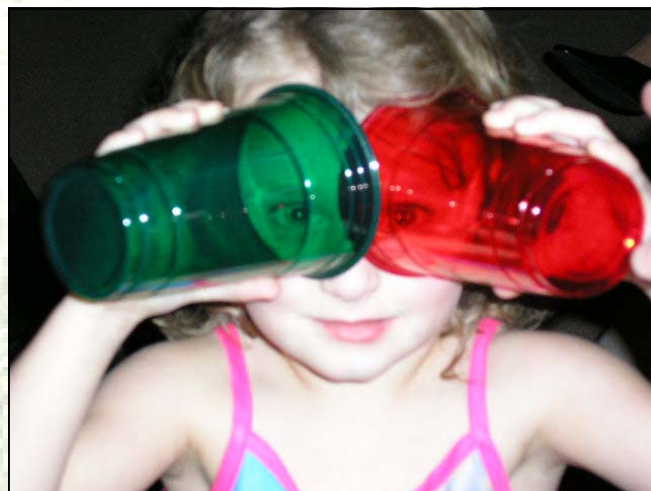


SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/05

MOGSouth Christmas Party 3 December 2005 Atlanta, Georgia

Morgan and Cassie Bondon opened their home to the members of MOGSouth and threw a tremendous Christmas Party! A record crowd; with all the locals and then some. Carlton and Bev Shriver came down from Maryland, and Rich Fohl, just back from the UK, made it from his home in Richmond, Virginia. Fred Sisson made his way from Indiana, unfortunately without Ronnie and Samantha. It is always special to get together with Morgan friends, some whom we don't really see often enough. And, as always, it is a great opportunity to look back and reflect on 2005, and set our agendas for the upcoming new year.



Choices, choices . . . British racing green or Fire Engine Red . . .

As is always the case, there was a wondrous feast, a fully catered affair with all the wonderful Italian specialties and lots of festive holiday desserts. The house was beautifully decorated for the season. We all enjoyed Morgan and Cassie's lovely new home and marveled at the 'Keg' Cellar with the ingeniously crafted wine racks. It's not that the holes are too big, they just need bigger bottles. The home theater was quite the spot, especially later with MOGSouth Moments flashing on the huge screen, as was the pool table and foosball. All were well exercised by the crowds. (They may never let us come back.) There was even a large play area for the little ones. There is something about the Holidays and children. They just seem to make each more special.

MOGSouth has no real business so we tend to spend a moment or two during the Christmas Party taking suggestions for the upcoming meets and reminding folks to pay their dues for the new year. Sam Sellers and Rich Fohl gave us a bit of news from the factory and, based on the current models'

popularity in Europe and here in the US, we will hopefully see more new Morgan models certified for import.

Bob Steele has graciously offered to organize the Spring meet in central Alabama. He discussed possible sites and accommodations but no decisions were made other than tentatively setting the date for the weekend of May 19th, trying to de-conflict with other May events, e.g. Mothers Day, British Car Day, etc.

Other Club business included a brief fashion show by Mark Campbell, showing Scarlett's handiwork. She really has done a super job with embroidering the MOGSouth Club Logo and Randy Johnson will take orders should anyone want to indulge. Connie Lipscomb is now the event Chairperson for the MCCDC MOG36 and she gave us some tidbits about the meet. The Mother Courage Award was presented, in honor of the Dan and Nacilee Kelly, to the Addie family from Augusta, Georgia. (See details on the following page.) The final official (?) event of the evening was the 'tacky' gift exchange. This time we all chose a gift and opened it at the same time.

It's obvious that we haven't lost too much of our youthful exuberance or slightly wicked sense of humor as we have . . . well, matured. There were some items that were quite 'tacky' and some that were really 'special'. Hopefully, Morgan and Cassie won't find out where we hid them. Another great party and a fitting end to the Club activities for 2005. I am looking forward to another year of MOGSouth events and great Morgan moments. Don't forget to pay your dues and we'll see you in the spring.

Mark



Photos Above, Courtesy of Stacey Bondon



Scarlett's Latest
MOGSouth Fashions . . .

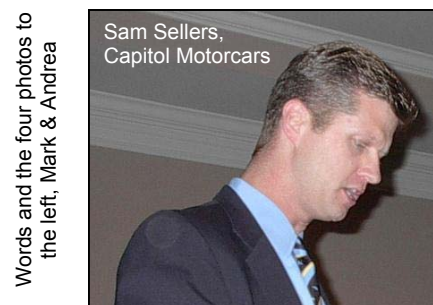


Nemo . . . hoping
not to be found.



Graeme and Jenny Addie

Photo Courtesy of Stacey Bondon



Sam Sellers,
Capitol Motorcars



Randy Johnson,
Club Business . . .

**Happy Holidays
to All and Best
Wishes for A
Joyous 2006!**

Words and the four photos to
the left, Mark & Andrea

MOTHERCOURAGEAWARD

3 DECEMBER 2005

One the best parts of having received the Mother Courage Award last year is the opportunity to pass this award to the next worthy recipient. As you all know, the Mother Courage award is given in honor of past MOGSouth members Dan and Nancilee Kelly. They were tremendously active participants in MOGSouth and truly unforgettable Morgan personalities. The award is given in their honor to club members who exhibit a true love for People, Morgans, and Life. Selecting a single recipient is very, very difficult as there are always so many worthy MOGSouth members. The love of People, Morgans and Life seems to be a credo we all live by. This year we couldn't simply pick out a person, as it is was not just an individual member's contribution to MogSouth, but in this case, it is more of the collective efforts of a entire MogSouth Family. The Mother Courage Award was presented to the Addie Family, Graeme, Jenny, Robyn and Emma. Only Emma was unable to attend, as she was studying for a certification exam.



Photo Courtesy of Stacey Bondon

For some of us, Morgan ownership takes up all our time and most of our money, but Graeme and Jenny find time for other things. Jenny, when not at work, is an active dog trainer competing in agility and obedience, while Graeme is an avid sailor, frequently winning in the Augusta Sailing Club and other regional events. Graeme has also been a pilot. Jenny and he are members of the lovely golf course they live on in Augusta. And then there is Graeme's 'Day' job. He is the VP of Engineering and Research and development for Georgia Iron works, has been named the Hydraulic Institute (HI) 2004 Member of the Year. In addition, he holds some six patents, and is the author of several leading industry books. ***I don't know where he finds the time.*** I think the secret is the support he gets from the Girls, Emma and Robyn. And the girls are truly part of this club.



Photo Courtesy of Andrea Braunstein

Graeme has done a lot for the Morgan community even outside of MOGSouth. Graeme, working with the Morgan Sports Car Club UK, facilitated the casting of unavailable Standard Special cylinder heads for Morgan Series 1s in a foundry in Chatanooga. But you can't talk about Morgan awards without talking about the family's Morgans.

Graeme's Morgans are 'exceptional'. He has two 'exceptional' Series 1s and F Type Trike. I use the word 'exceptional', not in the sense of being exceptionally Concours gorgeous or exceptionally original, but in the sense that they are truly exceptional in that they are always present. Having two series 1s, I know the challenges of keeping these cars on the road. Graeme's cars are mechanical marvels, with modifications that keep them road-worthy and in some cases quite fast. We sometimes shy away from events that we think may be too far or too much for our cars. This doesn't stop Graeme. And in many cases, all three cars are there, as he enlists the aid of his daughters, Emma and Robyn, in driving the cars to the events. We all remember the Chatanooga meet with all three cars present. The Dahlenega meet where the Trike made the Suches loop tour without a hiccup. He drove the green Series 1 to Atlanta from Augusta for the afternoon noggin with George Proudfoot this past June. And we all enjoyed the cars in Aiken as Graeme, Jenny and the girls, organized the tremendously successful fall meet this year.

Wonderful MOGSouth members and worthy recipients of the Mother Courage Award for 2005. Congratulations to the Addie family, and very well deserved!





Morgans and Muscle Cars in Lineville, Alabama. Sometimes you just have to live dangerously and venture outside the norm. We did just that by flying the MOGSouth flag, in force, at the 18th Annual Alcazar Car Show in Lineville, Alabama. This show is run by MOGSouth member Bob Steele and he has been the lone Morgan owner, showing his cars here, for several years. We thought we'd add a few more to the mix to make a louder statement. With over 700 cars there, I am not sure we were successful with our 7 Morgans, but we nearly had a full complement of Morgan models. Bob brought down his 4-Seater, Drop Head and Chevy powered Plus 8, and we added a few more plus 8s and the 4/4. All we lacked was Plus 4 Roadster, a Trike and a +4+ (ok, an Aero, a Series 1, a Roadster . . .)

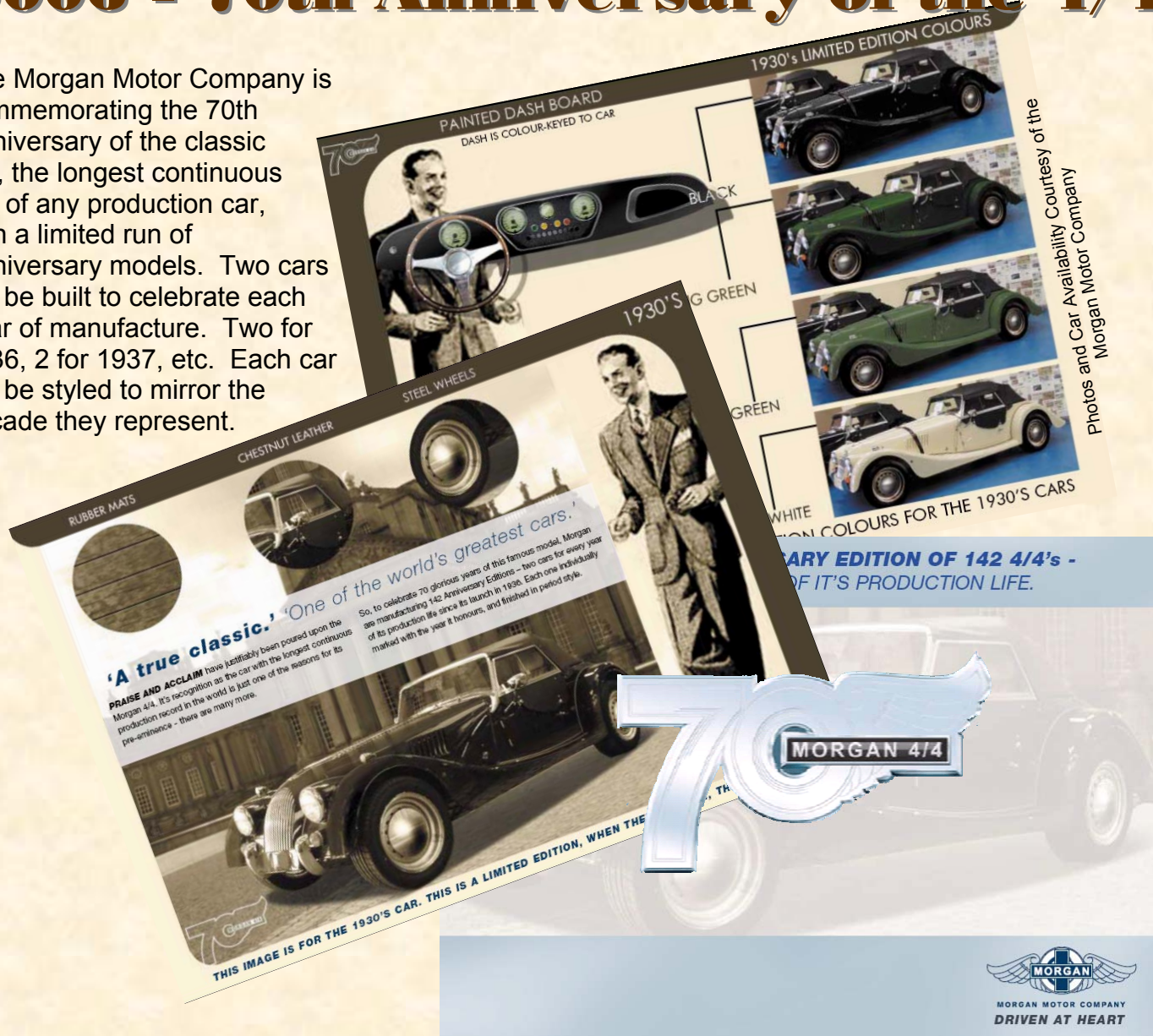
There were a lot of great cars to see, hot rods, classic restorations and muscle cars throughout the lakeside setting. One of the more interesting collections were the Rat Rods, from Odd-Rods of Georgia. They were a collection of really ratty looking classics with screw drivers for door hinge pins, unpolished with clear coat over rust, exposed welds, and the like. The interiors were appropriately adorned with plastic diner seats, duct tape and vice grips. Interesting, to say the least.

We talked with quite a few folks, many unaware of the Morgan marque, but surprisingly there were a good number that were aware of the cars and were very pleased to see us there, in number. We even met a recently retired Southern California Morgan owner, Chip Nunley, who has just retired to central Alabama. Perhaps a new MOGSouth Member? Hopefully, we can muster a few cars more in the coming year and support Bob in his efforts to bring the mainstream (?) to the masses.



2006 - 70th Anniversary of the 4/4

The Morgan Motor Company is commemorating the 70th Anniversary of the classic 4/4, the longest continuous run of any production car, with a limited run of Anniversary models. Two cars will be built to celebrate each year of manufacture. Two for 1936, 2 for 1937, etc. Each car will be styled to mirror the decade they represent.



These pictures depict the styling of the cars intended to commemorate the 1930s production period. Unfortunately for us, the current 4/4 is not available in the US so it would appear that these will all go elsewhere; or, if you'd like a Morgan to keep abroad, perhaps you can get one. You'd best be fast however, as the report on the Morgan Motor Car Company web site shows most of these commemorative cars, especially those commemorating the early years, have already been reserved.

1930s Era - No Cars Remaining

1940s Era - No Cars Remaining

1950s Era - No Cars Remaining

1960s Era - 1961 & 1962 - 2 Cars Each Year, 1969 - 1 Car Remaining

1970s Era - 1973, 1974, 1975 - 1 Car Each Year, 1976 & 1977 - 2 Cars Each Year, 1978 - 1 Car Remaining

1980s Era - 1980 - 1 Car, 1981 - 2 Cars, 1983, 1984, 1985, 1986, 1987, 1988, 1989 - 2 Cars Each Year

1990s Era - 1990 - 1 Car, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999 - 2 Cars Each Year

2000 Era - 1 Car, 2002, 2003, 2004, 2005 - 2 Cars Each Year Remaining, 2006 - No Cars Remaining

Commemorative 4/4s Still Available As of 7 December



LIFECar project promises to demonstrate an efficient high performance fuel cell sports car within three years

The green car will deliver on performance and looks as well as emission reduction

A wholly British partnership today unveiled plans to develop the world's first environmentally clean sports car, powered by a fuel cell which converts hydrogen into electricity. The partnership is made up of legendary British sports car manufacturer, the Morgan Motor Company, QinetiQ, Cranfield and Oxford Universities, BOC and OSCar.

The new vehicle, known as LIFECar, will be ultra quiet and its exhaust systems will produce only water vapour. It promises a clean vehicle combined with sound motoring performance and stylish good looks. Part-funded by the Department for Trade and Industry (DTI), LIFECar is a two and half-year long project which marks a step change in vehicle power technology, producing a combination of performance, range and fuel economy that will be essential to the motoring world of the future.

LIFECar will be based on the Morgan Aero Eight, and is powered by a QinetiQ-made fuel cell, which converts hydrogen – and oxygen taken from the air around it – into electrical energy. It will be clean, quiet and economic, and the only waste product from the car will be water. The car's power system will be incredibly efficient, producing significant improvements over current fuel cell prototype vehicles, with the fuel cell powering four separate electric motors, one at each drive wheel.



Latest Press Release and Photo Courtesy of Morgan Motor Company

The key to delivering this step change in energy efficiency lies in a combination of factors, including weight reduction and a different design approach. This approach exploits opportunities across the vehicle to reduce energy losses and requirements.

Regenerative braking and surplus energy will be used to charge ultra-capacitors, which will release their energy when the car is accelerating. This architecture will allow the car to have a much smaller fuel cell than is conventionally regarded as necessary: it will only be as large as is required to provide cruising speed, approximately 24 kW, as opposed to around 85kW proposed by most competitor systems. Speaking at this year's Society of Motor Manufacturers International Business Group, where the plans were unveiled, Charles Morgan, corporate strategy director of the Morgan Motor Company and LIFECar project director, said: "This is a project which captures the imagination. LIFECar promises to combine advanced technology while retaining the best in traditional ways of designing and building cars. A sports car that is beautiful, brilliant to drive but pollution free must be a goal worth striving for."

Costing a total of £1.9m, with a mix of industry and DTI funding, the two and half year project will be broken down into the following areas of responsibility:

- **BOC** Developing the hydrogen refuelling plant
- **Cranfield University** Systems simulation, on-board computing and control of the fuel-cell hybrid powertrain. Also responsible for analysis of the integrated design process used. Vehicle controller and control algorithm, together with modelling software
- **Morgan Motor Company** Providing the car platform and assembling the final concept car
- **Oxford University** Undertaking the design and control (note C) of the electric motors
- **OSCar** Responsible for overall system design and architecture
- **QinetiQ** Developing Proton Exchange Membrane Fuel Cell (PEMFC)

NEWS JUST IN !!

The MOGSouth roving reporter sends in this report, complete with spy photo, taken somewhere Northeast of Atlanta.

It is reported to be *Jack Claxton in his Morgan* ! This must be a fake ! . . . We know how one can manipulate a digital image . . . Another's body, a little taller . . . And no one has actually seen Jack's Morgan. The rumor is there, but we know it must be just another urban legend !



SOUND BITES

Thoroughbred & Classic Cars - November 2005

Sports 20 Great Classics Do Battle - Morgan Plus 8 - Glen Waddington

"Predictably, the Plus 8 is a handful to drive. It skitters about on firm suspension, refusing to roll, darting into corners and willingly flicking its tail at the merest provocation. It's willful, slightly scary and fantastic fun. No car that looks so old should feel so fast or make such a raucous racket. It sounds like your granddad's built a hot rod. There's something cosy about the Plus 8 too. You tend to picture it in a scene of bucolic splendour, complete with wicker picnic hamper and tartan travel rug. It's a car of extremes, happy to play the hopeless romantic, happier still to reveal the cloven hoof when you put your foot down. There's nothing else like it."

Robb Report - December 2005 [8 pages on Morgan with Excellent Photographs. Ed]

An Indelible Marque - Ray Thursby

- "In a world that consumes millions of new cars every year, a small but lasting niche exists for truly eccentric machines that only the British seem to be able to create. Anyone who wishes to experience an example of what motoring was like in the heroic age must drive one of these anachronistic cars, which emerge in a steady trickle for the Morgan works in Malvern Link, England."
-
-

The Morgans Change, the Morgans Stay the Same - Jan Morgan

"With its responsive engine and handling, and the incredible view over its long louvered hood, the Roadster begs to be driven quickly. It always delivers sufficient power to break the rear end loose, and its suspension is stiff and stable enough to slide the car through every corner. Such attributes area what make the Roadster so enjoyable to drive and, quite possibly, the most endearing motoring experience available for less than \$75,000."

**MOGStuff
For Sale !!**



1980 Rover 3500S Parts Car. Complete car. Includes engine and 5 speed manual gearbox.

In storage 13 years. Odometer reads 053757. Buy the car, remove what you need, junk the remainder for cash or part it out. \$875
Jack Claxton, jclax5817@aol.com, 678-450-0703 (Near Road



1961 Plus 4, 4 Seater, #4447. West Coast. Gary Bell at (360) 877-5160

(Higher Resolution Photos Available from Mark Braunstein (770) 944-9787)





Key Planning Dates

Get your calendars out and pencil in these upcoming events. 2006 looks to be another fun-filled year of Morgan Club activities, car shows and historic races. Come out and participate in these great opportunities to socialize and see all of your MOGSouth friends.



Vintage Drivers Club of America

25 - 26 February 2006

Carolina Motorsports Park, Kershaw, South Carolina



Amelia Island Concours d'Elegance

10 - 12 March 2006

The Ritz-Carlton, Amelia Island, Florida



Savannah Historic Races

30 March - 2 April 2006

Roebing Road Raceway, Savannah, Georgia



Vintage Drivers Club of America

14 - 15 April 2006

Virginia International Raceway, Danville, North Carolina



Classic Motorsports 'Walter Mitty Challenge'

27 - 30 April 2006

Road Atlanta, Braselton, Georgia



Atlanta British Motorcar Day

13 May 2006

Berry College, Rome, Georgia



MOGSouth Spring Meet

19 - 21 May 2006

Central Alabama (Details to be Announced)



Gold Cup Races

9 - 11 June 2006

Virginia International Raceway, Danville, NC



MCCDC's Annual Morgan Meet - MOG 36

30 June - 4 July 2006 (tentative)

Shepherdstown, West Virginia



Virginia International Historic Races

31 August - 3 September 2006

Virginia International Raceway, Danville, South Carolina



Petite LeMans

30 September 2006

Road Atlanta, Braselton, Georgia



MOGSouth Fall Meet

Dates TBD - October 2006



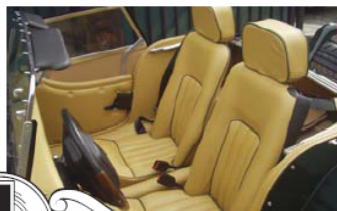
Hilton Head Island Concours d'Elegance

Dates TBD - November 2006



MOGSouth Christmas Party

2 December 2006 - (Hosts Being Solicited, Call Randy Johnson)



NEW 2005 ROADSTER AMERICA Ferrari Blue

Pozzi, Muirhead Lipstick Red Leather piped in Bobbin Blue, Blue Mohair weather equipment (top, tonneau, sidecurtains) piped in red; Dark Blue carpets piped in Lipstick Red leather; Blue wingbeading; Morgan Winged logo embroidered into headrests in blue thread; luggage rack, photo build album, LeMans '62 alloy shift knob, Air Conditioning, elasticated door pockets, electric clock, stainless badge bar, Morgan logoed Accelerator pedal, speakers and antennae, red leather dash instrument surround, dark blue mohair hood cover with embroidered Morgan logo. *Arriving Soon*

NEW 2005 ROADSTER AMERICA BMW Jet Black exterior, Muirhead Lipstick Red leather interior, piped in black; black mohair weather equipment, piped in red leather; Black carpets piped in Red leather, Seats embroidered with Morgan Winged Logo in black thread; badge bar, electric clock, Morgan logoed accelerator pedal, Black bonnet strap, Black mohair hood cover piped in red with embroidered Morgan logo, photo build album, LeMans '62 alloy shift knob, speakers and antennae, elasticated door pockets, Air Conditioning. *Arriving Soon*

NEW 2005 ROADSTER AMERICA Ferrari Grigio Ingrid Metallic, Cognac Yarwood leather, Ostrich embossed, piped in Crème de Cocoa, Chocolate mohair weather equipment piped in Crème de Cocoa, Air Conditioning, Stainless Steel wire wheels, Morgan wings embroidered in headrests, stainless luggage rack, brown bonnet strap, elasticated door pockets, Le Mans shift alloy knob, mohair hood cover, badge bar.

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

'03 +8 Connaught Green/Biscuit leather piped in Green, 2k one owner miles, tan weather equipment, stainless wire wheels, stereo CD, fog lights, As new!

'00 +8 BRG/Tan leather, 5,018 one owner miles, wire wheels, luggage rack, halogen headlights, Hella spot and fog lamps.

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

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

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

'66 +4 DRASTIC PRICE REDUCTION Putty Beige Tan with Black, one California owner since 1978, fresh restoration: new Paint, interior, top, side curtains, very low, approximately 3,000 or less, miles on Greg Solow built street/race engine with Weber carbs, new front end rebuilt-beautiful example!

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

'64 +4 Raspberry with Brown Leather, Karl Swanson owned and driven to SCCA E Production Championship in 1966; recent endless vintage race victories make this the best prepared, fastest Morgan +4 in North

America All alloy low profile SS body, 167 dyno'd HP, Webers, alloy radiator, diaphragm clutch, alloy oil pan, Panard rod rear, fire system, ceramic coated headers, spax shocks.

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

'62 +4 DHC New BRG paint, chocolate leather interior, wool carpets in dark green with chocolate leather piping, 72 spoke chrome wire wheels and radial tires, dark green Everflex convertible top with refinished interior wood and Derrington steering wheel. Major service: valves, rebuilt carbs, gas tank refinished, new fuel lines, brakes and cylinders, one of the most beautiful DHC we've ever had.

'52 +4 FLAT RAD ROADSTER SOLD!

COMING SOON! MORGAN THREE WHEELER

OTHER MARQUES

'98 PORSCHE 993 CABRIOLET Blue Metallic Calypso/Grey leather, Grey power top, chromed 3 piece Porsche alloy wheels with crested centers, 8 way power seats, grey dash and steering wheel, stereo CD, every conceivable option, just serviced.

'90 HONDA, GB500 TOURIST TROPHY Finest single ever built, absolutely brand new in every way, megaphone exhaust, bikini fairing (not yet fitted). This retro British single by Honda was quite rare when new and almost none were 1990 models. 100% original and perfect!

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

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

'62 TRIUMPH TR4, Red w/ Black Leather white piping, \$60k+ restoration-Pebble Beach quality, 128 HP dynoed, Overdrive, Surrey Top; exact recreation of Factory Sebring car, every component strengthened!

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Dennis Glavis, Managing Director

DENNIS@MORGANWEST.NET



Legendary.

MORGAN

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Morgan sales plus service and restoration for all British marques.



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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 (770) 944-9787. 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.

It's MOGSouth Club Dues Time Again!

Don't Forget to Send Your Annual Dues of \$25 to Randy Johnson, See Details Below

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/05

296 Lakeshore Drive, Berkeley Lake, Georgia 30096-3030

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

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

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

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

