

8 - 25 JULY 2007

Article by Charlie Miller

And off we went! With a mid-summer British Car Show, on Prince Edward Island, as one of our main “happenings”, this merry band of Morganeers started July 8th on the Morgan Pub Crawl. An early phone call to Bob Bentley, organizer on Prince Edward Island and a promise of a caravan, the Morgan was selected to be the feature Marque for the 2007 Prince Edward Island British Sports Car gathering.

They came from afar to join in the Crawl! Yes, these “Ass on Ash” Morgan enthusiasts like Ken / Pat Miles from the Vancouver area, Bob / Barbara Stinson from the State of Washington and no Pub Crawl would be complete, especially when each day’s journey commenced at a local brew house, with George / Kathy Tollworthy from Pleasanton, Calif. Also from California were John / Gladys McNaughton who picked up their Morgan in Vermont to join the Crawl. From Minnesota came Pat / Kathryn Johnson. A contingent from the South included Kelly / BJ Overman from Florida, Ken / Janice Oliver from Memphis, Tenn. Escorting Morgans from the Mid-Atlantic States were Bob / Missy McKenna from Gaithersburg, MD., Alan Marsh / Ed Zielinski from the DC area and Art / Fran Greenberg from the Big Apple.

The Midwest had the largest contingent starting with Gary / Sally Kneisley, Reg / Charlotte Hahn, Charles / Beth Miller Myron / Helen Keonig, Tom / Karen Thompson and Bruce / Betty Dawn Hardman from the Buckeye State. Representing the New England States was Bennett / Mary Schuldman from Ridgefield, CT and who can forget our neighbor, to the North where Mike / Diane Dewar joined us from Western Ontario.

Assembling in Syracuse, NY on Sunday, July 8th, the ground rules were laid out; try to keep your Morgan from going on strike and just have a damn good time. Since most of the Crawlers had never participated in this kind of adventure, priorities were also addressed in creating this 18 day tour. Number (1) was to make sure there was a decent roof over their heads at day’s end, (2) travel scenic roads as much as possible, (3) representing our Morgans as the featured British Sports Car at the Prince Edward Island gathering (4) provide an opportunity for all to do their “own thing” by having Stop Days and (5) create an atmosphere where social interaction would prevail. I’m sure each of the 34 participants could express their highs and lows but being organizer of this Crawl, I will take an objective view and work around the priorities mentioned above and devote most of the copy to our travel experiences.

LODGING: What can you say for an average of \$100.00/night? Considering the fact the we lived out of small clothing/cosmetic bags, laid our heads on thirteen different pillows, all seemed to go down quite well. The best was the Crown Plaza in Lake Placid, NY and the pits was the Day’s Inn in Ridgefield; but most agree that lodging where we could all stay relatively close and congregate right outside our rooms, were the best.

SCENIC TOUR: This was to be a Crawl instead of a tour because nobody wanted to spend 80% of their time in their Morgans; but on certain days, driving/riding was the norm. This is why the route was mapped to include many scenic highways, places of interest, down time to stop and shop and a brew pub along the way for lunch. Of course, one cannot remain off the interstates the whole way so there were freeways that gave the Rover Powered gang a chance to stretch their Morgan’s legs. The wooded roads through upper state New York, Rt. 108 going into Stowe VT., the Cabot Trail on Cape Breton Island, NS., and who could forget the beautiful roads we had to take through Connecticut because of an accident on I-95. Not all was sunny so these days were spent wondering why our Morgans took on so much water. I asked Barb Stinson, who sold their older Morgan for a Roadster, if they were dry and she said, compared to their last ride, “yes” but other Morgan negative traits were still inherent. I guess that is why we love these “toy” cars.



Day 5 of the Pub Crawl. Bruce & Betty Dawn Hardman’s Morgan caught in the Mist. They were following Gary & Sally Kneisley of OhMOG.
Photo Courtesy of Gary Kneisley

BRITISH CAR GATHERING ON PEI: To many people on the Crawl, this was the highlight of the Crawl. The Island offered great weather, beautiful scenery, malpeque oysters and of course, our day to be King. With 21 different Morgans representing the featured marque, we were proudly displayed. Dennis Gage, from Speed Channel's My Classic Car, was present to get into our group picture and interviewed a local Morgan owner for a future segment to be televised in '08. The evening banquet was a lovely affair with our Morgans being featured. Awards were presented by the PEI show organization and they went to Ken Miles for the Longest Distance Driven, The Broken Piston Award for his terminally ill +8 and the BEST MORGAN AWARD to Bruce and Betty Dawn for their 1960 beautiful black +4 4 Seater. The Morgan group had the final podium and it was our opportunity to present plaques in different categories. Common consensus was that, under the tent, it was a proud evening for our entire Morgan group.

STOP DAYS: One needs to get off the road and off their seats to just do their own thing. Certain people went on a tour, went to eat food that was indigenous to the location, fixed their Morgans, did laundry, or just remained at the lodging site to drink "corporate" beer and just socialize. As we get older, and no one has immunity, I think one appreciates these down days .

SOCIAL INTERACTION: I personally think everyone had a grand time. One of the comments that I heard the most was that it was a "good mix" and people formed relationships that will be renewed in future dates. People, not the Morgan, make a Crawl like this a memorable happening and I just hope this was the case. We all can mention negatives, but I'm sure the total positive experience is what each will remember, talk about, and cherish.

THE CRAWL: 15 Morgans, two civilized vehicles, a total of 34 people departed Syracuse, New York on Monday for an approximate 2800 mile Pub Crawl. New vistas, new friendships, new experiences and a few disappointments, will be in the making as we left with total excitement on a bright sunny morning. Destination for the first day was Lake Placid, NY and the wonderful Crown Plaza Resort. After staying at this resort for the first night, many felt the rest of the nights, on the Crawl, will find them in total comfort. **WRONG!** Pub Crawlers, in this very early stage, started to bond, do their own thing and I knew then that it would be a great Crawl.



Day 8 of the Pub Crawl. Dennis Gage of 'My Classic Car' stopped by to see the Morgans. He was at the PEI car show called "British Car Days Across the Bridge". Photo Courtesy of Gary Kneisley

Day 3 and 4 were spent "in the seat" but people who drove Rt. 108 to get to Stowe, VT. really traveled one of the great roads in our country. The third night was spent in Farmington, Maine and each had to face reality when checking into the Farmington Inn. This is what you get when you spend \$60.00/night; but just outside your door, one could find Ken Overman's traveling cooler of adult beverages. Of course, there was always a "cold one" waiting for you at trail's end. Day 4 ended in rain, in Saint John, NB so day 5 was a welcome Stop day to dry out. Those who detoured when driving through Bangor, Maine, had a chance to visit with Bob Bowie, owner of a +4 Super Sports and had a fabulous lunch at Sea Dog Brewpub. Although the food might have been a disappointment along the way, Beth said that this was one of our best meals. I thought having a Slim Jim for breakfast was a great meal.

Day 6 brought out the sun and once again all tops were stowed as we departed the Country Inn & Suites on a cool morning; just right heading north toward PEI. No more than two hours after leaving Saint John, our first Morgan went on strike. Ken and Pat Miles, who drove two Morgans from the Vancouver area, via Minneapolis to pick up Pat and their daughter Kathryn, had their early +8 fail. I am writing this on August 5th and to this day, I don't know exactly what happened, but it was terminal. Ken Miles was the most knowledgeable Morgan owner on the Crawl, and has made many tours in his Morgans. Given this, he was the best to figure out the issues but it was not a happy experience. Of course, we moved on and Ken joined us on PEI minus one +8. Not to be redundant, day 6, 7, 8, on PEI, was reviewed earlier in this article. It must be mentioned that driving into the Country Inn & Suites for our first night in Nova Scotia, Ken and Pat Miles second Morgan, the 4/4 4Place, let loose. Something went wrong where the distributor meets the cam and it was over for that well-traveled Morgan. I'm sure Ken and Pat will get both of these Morgans ready for the next MOA in 2010.

The next day started with clouds and a threat of rain; but by the time we reached the Cabot Trail, the sun was shining and the drive was one of the best. For those who had never traveled the Cabot, their excitement was so high as to forget some of the rough payment you had to go over. It had been a long day by the time we arrived in Baddeck so some people decided to remain the next day to take in the sites and trail again.

I will take this time to say that we lost no more Morgans and, although daily maintenance was required for some of the Morgans, they all started and were running at the end of each day. As you know, no tow vehicle followed us and because of this, after the Miles Morgans broke, the rest of our Morgans were afraid of letting us down.

Day 10 took us into Dartmouth , NS. Although Rt. 7 was rough going in spots, the scenery was worth getting a sore ass over. Seeing those quaint villages along the inlets gave you the true feeling of being in Nova Scotia. No freeway could provide this ambiance. While in the Dartmouth/Halifax area, Pub Crawlers were again able do their own thing. Our last night in Dartmouth, we spent eating and socializing at Boondocks with other British Car owners from that area. This was put together by Bob Hamilton who also won one of our awards (SPORTS CAR THAT WORLD LOOK BEST NEXT TO MORGAN IN GARAGE) at the banquet on PEI. His car was a Sunbeam Alpine Convertible.

Day 12 was going to Digby, eating a local delicacy of scallops, and taking the Princess of Arcadia across the Bay of Fundy back to the Country Inn/Suites in Saint John, NB. That night, while we enjoyed pizza and beer, John and Gladys entertained us with their pictures of their Morgan Trip around the world. Our Pub Crawl was nothing compared to their three month odyssey.

Day 13 and our trip to Bar Harbor, Maine was straight out of hell. Large amounts of rain and many miles of neglected Rt. 1 were the formula for a miserable drive. It is a drive like this that lets you know why God invented beer and one was glad to see the traveling cooler back with us in Bar Harbor. Bar Harbor was one of those towns that enjoy parting the money from your wallet, but Reg Hahn did buy a nice pair of lobster shorts. Everybody went into a different direction for dinner but many of the Crawlers ended up at The Jack Russell Tavern for a good meal and a taste of their local brew from Maine Coast Brewing Co.

The highlight of Day 14 was our first gathering with the New England Morgan Club. Jack and Lorna Flynn got on the horn and invited members from their Club to join us for an evening at High Head Yacht Club. We were able to share ¾ of our Crawl, with 3/4 Club members over Wisconsin Brats and beer . Seeing different Morgans and different faces gave us a good venue to tell stories and sort of lie a little. A truly enjoyable afternoon and evening was had by all and we hope to cross paths again.

Day 15 and 16 were spent in Hyannis. Except for driving under the “Big Dig” in Boston and having a good stout at the British Beer Company, Hyannis was a tremendous let down. Those who traveled the Cape and went as far as Provincetown, made something of their visit but traffic was a total mess and one should not visit this area during the summer months. My mistake! The following day was spent driving to Mystic, CT. via Newport, RI. (the Ocean State - remember.) A nice town to visit, spend money, eat lobster but as one can contest, the Crawlers were getting weary as the Crawl was coming to an end. Most people who visit Newport walk along a path to view the large estates facing the ocean, but I don’t know of anyone in our group who took this walk. Next time don’t forget!

The last day, day 18, was to be our final noggin and farewell banquet and Bennett Shuldman, who belongs to the ¾ Club and has a fabulous house in Ridgefield, CT. was prepared to bring this group back to life and make a memorable Morgan Pub Crawl end with a memorable party. What can I say? Bennett and Mary, and other members of the ¾ Club gave us a warm welcome and placed the cherry on top of our Crawl. After being honored by the Mayor and making July 25th Morgan Day in Ridgefield, back to Bennett’s for wine, beer and a grand cookout. It was that time to recognize Crawlers in different categories and make sure everyone traveled home with Pub Crawl booty. In the beginning, a promise was made that you would receive something but I think by just giving yourself the opportunity to experience this kind of adventure, you are ALL WINNERS! *Charlie*



Dave and Marilyn Bondon joined the PubCrawl for a few days. Marilyn sitting with Alan Marsh in his lovely two tone Anniversary Plus 8. Photo Courtesy of Dave Bondon.



Day 19 of the Pub Crawl. Reg Hahn (L) presents Pub Crawl organizer, Charlie Miller (R) with Participants Photo. Photo Courtesy of Gary Kneisley

[All accounts of this inaugural Pub Crawl were superb and I wish more of the MOGSouth contingent could have participated. With Charlie spending time a good part of the each year on Hilton Head Island, perhaps there is a southern Pub Crawl in the works. How about it, Charlie? Ed.]

The Southeast USA Morgan Community Closes Ranks

GATORMOG JOINS MOGSOUTH

In case you hadn't heard, the Florida based GatorMOG club recently combined membership with MOGSouth. Many of the Florida based Morgan owners are members of both GatorMOG and MOGSouth anyway and with the GatorMOG leader, Perry Nuhn, relocating to Callawassie Island, South Carolina, the time seemed appropriate. Bringing the Morgan community closer is what both Clubs are all really about.

Given the geographic separation and the strong history of group, we couldn't simply abandon GatorMOG as an organization, so it continues now as the GatorMOG 'Chapter' of MOGSouth.

In keeping with the MOGSouth tradition of a club run by volunteers, Rick Frazee has 'volunteered' as the GatorMOG Chapter point of contact, and will assist with communication and other things, as appropriate. All members should feel to contact Rick Frazee, Randy Johnson, or myself [Mark Braunstein] for any reason.



This new venture will be celebrated with a special MOGSouth Fall Meet in Savannah, Georgia, a site equidistant from Atlanta, Orlando and the heart of the Carolinas. (The details of the meet are provided elsewhere in this issue of the Newsletter.)

The Florida contingent will convoy north to Savannah on Friday, the 2nd of November, and meet up with the rest of the club at the headquarters hotel, the Hilton Savannah DeSoto.



Luckily for those interested in traveling north from South Florida, Rick Frazee operates a lovely hotel in Winter Park, Florida, the Best Western Mount Vernon Inn, on the outskirts of Orlando, which is a perfect stopover location. It is also a great place for those coming south and looking for a place to roost while visiting the space coast, the theme parks or any of the other great sights in Central Florida.

The web site and the newsletter will serve the combined community so expect to see more events on the calendar and a larger array of articles in the newsletter. As always, if you have contributions to either, please share. The next club roster we publish will contain the combined group. We do communicate and distribute our newsletter by email. This electronic communication method has been significant in keeping our operating costs very low, and allowing our dues to support more important things, like the Hospitality Room at our meets. So that being said, please make sure that Rick and/or Randy has your email address. If email just won't work for you, please make sure we know. Also, please pass on your comments, concerns or suggestions about this new arrangement.

In case you don't have it, all of our contact information follows;

- Randy Johnson, 296 Lakeshore Drive, Berkeley Lake, GA 30096, (H/O) 770-729-8786, (Cell) 404-290-1382, (email) randy@therandalgroup.com
- Rick Frazee, 1921 Englewood Road, Winter Park, FL 32789, (H) 407-647-1188, (O) 407-571-7128, (Cell) 407-620-0507, (email) mog4@earthlink.net
- Mark Braunstein, 5151 Plato Cove, Sanford, FL 32773, (H) 407-322-5060, (O) 407-306-2965, (Cell) 407-462-6561, (email) mark.braunstein@lmco.com or series1@bellsouth.net

One basic engine for three cars: Special, F-85 & Tempest

THE NEW BUICK-OLDS-PONTIAC ENGINE marks an important milestone in automotive history, for it is the first all-aluminum engine designed for high production. However, as proof that there is nothing new under the sun, some of our earliest auto engines used aluminum in moderate quantities, particularly for the crankcase. An early example of an all-aluminum engine in low production was the 1916 Marmon 34 and this famous firm also tried it again in 1930 with their 200-bhp V-16.

An early experimental aluminum V-8 was built in 1917 by the Aluminum Company of America and in 1923 this firm commissioned a famous British engineer (L.H. Pomeroy) to design and build several all-aluminum automobiles, one of which is still preserved in the Henry Ford Museum. In 1942 Alcoa showed an aluminum 6-cyl engine using Pontiac components and in 1950 several V-6 and V-8 "sandwich" engines were designed and built by Roscoe C. Hoffman for Kaiser-Frazer.

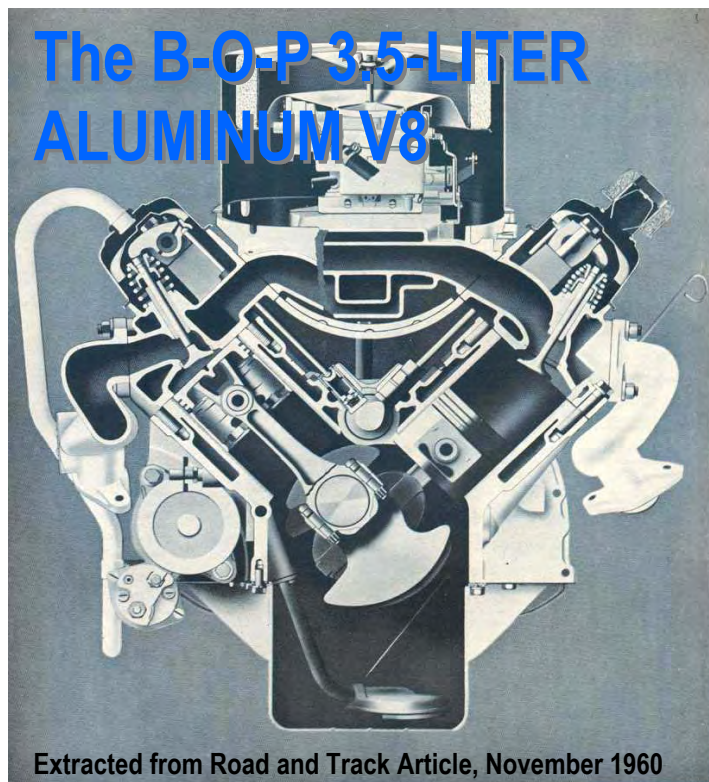
Buick's postwar experience with aluminum V-8 engines dates back to 1951 when the Le Sabre and XP-300 experimental cars were first shown. This engine was all aluminum, had a bore and stroke of 3.25 in. (231.7 cu in.) and, with hemispherical combustion chambers and a roots-type supercharger, it developed 300 bhp. In 1955, General Motors gave the public a brief look at an aluminum V-6 with an overhead camshaft on each bank, in the experimental La Salle II. The next step, announced in 1958, was a 253-cu-in. aluminum V-8 of more conventional design. The new B-O-P V-8 is directly descended from the 1958 development - all of which tends to show that it is all very well to design and build exotic engines (such as the 1951 version) but when it comes down to hard-nosed business considerations, a more conventional design is bound to be selected for production. The new engine was designed by Buick engineers. It has a bore and stroke of 3.5 x 2.8, giving 215.5 cu in. Pontiac will offer the same unit as an option in their 1961 Tempest. As an illustration of the engineering autonomy of each GM division, Oldsmobile will use most of this engine in its F-85, but they have designed and are manufacturing their own cylinder heads, valve gear and pistons. In the Olds design each combustion chamber is surrounded by a 6-bolt pattern, rather than the 5-bolt arrangement used by Buick and Pontiac.

Power and Torque

In its present form the advertised output is 150 bhp at 4400 rpm on the Buick and 155 at 4800 on the Oldsmobile. Buick gives a torque figure of 210 lb-ft at 2800 rpm, while Olds advertises 220 lb-ft at 2400 rpm. In the writer's opinion these figures are as honest as any, but the true dynamometer output is probably in the neighborhood of 135 at the flywheel and this figure will be even lower in the as-installed condition (with fan, air cleaner, muffler, etc.) Some work has been done on power-packed versions but there are no plans (yet) for offering these as factory options. Something like 200 bhp would certainly be possible and undoubtedly the hot-rod suppliers will offer special intake manifolds, reground camshafts and higher compression pistons before too long.

Cylinders

The major problem with an aluminum cylinder block is how to provide a cylinder wall surface which will be compatible with the pistons and rings. Although intensive research work has gone into the problem, such solutions as high-silicon alloys, metal-spray coatings, plating and the like are not yet 100% reliable and good old-fashioned cast iron is the only alternative. In the course of this development, two well known European engines were thoroughly evaluated (the Lancia V-6 and the BMW V-8, both comparatively low-volume production units). Both of these engines use the slip-in, wet-sleeve design. General Motors engineers believe the wet-sleeve type of construction to be good, but not 100% reliable in the hands of the public, primarily because of sealing and service problems. It is also very expensive. The B-O-P engine uses centrifugally cast iron-alloy dry liners. These are machined, on their outer diameters, with a rough corrugated surface (see illustration). The liners are then inserted in the mold and the aluminum is poured around them. When the aluminum cools and shrinks the sleeves are permanently locked in place and, most important, there is no fear of any leakage. This construction also eliminates any possible worry over galvanic corrosion between dissimilar materials. The actual casting process is described as semi-permanent mold, which simply means that all surfaces are formed by metal molds, where possible, but the water jackets are created by the usual sand cores which must be removed from the finished casting. The crankcase split line is well below crankshaft center for additional rigidity and the structure is, of course, well cross-braced via the bulkheads for 5 main bearings. It is noteworthy, too, that full-length water jackets are



Extracted from Road and Track Article, November 1960

Cross section of the Olds F-85 engine showing flat-topped pistons and conical valve springs, which differ from those used by Buick and Pontiac.

Many thanks to John Tulebitz who supplied us with the article.

The B-O-P 3.5-LITER ALUMINUM V8 - Continued (Extracted from Road and Track Article, November 1960)

not used because the faster heat dissipation of aluminum makes it unnecessary. The material of all principal castings is alloy No.356 which contains 7% silicon to reduce the expansion rate and to give better physical properties.

Cylinder Heads

The aluminum cylinder heads are also cast by the semi-permanent mold process and sintered iron valve seat inserts are shrunk in place. Pressed-in valve guides are cast iron for long life and easy replacement when they do become worn. There is ample water jacketing, particularly in the critical areas near the exhaust valve seat and around the spark plug, yet the better heat conductivity of aluminum is utilized to simplify the water jacket coring in certain areas, particularly above the intake ports.

Valve Gear

Although the Oldsmobile version has its own valve gear, the details are very similar to the Buick design. Both use conventional-type hydraulic lifters and rocker arms with a 1.61:1 ratio. The Buick (and Pontiac) valve timing sequence is 29-71-67-33 so that duration is 280° and overlap is 62°. The intake valves have a head diameter of 1.5 in. or 43% of the bore diameter. The exhaust valve is 1.31 in. and lift is 0.383 in. in both cases. The valve springs on the Olds are conical and straight on the Buick (compare the two illustrations). The Buick spring load is 168 lb. Obviously, these valve diameters are not very large for a cylinder bore of 3.5 in. but when seat inserts are used and water surrounds each seat, the problem is not an easy one.

Crank Train

The crankshaft is the conventional two-plane type and it is precision cast of pearlitic iron to such close dimensions that no machining is required along the sides of the cheeks and counterweights. There are 5 main bearings and because of differential expansion (between aluminum and iron) the center main bearing does the locating job, i.e., No.3 main is the "thrust" bearing. Bearing loads are so moderate that counterweights are unnecessary except for pure balance reasons. There are four counterweights, two large weights, one at each end of the shaft, and smaller weights on the adjoining cheeks. Bearings Nos. 2, 3, and 4 have no adjacent weights. All main bearings are steel-backed Durex 100A and measure 2.298 x 0.802 except for No.3 which has a length of 0.821 in. A torsional vibration damper is also used. Incidentally, the main bearing caps are cast iron for better rigidity and more constant bearing clearance under varying temperatures. The connecting rods are conventional SAE 1141 steel forgings. They weigh 17.55 ounces each and have a center to center length of 5.66 in. The lower bearing insert is also Durex 100A and measures 2.00 in. x 0.737 in. The wristpin has a diameter of 0.875 in.

External Details

The accessory layout is unique among V-8's in that the distributor-oil pump driveshaft is forward of the timing chain and enclosed by a cast aluminum timing cover. This puts the distributor in a very accessible location and it is protected from water splash by a baffle plate. The gear-type oil pump is at the right and on the bottom of the front cover with an oil filter projecting down below the pump. The oil pressure relief valve is set at 33 psi which is adequate for over 5000 fpm. The aluminum water pump sits in front of and a little above the timing cover. The generator is located much further forward, and much lower than usual. This gives better belt wrap around the pulleys and a much cooler atmosphere for the unit (see illustration). Carburetion is by a dual throat, 1 5/16-in. Rochester unit, with automatic choke. The aluminum intake manifold has cored water passages arranged so that coolant flow is restricted to the engine-manifold circuit during warm-up, yet full-flow to the radiator is obtained when the thermostat opens. A huge sheet steel stamping serves as an air cleaner cover and encloses the carburetor completely. This not only gives a neat appearance-it also keeps the carburetor relatively clean and circulates air around the fuel bowl before it enters the cleaner element. The mechanical fuel pump is located low, on the left hand side of the timing cover, also for cooling reasons (to reduce vapor lock). The only major external parts made of ferrous metal are the two, 4-port exhaust manifolds which have to withstand temperatures at times in excess of the melting point of aluminum.

Corrosion

There will undoubtedly be a whispering campaign with regard to "problems" of internal corrosion with aluminum. It is true that many cars used aluminum cylinder heads several years ago-and had some troubles. With all aluminum construction there is absolutely no problem of any kind regardless of what kind of water or anti-freeze is used. When iron and aluminum are used in close proximity there is some danger of galvanic action but this can be avoided by proper selection of the aluminum alloy, and by good design. For example, head sticking can be avoided by dowelling the head for location and using 0.062-in. oversize holes for the hold-down studs or bolts. The B-O-P engines use cap screws for head fastening, rather than studs. (Readers who want more details on this subject can refer to SAE paper No. 147B, "Corrosion Resistance of Aluminum Automobile Engine Components" by Allen M. Montgomery.)

Miscellaneous Items

The compression ratio is given as 8.75 by Olds, 8.8 by Buick. It appears that these ratios are not accurate for a new engine, but rather are based on a well founded assumption that the ratio will increase to the advertised figure when a few thousand miles have produced the usual carbon deposit build-up. Buick gives the weight of this engine as 318 lb. Oldsmobile says "approximately 350 lb." The discrepancy probably comes from the fact that the automatic transmission models have only a light sheet steel stamping to carry the starter ring gear while standard transmission versions carry a heavy cast iron flywheel. Also it is GM Corp. practice to include the weight of the clutch, when supplied, with the total engine weight. These additions will make the two weights compatible.



MOGSouth Fall Meet Details - Savannah, Georgia, 2- 4 Nov 07

The MOGSouth Fall Meet will be in the wonderful city of Savannah, Georgia, on 2-4 November. The host hotel is the Savannah DeSoto Hilton (15 East Liberty Street, Savannah, Georgia 31401), a great spot just on the edge of Savannah's Historic District and a short distance of the River Walk.

The hotel is holding 20 rooms for the "Morgan Owner's Group" until the 1st of October. Call now for reservations. Tel:1-912-232-9000 or 1-800-426-8483 .

This is a very popular time in and around Savannah so don't wait too long to make your reservations as the rooms will not last long. Room rates are \$139 per night, plus tax, and there is a \$10 per night self-parking fee. The hotel has a two level underground parking deck.

MOGSouth has reserved the Oglethorpe Suite for the hospitality room on Friday night, with dinner on your own.

After breakfast on Saturday, local member/residents Gary Bocard and Perry Nuhn have planned a drive for lunch and visit to the Hilton Head Island Concours. Details and plan for the day for Saturday will be forthcoming. Dinner Saturday night will be held at a wonderful restaurant in the Historic District, Belford's of Savannah (www.belfordssavannah.com) and will be Dutch Treat. We are planning a cocktail hour at the restaurant to begin at 6:30PM with seating for dinner at 7:30PM. The Club will buy your first beer or wine of the evening from the cash bar and then you are on your own. Dinner will be ordered from their extensive menu with separate checks provided and the restaurant will add a 20% service charge automatically.

Sunday at our Meets are typically a travel day but this year several members are planning to stay in Savannah for an additional day and attend the Concours on Sunday as well (as Sunday is the BIG day).

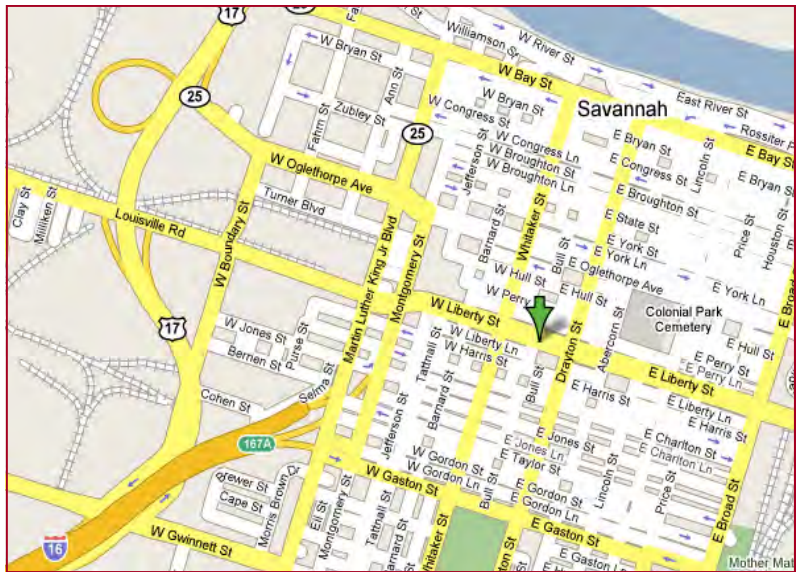
Unfortunately, the Hilton is sold out for Sunday evening so those of you that want to spend another night in Savannah will have to make separate arrangements for lodging for that evening. There are a number of good choices depending on your preferences.

Savannah should be beautiful at this time of year so make your plans now to attend what promises to be a great weekend.

Florida Morgans! Convoy to Orlando and then on to Savannah

There will be block of rooms at the **Best Western Mt. Vernon Inn**, in Winter Park (Orlando), for November 1 under the name of **GatorMog**. The room rate special will be \$69.00. Anyone wanting to stay on the return trip is welcome to ask for the same rate, again under the name of GatorMog, for 4th, 5th, 6th or ? Call the hotel directly at 800-992-3379. The Florida convoy departs Winter Park at 8am on Friday, 2 November and travels north with an appropriate lunch stop en-route. Travel time is 5 - 6 hours depending on the amount of highway or back roads chosen. A stop in Jacksonville is possible should we have Morgan owners who wish to join us. The convoy should arrive in Savannah mid afternoon leaving time to freshen up before the evening Noggin.

Gil and Barbara Stegen have graciously volunteered to coordinate a meeting point for the Southern Florida contingent making the road trip north to Orlando and then on to Savannah. The Stegen home is at 9890 Mantova Drive, Lake Worth, Florida 33467 and they can be reached by phone at (H) 561-965-8395, (C) 425-260-3588, or by email Dr_Stegen@Hotmail.com . Contact Gil directly to work out the details.



Directions to the Hotel from Interstate I-95 north or south bound: exit at 99A (I-16 east), follow to the end where it feeds into Montgomery Street. At the first stop light turn right onto Liberty Street. Follow for 5 blocks to the Hilton which will be on your right hand side.



Title Photo Courtesy Jim Baker



FACTORY NEWS

EMOG - 2 September 2007 - There is a continuation of the chatter about the factory developments on the new cars. Lorne Goldman (of eMOG fame) noted the new lower grill which is apparently the result of longer aluminum radiator being added the new cars. You can see it on this photo of a production car, the grill extending below the license plate panel. The Mulberry style anti-tramp bar was also seen on a new Roadster being built. Whether this is a factory option or is standard on all Roadsters, I'm not sure.



Also, the dash of the new cars look very much like the dash in Anniversary 4/4 cars.

There is also chatter about a Morgan traditional bodied car being produced in late 2009 that will have the traditional look, but with a variant of the Aero 8's aluminum chassis and suspension.

This rumor is being fueled by several of the international dealers who have been told that all the build slots for the 4/4 are taken through 2008, but slots for 2009 for the 4/4, Plus 4 and Roadster are not yet available. The speculation is that the cars will be significantly different starting in 2009.

If you also remember that the 2006 petition to the US DOT, made by the Morgan Motor Company, mentions the unavailability of suitable air bags for the traditional cars until 2009.

Let's all hope that these rumors are true and we will see new Morgans in North America in 2009 or soon thereafter. The number of Morgan specialists in this region of the world is very dependant on the this, and we, on their continued viability, whether we buy new cars or not. We need their support for spares, service, etc. Ed.



Thanks to Lorne Goldman and Edi Stampfel of Emog for the photographs.



Cooler Nights Are Right Around the Corner

Wrap Yourself Up With a Morgan Blanket

[Brackney Hills Knitting is a new Advertiser with MOGSouth. Thank them for supporting your Club by purchasing one of these great blankets. I saw them at the MCCDC MOG37 and are very, very nice. Ed.]



Choose from one of these five designs and colors:

Morgan Vintage



Green & Tan

Silhouette

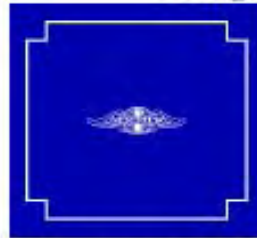


Berry & Lt Gray

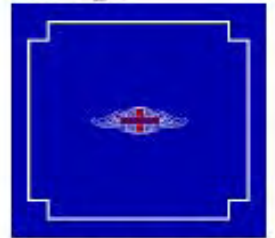


Dk Gray & Lt Gray

Morgan Wings



Navy & White



Navy & White
w/Berry Cross

Blanket details:

- Design is **knitted in** — not embroidered or screen printed
- 60" x 60" (that's 25 square feet!)
- Heavy construction - weighs nearly 4 lbs
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ChicMOG 2005 organized by SwissMOG in Geneva. 8/26-8/28 © Jean Kraus - Luxembourg 2005

Key Planning Dates

A few more great events, both north and south, to get the cobwebs cleared out and the cars shined up and ready of the big Fall Meet in Savannah. The Fall Meet details are mostly set and if you haven't gotten your rooms confirmed, you best do so very soon.



Fox Lake British Car Show 2007, 22 Sep 2007, Titusville, FL



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



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



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



HSR Continental Historic Races, 8 - 11 Nov 2007, Daytona Speedway, Daytona Beach, FL



HSR Historic Fall Classic, 30 Nov - 2 Dec 2007, Sebring International Raceway, Sebring, FL



MOGSouth Christmas Party, 1 Dec 2007, Clayton, Georgia, Hosts - Glenn and Dorothy Moore



Vintage Drivers Club of America, 7 - 9 December, Roebing Road Raceway, Savannah, GA

If there are other events that need to be added, send an email or call Mark, Rick or Randy with the details.



The '39 4-4 Series 1 #820 is headed back to the UK to compete in vintage Trials. I hate to see it go, but I can't think of a better future for this wonderful bit of early Morgan history. My sincere thanks to everyone who helped me keep this car on the road. Special thanks to Richard Lipski, Graeme Addie, Ray Morgan, Jim Kiple, Pete Olson, and Eric Cummins.

Mark

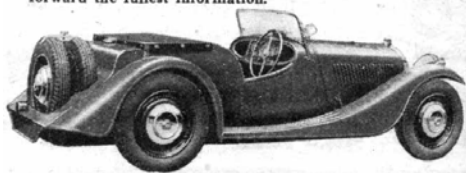


**1938 brings
with it no finer
Sporting
proposition than
the**

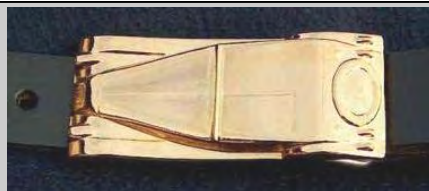


4-cylinder, 1,122 c.c. capacity. Four-speed Gear Box, Girling Brakes, Two Spare Wheels and Tyres, Stevenson Jacking, 12-volt Lighting, 9-gallon Tank, Full Equipment. Price 200 Gns.

Ask any owner for his candid opinion of the car—such recommendations are our best advertisement. May we forward the fullest information.



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Gilt or Nickel Plated Cast Buckle - £25.00



This pin is of the original Climax engined 4-4 as exhibited at the Olympia Motor Show in 1936. Size - 1 5/16" @ £4.12 plus post & packing.

The Morgan Three Wheeler Club has designed a new pin commemorate the late John & Bridget Leavens of CA. The design is the stained glass window at Stoke Lacey Church, reduced to 1 3/16" in 9 colours and nickel plate. They are available from Pat Cross, the MTWC's regalia officer and it would be easier to get an MTWC member to buy one for you. Price is undetermined as yet.

Jim Baker

www.bakerbadge.co.uk
or Call - 011- 44 -1543 379 000



Silver Cuff Links - £25.00



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New 2007 AERO AMERICA Rosso Bordeaux Pontevocchio/Charcoal Grey leather with dark red leather diamond pane inserts and piping; Burgandy soft top, side exhaust, black ash wood trim.

ORDER A NEW AERO BEFORE THEY'RE ALL SPOKEN FOR!

New 2005/06 AERO 8 SERIES II The VERY LAST Series II ever built; one of a kind with Factory removeable carbon fibre hardtop, black softtop; genuine honey colored ostrich leather interior; 370 HP spec motor, stereo CD, Emerald Green metallic exterior. Just featured at: The Quail, A Motorsport Gathering and at the McCall Motorsport Revival, Monterey, August 2007

'05 ROADSTER Ivory/Chocolate leather, piped in black; black mohair weather equipment, MotoLita woodrimmed steering wheel, modified dash with ivory toggle switches and jeweled warning lights; stainless steel luggage rack, 35th anniversary mesh grill and badge bar, double eared knock offs, 352 miles.

'05 ROADSTER Rolls Royce Garnet metallic/ Yarwood Chocolate leather piped in dark red; red carpets, Chocolate mohair weather equipment inc. top tonneau; stainless luggage rack, fog lamps, photo build album, stereo CD, 3,600 miles. Stunning combination!

'05 ROADSTER, Black with Red leather with black piping, black mohair weather equipment inc. top cover with red piping, black carpets with red piping, Kuffelt dash conversion with cream toggle switches, MotoLita wood rimmed steering wheel, 35th Anniversary mesh grill, stainless everywhere, 1,100 miles!

'05 AERO 8 Silver Shark Metallic/Red leather/ Black mohair top, black powdercoated alloy wheels, stainless side exhaust, LeMans mesh brake cooling inlets in front valence, Becker stereo, every Factory update.

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

'98 +8 BRG/Black leather Sport Seats, ultra rare Centre Lock Alloy wheels

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

'66 +4 FOUR PASSENGER ROADSTER Red body/ black wings/red leather interior; top is black w/ red piping; new chrome wire wheels. So. Calif. Owned since late '80's; beautifully maintained, very honest, very straight, great running LHD four seater; extremely nice.

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

'64 +4 Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'ed 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/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k original miles! >\$10k just spent with a Factory Authorized Morgan dealer including rear Koni telescopic shock conversion, major tune, new tank, gauges repaired, rebuilt front end...

'59 +4 ROADSTER Red, red leather Super Sport bucket seats, new 72 spoke chrome wire wheels; fresh "hotrod" rebuilt engine w/performance cam, pistons, etc., MotoLita steering wheel; fog lamps; Almost zero miles on full restoration, 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, S. Cal. car, very clean.

other marques

'73 JAGUAR XKE V12 Roadster

'65 MGB GT

'59 TRIUMPH TR3A Black

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Morgan Owners Club Australia (MOCA) GOLDEN MUSTER

BATHURST, NSW. OCT. 30 – NOV. 2, 2008

[It is my understanding that there is quite a bit of international interest in this event. A great opportunity to tour Australia and what an adventure it would be to ship a Morgan and join in the fun! Send emails to Graham at judym@bigpond.net.au. Ed.]

It is 14 months away, this GOLDEN MUSTER, and there is already considerable interest being shown around the traps. Good healthy discussion and enthusiasm, that's what we want! And of course, **spreading the word**. I have been to Bathurst to discuss the event with the local council and they are welcoming us to their City with support and enthusiasm. Also initial contact has been made with a number of suitable venues in which to hold our various functions and I will be travelling there again in the next few weeks to review accommodation opportunities, etc.

An email address has been set up as follows: goldenmuster@morganownersclub.com.au. Geoff Hollings, MOCA Club Captain, will act as Registrar for the GOLDEN MUSTER and he will control and coordinate all the business of receiving initial expressions of interest from participants, through to final registrations.

If you have an interest in joining us for the GOLDEN MUSTER, I now invite you to send Geoff an email giving him your name, contact details, and an indication of how many people may attend. You can even dob in your Morgan mates to us! As you can understand, this early information will greatly help us in our organisation of the event. It will also assist us when we come to sending out official entry/registration documents.

Graham Mitchell, VP
Event Committee Chairman
Email: judym@bigpond.net.au

MOGSOUTH Christmas Party, Saturday, Dec 1 – Sunday Dec 2, 2007

Old Clayton Inn, Clayton Georgia, Toll Free: 1-800-454-3498, Phone: 706-782-7722, FAX: 706-782-2511

The historic Clayton Inn is in Rabun County in the foothills of the Blue Ridge Mountains. It is just less than 2 hours away from Atlanta or Greenville, SC. During the filming of the movies Deliverance and the Great Locomotive Chase, members of the cast and crew stayed at the Inn. A Christmas Shop is located directly across the street from the Inn which is on South Main Street where a number of other shops are located. The kids among us might enjoy the Clayton Pharmacy for an old-fashioned soda. Prater's Main Street Books has a wide selection of books from regional authors. There are also art and antique shops for browsing and two vineyards for wine tasting. The Rabun Gap Crafts is an outlet for the creative works of students at the Rabun Gap Nacoochee School and is just 6 miles north of Clayton on US 441.

We have booked the entire 29 room Inn for our MOGSouth Christmas Party, so we will have the lobby with fireplace and TV and the adjoining card room for our hospitality area.

The Clayton Inn is a country lodge dating from the mid-1800's. Each room is individually decorated, all with private baths, (some with Jacuzzi), ceiling fan, telephone, AC and cable TV. To see pictures of the rooms, etc visit www.oldclaytoninn.com

Reservations must be in by Friday, November 9; any remaining rooms on that date will be released to the general public, so we hope we fill them all. Please make certain when you make your reservation you tell them you are with the MOGSouth group. Our group Coordinator/Innkeeper at the Inn is Latisha Vaughn and the owners we have been working with are Dottie and Ian McFarland.

A full hot breakfast for Sunday morning is included with the room rate. If you are going to join us for the dinner (prime rib and chicken buffet), please let them know at the Inn when you make your reservation and they will add the number of dinners you need to our total reservation. Dinner will cost \$25.00 per person which includes tax and gratuity, but not alcohol served during dinner. The Hollingers and Moores made a trip up to Clayton to sample the food and found the prime rib to be delicious.

If you will not be staying at the Inn, but joining us for dinner and/or breakfast, please call the Inn and make your meal reservations before the Nov 9 deadline. You will need a credit card for your meal reservations as they will have a list for us. Be advised there are only 5 guest rooms on the lower floor, all other rooms are on the second floor and there is no elevator.

We would like to add some extra fun to the weekend, so be ready for a few surprises!!!

Glenn & Dorothy



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1970 Royale RP-4
Chassis #9 of 11 built
1300cc Lotus Twin Cam, Titanium Carillo rods, steel crank, (turns 9000 all day) and comes with a Block, crank and headers to convert to 1600cc HSR Enduro Champ and many other wins.
Absolutely track ready

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.

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