

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 8/06

MOGSouth Christmas Party Burnsville, North Carolina 2 December, 2006

MOGSouth's Annual Christmas Party was held Saturday night, December 2 at the Nu-Wray Inn in Burnsville, North Carolina and ably hosted by David and Sarah Chiles.

Our daughter Amy accompanied me in Dale's stead and I think she would agree that it was a great party. We traveled to Burnsville via the Mazda instead of the Plus Four, a decision I made on Friday night and relayed to Amy through chattering teeth while sitting at her school's playoff football game. We were both more comfortable, not to mention much warmer and made it to Burnsville in four hours from Berkeley Lake. We arrived about two PM, not in time for the Burnsville Christmas Parade but we were able to drive through all that the parade horses left on the street. It looked like they had a lot of horses!

As in the past, the town square was all decked out with Christmas decorations as was the Inn. Several members had traveled to Burnsville on Friday and were able to enjoy the day shopping as well as watching the parade.

There were two Morgans driven to the party, Lynn and Julie Craig in their yellow four place, Morgana and Gene Spainhour and Pat Harris in their lovely Plus Eight.

The rest of us came in our tin tops and that included, Graeme and Jenny Addie, SuperDave and Marilyn Bondon, Morgan and Cassie Bondon with children Maddie and Timmy, Jack and Monica Claxton, Eric and Ann Cummins with son Scott, Lee and Trisha Gaskins, Norris and Susan Haynes, Michael and Brenda



Photo Courtesy of Dave Bondon

Hewitt, Lance and Connie Lipscomb, Judy and Ed Herman, Matthew and Martha McClellan, Gene and Betsy McOmber, Glenn and Dorothy Moore, Stew "Bulldog" and Judy Mosbey, Jack and Emily Poteet, Oscar and Bonita Roberts, Ben and Stacey Schepens, Carlton "Santa" and Bev Shriver and our newest members, Winston and Laura Hoy.

There was much socializing in the living room of the Inn on Saturday afternoon as Winston had built a fire in the fireplace and he and Dorothy Moore kept it well stoked.

Later in the afternoon David and Sarah advised us that refreshments were then being served in the upstairs parlor and we all retired there for a some pre-dinner Christmas cheer. It was obvious to me from the volume of conversation that everyone was having a good time.

Dinner was served at 7PM and was great. There were several main courses to choose from and I understand that no one left hungry. After dinner and dessert, I chaired our annual (short) business meeting.

One matter of business was that dues are due January 1, 2007 (still \$25) and thank you to those members that paid at the party. I also solicited members to host the 2007 Spring Meet and the Delegation from the great State of South Carolina (upstate) the Gaskins, McOmbers and the Tuleibitzs offered to host the Meet. Date and location will be forwarded when available, but thank you to those three couples for volunteering to host the Meet.

"Bulldog" Mosbey also donated a bottle of his favorite wine as a door prize and I decided that Ed and Judy Herman were deserving of the bottle as they discovered another Burnsville in North Carolina, albeit not the one where the party was to be held. This discovery caused their trip from Aiken, SC to be about twice the distance that it should have been. I hope the wine helped!

The highlight of the evening and for that matter our year is the announcement of the Mother Courage Award for 2006. As I am sure you all know, early in 1998, Rick Rader, MOGSouth member from Chattanooga suggest that MOGSouth establish a perpetual award to honor the memory and spirit of the long time MOGSouth members Nancilee and Dan Kelly, to be called the Mother Courage Award. Mother Courage is the name Nancilee gave to her blue Drop Head Coupe. A committee was drafted at the 1998 Spring Meet to decide the criteria for the award and that committee decided that the award is to be given to the person or persons who best personify Dan and Nancilee's love for people, Morgans and life. The recipient of the Mother Courage Award is so honored at the annual MOGSouth Christmas Party.

The recipients this year are Glenn and Dorothy Moore. Glenn and Dorothy came to the Fall Meet in 2005 in Aiken looking for a car as it was always Glenn's dream to own a Morgan. They purchased a Plus Eight in January of this year and have driven



Glenn Moore with Laura and Winston Hoy



Randy Johnson and Lee Gaskins



Super Dave and Maddie - Too much Excitement!



Julie Craig, Monica Claxton, and Betsy McOmber

Photos - John Tuleibitz

Photo - Randy Johnson

the wheels off of it, to both the Spring and Fall Meets as well as to MCCDC's Annual MOG and then on up the East Coast. They truly embody and personify the Morgan Spirit and we congratulate them on having been chosen to receive the award for 2006.

At the conclusion of the meeting and dinner many of us again took advantage of the time to continue socializing in the parlor.

Sunday dawned clear and cold but the local Hardees and Mickey Ds was open early for coffee so it was just a short wait until breakfast was served buffet style at 8:30 Sunday morning.

I did try my hand at building a fire and for a while it was roaring but it looked "pitiful" in Winston Hoy's opinion, so I have designated him as official MOGSouth fire builder, along with Dorothy Moore as helper.

After breakfast we all headed for respective homes after many well wishes and Merry Christmases.

If you were not there you missed another great MOGSouth Christmas Party. Thank you to David and Sarah for organizing a great weekend!

**Merry Christmas &
Happy New Year !**

**We hope to see you all on
December 1, 2007 at next
year's party !**

Randy



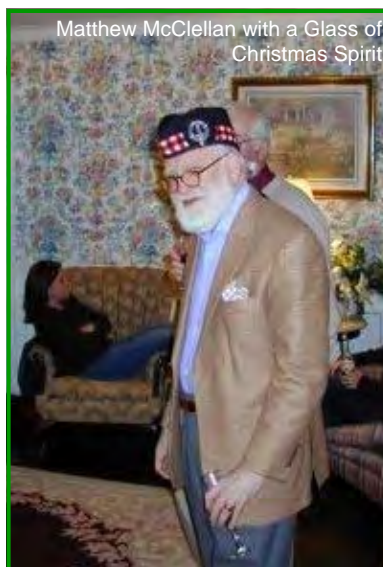
Lynn and Julie Craig's Morgana

Photos - John Tulebitz



Graeme & Jenny Addie with Norris Haynes' Wonderful Art Work of their Series 1

Photo - Dave Bondon



Matthew McClellan with a Glass of Christmas Spirit

Photo - John Tulebitz



Gene Spainhour's Plus Eight

Photos - John Tulebitz



Glenn & Dorothy Moore Receiving the 2006 Mother Courage Award from Randy Johnson

Photo - Dave Bondon



Sarah Chiles and Stacey Schepens

Photo - Randy Johnson





Title Photo Courtesy Jim Baker

MORGAN

FACTORY NEWS



The first meeting of the Club Morgan Aero Eight was held at the beautiful and history Chateau de la Mesardiere in St Tropez. The event was a celebration of the passion the Morgan Aero Eight provokes. 22 Aero Eights representing the life of the product looked resplendent in the car park in the gardens of the Chateau on the evening of the 28th September. Owners had come from France, Italy, Norway, Germany, Holland, Switzerland, Austria, the UK and Lanzarote. Two American owners made the trip specifically from the USA to France to hire the latest 2006 Morgan Aero Eight brought down from the factory in England. It was particularly heartwarming to see Aero Eight Number One in St Tropez. This was the first pre production prototype which the factory team evaluated and tested in Malvern and at Miramas track before the car's launch at the Geneva Show. <http://www.morgan-motor.co.uk/sales/aero_club.html 10/16/2006>



Turn your Dreams into Reality

"Imagine yourself at the wheel of a Morgan 4/4 driving through the country lanes and villages of the Cotswolds. The hood down, the wind in your hair and the thrill of driving a classic, hand-built, English sports car. The Morgan Motor Company and VisitCheltenham have come together to make your dream come true."



As spotted on the Cheltenham tourism website <<http://www.visitcheltenham.com/>>

"We can now offer exclusive three-night weekend breaks in top hotels and apartments, which include the hire of your very own Morgan 4/4 sports car. Prices start at just £900 for two . . . Three days' hire of a Morgan 4/4 Sports Car . . . Three nights' accommodation for two . . . from a choice of hotels and apartments in and around Cheltenham . . . Morgan Motor Company are making available two Morgan 4/4 sports cars. A traditional two-seater and a four-seat version."

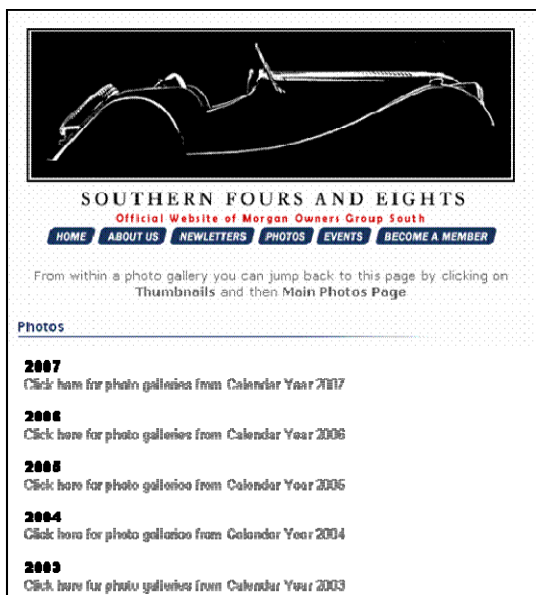
[It would appear that the Morgan Factory is now in the rental car business . . . This is their latest marketing effort. Ed.]

MOGSOUTHWEBSITE UPCOMING CHANGES

It's getting really hard to filter the digital photo collections being submitted for the MOGSouth Website. All your contributions are equally great and deserve to be shared with the rest of the club. But as size has become an issue, I have found myself more often having to do this. I certainly don't want to stifle anyone's enthusiasm about contributing to the newsletter or web. All the photo galleries are all great, capturing the magic of our varied events, Morgan specific or related. But as the website has grown, so has the time it takes to display the web pages. For example, the more photo galleries we add, the longer it takes to display the main 'Photos' page in your web browser. The slower your internet connection, the worse it is. The same is true, but to a lesser degree of the 'Newsletters' page.

There is a simple fix, however. The problematic web pages just need to be subdivided by year. This means that we will all be faced with an additional 'mouse click'. We'll need to select the year of interest, and then the web pages will display, but only with the photo galleries or newsletters from the selected year. I don't suspect the extra mouse click will hinder us much and some of us can actually use the exercise. The change might be as simple as the image of the main 'Photos' page mocked up here or I may do something a bit more elaborate, but don't worry, I won't get too crazy. If you have comments, please send me a note or an email to morgansp8@bellsouth.net

Also, if there are other things that you think need to be changed, added or deleted just let me know. This is your website, feel free to contribute. There's time as these changes won't be done until sometime into the new year.





3 bucks a gallon or 3 bucks a liter, either way . . . it's still a Bargain!!
(Irish Filling Station - Tim's wife Ann's Pic from Richard Smith)



You fair weather drivers should be ashamed of yourselves.
(Waiting for the Green Light - Loton Park from Richard Smith)



Pre War Series 1 - Lovely in Lilac
(Rhis' Mog from Richard Smith)

The Morgan Ear



November 2006

The 'Golden Mog' - Cover of the November issue of the Morgan Owners Club Australia 'The Morgan Ear'

The photographs on this page are from the UK and Australia. Those to the left are courtesy Richard Smith of the High Peak Centre while the 'Golden Mog' is courtesy of the Sue Chatfield, editor of The Morgan Ear.

One of the benefits of being editor of the MOGSouth newsletter is the opportunity to interface with other Morgan Club editors around the globe. In a recent email chat with Richard Smith, editor of TorMog, the High Peak center of MSCC, he concluded that 'we are all one great big united family!' He is absolutely correct. Whether we choose to embrace it or not, the pervasive internet, email and digital photography of today helps to illuminate the vastness of the global Morgan community, while simultaneously uniting us as 'virtual' family. Reluctant as we might be, change has come, and who knows . . . we might just like it. Ed.

Hold the Press !! - News Just In !!

Peter Ritch of Greenville SC, is currently working in the UK and his Post War Series 1 (which has been off the road for some 20 years) is being restored by non other than George Proudfoot. Well done Peter! I think George has had a hand in every Series 1 on the East Coast. Peter, how about a restoration report for our next issue??



VDCA Vintage Race, Roebling Road 8-10 December 2006 Article and Photos by *John Tuleibitz*

I moved South from Pittsburgh to get away from frigid winters. So what am I doing on a wind-swept racecourse the second weekend in December on a 22-degree morning? Well, I'm crewing for Gene McOmber and his Morgan 4/4; I'm meeting a lot of Morgan folks; and I'm freezing my tail off. When I volunteered for this weekend, I was at a lakeside party on an 80-degree afternoon. Talk about not looking ahead!

Anyway, it did turn out to be a great weekend to locate Morgan types. Besides Gene, the entry list included Jack Poteet and his Morgan 4/4; Dave Bondon and his Royale RP4; Ray Morgan and his Merlyn Mk4; Bill Lightfoot, who frequently races a Morgan, and his Cooper T51 Gran Prix car; Hank Giffin, who normally pilots a Super Sports, and his Elva Courier; and Mike Mulroney and his Plus 4 SS. Mike didn't make the trip from PA, but everyone else showed up.

While Hank Giffen was racing the Elva this weekend, he did bring his Plus 4 four-seater to commute in. Bill Lightfoot's Cooper was a treat to see. It was raced in Europe by some top drivers in the late 50's and still wears the original stickers.

In addition to the scheduled players, Stacey Schepens appeared Friday afternoon to cheer on the Bondon efforts and to decorate the Christmas tree. Saturday, I spotted Bill Stelcher, who was buying some driving gear and meeting some of the pre-war racers. Bill took one of his three-wheelers to England this Summer to be properly race prepped so he can race it next year, and visited the three-wheeler AGM while he was there. He should have lots of interesting tales to tell the next time he appears at one of our events, and will certainly add some color to the vintage races next year. Sunday, we met Gordon King, who was there driving an extremely fast Mini. Gordon, who is from Charleston, had one of the new Roadsters at the BMW Euro show this October and really loves the car.

The racing action led to mixed results. Jack Poteet's weekend ended about half-way through the first Friday practice session when an oil filter worked loose, leading to an oil loss, leading to a hole in the block, leading to even more of an oil loss. Everyone else had a good weekend. The cars looked great on the track and nothing important broke.

There's no question that vintage racing is one of the most enjoyable activities available to incurable car nuts. But I do have one little piece of news. The season ends in October. As far as that race scheduled for mid-February, don't even ask. I've checked my schedule and I have to iron my socks that weekend.



Gene McOmber



Jack Poteet



Gordon King

Who needs Danica?

Stacey Schepens wins overall at Road Atlanta, beating Aston Martin and Lotus. First Woman ever to win overall in SVRA / HSR.



Last Lap Pass for the Lead !

Photo & Words - Stacey's Chief Mechanic & Money Launderer

ROAD ATLANTA - OCTOBER 20 - 22 2006

MOG SOUTH RACER REPORTS





Across the Pond and Then Some . . .

Excerpts From Eleanor Nabney's Travelogue - October 2006

Number of miles flown 6.531; Countries visited : South Korea, China, North Korea
Number of times the words "surreal", "bizarre" and "odd" were used in one week: over 576
Number of plates of Kimchi eaten: 14; Number of International incidents narrowly avoided: 1



Me and my baby

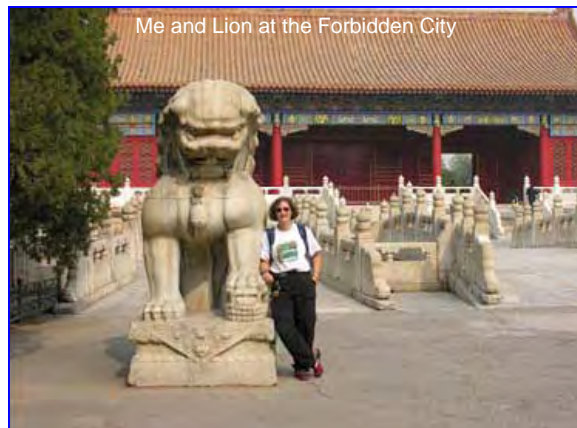
Well, I made it to South Korea with the minimum of stress as it happens, my work colleague did a mad dash in his Mini taking me to the S-Bahn station and from there the train to Frankfurt was easy and I checked in and was in the business lounge for almost two hours in the end ! The flight was uneventful as I slept for most of it, when I landed I had already decided to take the first bus out and go south since I would have the opportunity to see a lot more of Seoul when I got back from the rest of my trip. So I hopped a bus into town and then another one the 4 ½ hours south to Gwangju. It was an amazing bus with only 3 seats per row, that combined with there only being 4 of us on the entire bus meant that I travelled in true comfort (almost as good as a business-class seat on an aeroplane) and was totally relaxed when I arrived at 8.30 pm. This was a good thing as I had not booked accommodation and I couldn't find the place I had liked the sound of, I ended up asking at what turned out to be a local Buddhist convent for directions and an English-speaking nun called the place for me. It was full, but they had a recommendation for somewhere else for me to stay. It was only 10 minutes away so I managed to get there and checked in and in bed by 10 pm, which wasn't bad considering I had been travelling since 3 pm the previous day German time.

The next couple of days were spent exploring the local area, it used to be the place where the ancient Silla Empire stood, so there were large numbers of burial mounds scattered around the city, it was quite odd to be walking along and suddenly be confronted with a dirty great pile of grass-covered mud.

However with the state of the pavements (well, where there actually were any) unsurprisingly I took the bus back to town. On my way back in I stopped to use the Cashpoint (ATM) at a local bank which specifically said it took foreign cards. What they forgot to say was they took foreign cards and ate them. . . . I basically broke the bank and it took 20 minutes for them to retrieve my card and give me the cash, the queue at the only other cashpoint machine in the bank foyer was long and very crabby. But – I did get my money which was a bonus as the Exchange had closed.

I also went to two quite large temple complexes, one at the top of a hill, Seokguram Grotto with a huge golden Buddha in a cave carved into the hillside and after a long downhill walk I came across the second temple complex called Bulguksa which was huge. The light was fading as I wandered around, but it didn't stop the hoards of kids from screaming all the time. I think I must have hit "school visit to Gyeongju" week as I probably saw several thousand kids whilst I was there . . . I bussed it back up to Seoul via Chonju and spent the afternoon there before my flight to Beijing, hiked around the lower Namdan area for awhile and then I took the cable car to the bottom of the Namdan tower but as the visibility was virtually none I gave the tower a miss, walking back down instead, through a couple of parks and then getting some locals to show me the route to the Namdemun market, which is pretty famous as I had several recommendations to go and visit it . . . It was a fascinating bustling place absolutely full of rip-off anything you would want to name. Right in the middle is an underground fish market, nice and smelly! I braved lunch in a local joint, there was no English there so I pointed at a couple of plates and managed to get a great meal, mixed vegetables and rice in a large bowl with a fried egg on top - the lady chopped it all up with a pair of scissors in front of me which was a little entertaining which I subsequently found out is called Bimbap. Naturally it came with several side dishes, soup, the ubiquitous green stuff and as always Kimchi, which is an acquired taste (they bury it in the garden for 6 months to ferment for goodness-sakes, how good can it be ?).

I arrived at Beijing collected my bag and shared a taxi into town with an Australian before landing up at hotel around 10.30pm. I went for a quick walk to get some water and then went to bed. The morning I met the rest of the group and the Tour Leader . . . we took a tour of Beijing, starting with a visit to the Mausoleum where Mao is kept, very chilling, first a huge marble statue of him which many children were laying flowers at the feet of (Why ? He was such a monster . . .) and then single-file past the glass



Me and Lion at the Forbidden City

covered cabinet he rests on - odd feeling looking at the man whose Biography I had been reading at home in complete amazement . . . Next the Forbidden City and were given about 2 hours to wander around it. Ian and I meandered off together trying to find some peaceful corners to take pictures, not so easy since half of China seemed to be there. Also everything is being rebuilt in anticipation of the Olympics so half the buildings were covered in scaffolding. . . together trying to find some peaceful corners to take pictures, not so easy since half of China seemed to be there. Also everything is being rebuilt in anticipation of the Olympics so half the buildings were covered in scaffolding. . .

The wait at the two border stations were long, the only excitement was sneaking into the men's toilets to take a look at the huge Mao statue before we left China. Getting in to North Korea was something else - they looked at everything in our bags and especially checked any books that we might have. No video cameras were allowed, no binoculars, no large zoom lenses and no mobile phones (which I didn't understand - what did they think we were going to do with them ?) . . . North Korea is certainly an interesting place to visit (as an aside my guide book starts with the sentence: "By visiting the DPRK you instantly become the most interesting person that you know") especially since they only let in around 1500 'westerners' a year, and it is a bit of a nightmare to get a visa with a 1-page CV and letter of employment required just to get an invitation to apply for a visa. Thankfully they omitted to understand that the NA in PCNA and USA in MBUSA denoted that I had probably worked in the US (or as they describe America in all speeches/museum exhibits/books: "The Imperialist Aggressors") so I was safe and of course I did not take my US passport with me, they don't seem to like Americans very much somehow. . . I was amazed at how much they paste over the problems and seem to think that we might actually believe that everything is just fine, fine, fine. . .

DPRK transportation observations:

- When they say we are going to arrive somewhere at a certain time you can be absolutely sure that you will since there are almost no other cars on the streets at all. This manifests itself in many ways: driving along Freedom Highway, a mere 8-lane road on our way out of Pyongyang with not a car/bus/lorry in sight.
- Motorways are equally eerie with a central reservation made up of small bushes and again not a car / bus / lorry in sight. We had to bang on the door of the motorway service station in order to get in and use the toilets.
- Traveling south toward the border is interesting, we had to go through a number of checkpoints and our driver basically drove straight at the soldier standing in the way with his hand up, thankfully they all realised in time that we were a tourist bus and nobody suffered any lasting damage.
- At night in the very occasional dim street in Pyongyang light you can see people queuing 200 deep waiting for a tram or a bus.

In Kaesong we were taken to the local museum which was basically a celebration of the "Imperialist Aggressors" where there were huge displays of all the atrocities that the Americans were supposed to have committed - the guide was incredibly angry even 50 years on, it was quite sad to see. I do understand that it is important that these things do not get forgotten, but it was done in such a way as to fuel the hatred rather than to move on, but it was like this all around North Korea when it came to the US.

Then we went through all the hoops and security checks on your way to Panmunjom where all the talks take place and there are huts which span the South/North line. The blue buildings are the DPRK buildings and the silver ones belong to the PRK Quite amusing since there was nobody on the other side (apparently a couple of DPRK soldiers had been found poking about in PRK where they shouldn't be). We sat at the table and then took lots of pictures of the area. Considering it is called the Demilitarized Zone I find it funny that it has the greatest concentration of soldiers in the world along it . . . more buildings where more talks took place and then we were on our way again (having been counted in and counted out!)

Back to Pyongyang where we had CNN and found out that this was the day that Kim had set off an atomic explosion - great. Lots of talk around the bar that evening about it all, of course trying to be discrete at the same time since we were sure we were being bugged. Over the next few days we visited a huge number of sites, all the statues of the Kim's which exist in Pyongyang as well as the Triumphal Arch (marginally bigger than the one in Paris, because they could . . .)

[We continue to be amazed by her exploits but I am starting to wonder if Eleanor's travels and international incidents (like atomic bomb tests) are somehow related . . . Ed.]



Traffic in Kaessong



Panmunjom - looking at South Korea



Founding of the KPW Day



Key Planning Dates

2007 looks to be another super year for Morgan outings and other automobile related events. Get you pencils sharpened and your calendars out, it's time to make some plans. . .

MOG SOUTH EVENTS
2007



Vintage Drivers Club of America, 24 - 25 Feb 2007, Carolina Motorsports Park, Kershaw, SC



Amelia Island Concours d'Elegance, 9 - 11 Mar 2007, The Ritz-Carlton, Amelia Island, FL



Savannah Historic Races, 30 Mar - 2 Apr 2007 (Tentative), Roebling Road Raceway, Savannah, GA



All British Car & Motorcycle Show, 31 Mar 2007, Winter Park, FL



MOG South Spring Meet, Dates & Location TBD, Hosts - Gaskins, McOmbers and the Tuleibitz'



Vintage Drivers Club of America, 13 - 15 Apr 2007, Virginia International Raceway, Danville, VA



Classic Motorsports 'Walter Mitty' Challenge, 26 - 29 Apr 2007, Road Atlanta, Braselton, GA



Atlanta British Motorcar Day, 12 May 2007 (Tentative), Berry College, Rome, GA



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



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



MCCDC's Annual Morgan Meet - MOG 37, Week of 4 July 2007, Location TBD



Virginia International Historic Races, 1 - 4 Sep 2006 (Tentative), VIR, Danville, VA



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



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



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



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



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



MOG South Fall Meet, Dates & Location TBD, Oct 2007, Hosts - TBD



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



MOG South Christmas Party, 1 December 2007, Hosts - TBD



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Reminder - Pay Your Calendar Year 2007 Club Dues - Still Only 25\$
See Contact Information on the Last Page of the Newsletter

- **Norcross British Car Fayre 2006**
- See *MOGSouth* in the *British Car Fayre* Movie - go to <http://www.babg.org/BritishCarFayre.htm>

Charles Morgan will speak at the UK Institute on Engineering and Technology, 7 December 2006 - 6pm, Morgan Sports Cars: Making a Successful Family Business

"... is a fascinating tour of history of the Morgan Motor "Company, the "First and Last" family owned sports car company in existence, Charles Morgan, the Grandson of the founder, HFS Morgan, will give a unique and personal insight into the 30 year cycles that have shaped a business and motoring legend. Concentrating on the four significant eras that have fashioned the Morgan business today and beyond..."

UK's Morgan taps cult car status to survive http://www.bruneitimes.com.bn/details.php?shape_ID=8971

"Morgan will survive as it has an interesting consumer proposition. It's not a fashion product, but more of a cult classic, where demand is much less cyclical, said Harald Hendrikse, an analyst at Credit Suisse. Charles Morgan said rising production expenses from research and development, raw materials and labour are a challenge. The company keeps a lid on costs by sourcing its parts from its partners BMW and Ford. 'We've made a couple of losses in the last five years due to the massive R&D expenditure in developing cars to meet US market requirements, but apart from that, we've been profitable every year that I've been here,' said Morgan."



1939 4-4 Series 1 #820 vic Atlanta -- Need the space and budget to get on with the restoration of the 1938 DHC. Contact **Mark Braunstein** via email at morgansp8@bellsouth.net or mark.braunstein@lmco.com or by phone (407) 306-2965 (W), (407) 462-6561 (C). See details and photos on the web at http://www.mogsouth.com/1939_For_Sale.htm

**MORGAN
For Sale !!**



Morgan AeroMax

<http://www.carmagazine.co.uk/> (Posted: 7:45pm, 7 December 2006)

By James Foxall, Pictures By Dave Smith

more SOUND BITES ...

AeroMax? Looks like an Aero 8 with a roof to me

Yup, that's exactly what it is. They've used their traditional ash frame for the bodywork and extended it to include the roof. The craftsmanship inside is gorgeous with a beautifully curved wooden central spine running from windscreen to boot floor. Like the Aero 8 the bodywork is made of aluminium and that's also used in the roof. There are some other differences too. While the Aero 8 has got a 325bhp BMW engine (as had the prototype we drove), the engine in the new model's has been boosted to 380bhp so performance will improve too. And then there's the price tag...

How much is it going to cost then?

The AeroMax will set you back – deep breath - £110,000. That's a princely £47,500 more than the roadster. It puts Morgan firmly into Ferrari, Aston Martin and Porsche 911 Turbo territory but company boss Charles Morgan claims it's a logical progression. They're only planning on making 100 and even though they're not going to be available until early 2008, they reckon they've already taken deposits on the 30 of them. Originally the car was a one-off, designed for the mega wealthy and Morgan-mad president of Baring Brothers Bank, Prince Eric Sturdza. The firm are using his model as the prototype for the production model and we drove that car.

So what's it like?

Really rather good. The driving position would be perfect if the pedals weren't so offset. But Morgan assure us that's because the prototype is left-hand drive. The AeroMax uses a bonded aluminium monocoque. They then hang the suspension on either end. By doing away with rubber bushes in favour of ball joints they can use quite soft springs. This gives a very compliant ride as well as loads of grip. It's not remotely tail happy and the electro hydraulic steering is responsive, accurate and communicative, even though the front wheels feel a long way from the driver.

Anything wrong with it?

Not a lot actually. The gearbox is BMW's so there's nothing wrong with that. And the engine sounds gorgeous through those side exit exhausts. The trouble is, there's so much wind and road noise that you can't really hear it when you're on the move. There's also the price, which seems a bit steep for a car that is after all using a stock BMW engine. Incidentally it's also got Lancia Thesis back lights but don't hold that against it. They look fantastic.

The original Aero 8 was dog ugly. How does this one measure up?

We were pleasantly surprised. In the metal – or rather wood and aluminium – the AeroMax looks really good. It's slightly dinkier than you'd imagine. The slab sides over the doors are a bit awkward but they're going to be rounded off on the production version. Despite that, in profile this is like nothing else on the road. It looks slightly less cross-eyed than the original Aero 8. In fact the front was such a hit when this car was first shown off at Geneva in 2005 that Morgan have since adopted it for the Aero 8. It's got great move-over appeal.



What about inside?

You can never forget that the AeroMax has been crafted by men rather than machines. The curved dash board is lovingly sculpted from a single block of ash. There's leather everywhere and the fascia is made from milled aluminium. The Aston Martin steering wheel is a bit of a let down but it does at least have an airbag. There's plenty of luggage space too, although accessing it is a bit of a challenge. There's no tailgate in the conventional sense of the word. Instead you get two rear windows that hinge centrally. They look fantastic but you can't get more than a squashy bag through each.

Verdict

That the AeroMax is a very competent product is beyond doubt. It's built using a beguiling combination of modern and traditional techniques that gives it a proper bespoke feel. It's also fun to drive, developing the attributes of the Aero 8 nicely into a more usable tool. Whether it's worth that price tag is another question altogether. Charging £110,000 moves Morgan into a different arena altogether. But the firm haven't survived thus far by making hasty decisions. And having already sold a third of their limited production run suggests the AeroMax was another astute move.



Need to know: Morgan AeroMax

How much?	£110,000
On sale in UK:	February 2008
Engine:	4398cc 32v V8, 325bhp@5400rpm, 330lb ft@3600rpm
Transmission:	Six-speed manual, rear-wheel drive
Performance:	sub 5sec 0-62mph, 160mph, 23mpg
How heavy/made of?	1150kg/aluminium, wood
How big (length/width/height in mm)?	4089/1770/na
Other models in the range:	None
Or try a...	Ferrari F430, Porsche 911 Turbo, Aston Martin DB9

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



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

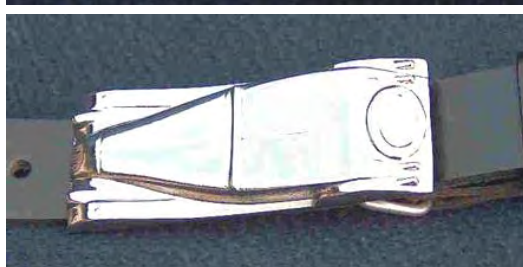
Morgan Christmas Presents for that Special Someone??

Contact Jim Baker at

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



Silver Cuff Links - £25.00



Gilt or Nickel Plated Cast Buckle - £25.00



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





Authorized Morgan Motor Car Dealer

'07 AERO 8 Series III, Bentley Continental Blue Metallic with Biscuit leather, dark blue mohair top, side exhaust, door map pockets, oddments tray on center console, Schedoni fitted luggage, additional Armourfend Protection, Brown Velvet Ash dash and door cappings, blue embroidered Aero 8 logos on headrests. Destined to be the Los Angeles Auto Show Car-make it your piece of Morgan history!

'05 AERO 8 Emerald Metallic Green The LAST Series II Aero 8 built brand new. Side exhaust, Natural Ash Wood Stain, Black Mohair Top, Hard Top. Green Webflex Car Cover.

'05 AERO 8 Ferrari Pozzi Blue/croc' embossed Shetland Poppy red leather/blue mohair top, raven black ash trim, blue carpets piped in red leather, Armourfend protection, 800 miles new! // **NEW LOWER PRICE!**

'05 AERO 8 Morgan Silver Shark exterior/Red leather interior piped in black, Factory side exhaust, 5,100 miles! Just In! // **NEW LOWER PRICE!**

'05 ROADSTER Black, Burnt Pumpkin leather, Black mohair weather equipment, alloy rims, MotoLita steering wheel, LeMans '62 rear overriders, Euro valence mounted rear fog light and reversing light, CD, Lucas fog lights, 35th Anniversary stainless grill, 1.7k miles.

'03 +8 35th Anniversary Edition, BRG Burnt Pumpkin Leather, 4k miles, absolutely as new example of the most collectible Plus 8.

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

'00 +8, Royal Ivory Red leather w/black piping, tan weather equipment, black carpets piped in red leather, just at 11k miles.

'00 +8, Royal Ivory Tan leather Wings piped in red, seats piped in black and black floor mats piped in red. Chrome luggage rack, custom made luggage straps with embossed Morgan wings.

'98 +8 Fiat "Avorio Chiaro"/Tan Leather, 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless: threshold plates, bonnet stay kit, draught extruders, wind deflectors. Green piping on the tan leather seats Kauffelt dash with wood rimmed MotoLita steering wheel, alloy boss, alloy horn button engraved with Morgan logo LeMans '62 overriders, front and rear Double eared knock offs, leather bonnet strap with brown mouton backing Union Jack enameled badges on the bonnet halves. \$35K in options!!

'98 +8 Cameron Green Black Leather, 16" center lock alloy wheels and sport seats, black weather equipment, 100% original as new.

'66 4/4, Amber/Black Wings chassis B1190, one owner car this car has sat in a dry garage and is a rare example of the narrow bodied Series V. Engine runs well with good compression; it has a rare hardtop and the plex rear window, newly rebuilt Weber carb, new brake master cylinder/hydraulics, all fluids changed, great driver.

'65 +4 Completely rebuilt SuperSport Specification engine, hot cam, dual Webers, Derrington headers, LawrenceTune intake manifolds, SS bonnet scoop; BRG body/Black wings, new chrome/stainless steel 72 spoke wire wheels, new black leather interior, Derrington Wood rimmed steering wheel-absolutely fabulous example!

'64 +4 Raspberry with Brown Leather, 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. It turns 1.54 at Laguna Seca and 2.02 at Sears Point/Infineon raceway. Recent endless vintage race victories make this the best prepared, fastest Morgan +4 prepared to highest standards // **SALE PENDING**

'61 +4 This car was the subject of an everynut and bolt restoration by all of the best craftsmen in Los Angeles, chassis, suspension, full SuperSport specification engine by our own Pierre Brun, Upholstery by Harry, paint by Racer, all new components thruout, car was a beautiful local class winner prior to restoration. It represents the finest driving example of a Plus Four, built to full SuperSport specifications, anywhere.

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

'54 +4 Curved cowl, twin spare (1 of 43 built), Silver body/Black wings, original red leather in perfect condition. 27,946 original miles! One owner from new or 1957 at the latest until last year. Drives great. Original engine, TR2, ultra rare luggage rack, Smith's heater.

'33 SUPERSPORT 3 WHEELER 3/4 scale, all metal with copper radiator shell, 17" alloy wire wheels with finned brake drums, sliding pillar front suspension, crank start, 125cc hidden rear engine, separate controls for front and rear brakes per original, does 35MPH, fits one small adult or two kids. Built as one of a kind in England by a life time 3 wheeler owner and enthusiast. Great paddock car!!

OTHER MARQUES

'03 MERCEDES 230 SLK, Rare extra cost Pewter Metallic, optional ShiftDrive AutoTransmission, Charcoal Grey leather, MBZ alloys, A/C, cruise, traction control, ESP, Absolutely as new, no dings, 41k miles, always serviced on MBZ factory schedule. Very sporting to drive, the convertible hardtop is amazing and will totally spoil you for any other kind of top!

'70 JAGUAR XKE ROADSTER, recent paint, new leather, beautifully refinished wood rimmed steering wheel, outstanding driving E type. Greatly improved cooling systems and better electricals than their covered headlamp predecessors.

'66 MUSTANG GT CONVERTIBLE, AT, two tone Pony interior, High Performance 289 w/mild street race cam, Factory AC, Power Top, 15" GT Wheels, Rally Pak, Factory Driving Lights, Center Console, glass rear convertible window, PS, 7,000 miles on frame off ground up restoration-absolutely THE BEST.



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EVER WONDER WHAT THE JUDGES LOOK AT?

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Beautiful "Bustle Back Plus 4" finished for Spring.

Older 100% restoration.

Call for info.

Offers and questions to SuperDave Bondon at (770) 330 - 6210, dbondon@bellsouth.net

MOGSOUTH REGALIA

MOGSouth has new 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 at 770 729-8786 or randy@therandalgroup.com.

ANOTHER SUBTLE REMINDER !! IT'S THAT TIME AGAIN. PLEASE PAY YOUR CALENDAR YEAR 2007 CLUB DUES - SEE CONTACT INFORMATION BELOW

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.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 8/06

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