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# SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/09

## Amelia Island Concours d'Elegance March 13-15, 2009

**T**hose that have read my drivel for the past few years know that I make the trek to Amelia Island each year in search of the aesthetic side of the automobile. Once again the Amelia Island Concours d'Elegance delivered.

The Island was damp and a bit cold on Friday when we arrived. We traveled up with Rick and Sam Frazee who had been called by Bill Warner, the Chairman of the Amelia Island Concours, and asked if they would bring the 1936 Supers Sports Mx4 trike up to the show. Rick readily accepted the invitation and it acted as a catalyst and spurred the completion of a few deferred cosmetic and mechanical things that had been on Rick's list. It's the list we all have but . . .

The car did look good as we traveled up the highway. Andrea and I figured we were simply there to assist and chose the easy way out, packing our stuff into the Mustang. We were ready for a bit of a relaxed weekend having had a few challenging weeks at work.

As is our norm we stayed in the Hampton Inn on the water in Fernandina Beach. We like the location, downtown and within walking distance of all the restaurants and shops.

Fernandina Beach was just a bit subdued this year. I'm not sure if the economy's malaise has effected this segment of the population or not. The weather didn't help, however, and I'm sure the uncertainty of rain kept a few away. It was surprisingly cool, damp and overcast.

When we arrived mid day on Friday we checked in and threw our stuff in the room. There was a small car show in Fernandina Beach on Centre Avenue and I wanted to get out to see the cars, and to be honest I was a little bit hungry, having skipped breakfast.

The cars were all quite nice and it turns out that most of them were actually in the Concours. There were a half a dozen pre war American (Austin) Bantams, one of which looked like a small panel truck with coachman lanterns on the sides. There were also a number of large and dramatic Duesenbergs and an elegant Cord. Not sure if this show was the related to the Concours or not . . . perhaps associated with the driving tour?

We finally linked up with the Frazee's as they were in a Bed and Breakfast, the Florida House, just down from our Hampton Inn. They had a few problems with the accommodations and had changed rooms a number of times. The Florida House is an older place and upkeep was not as good as they had hoped.

We strolled by the cars, and then opted for the Irish Pub for lunch (what else?). We sat by the front window of the pub looking out at a the parking spaces and one very exquisite prewar Alfa Romeo sedan. This car, as it turns out was in the same class as the Morgan trike, Prewar Sports Cars, and not only that, it was positioned on the lawn just to the left of the trike. What a nice car and something I would make space for in the garage.

After lunch, we headed down to the Ritz Carlton to get our tickets and allow the Frazees to figure our how to get their car to the field. The Ritz was crowded, more so than I remember from past years. We found our tickets, got our instructions and headed out to see the cars being staged for the Saturday auction. Of special interest to Rick, was a 68 Plus 4 4 Seater. Rick has been looking for a good 4 Seater so that Gabby, their giant Schnauzer, can go on Morgan adventures as well. The car was a little rough and had been resprayed to cover some bondo and rock chips. I can't say the respray or the bondo helped. Neither were done well.

This encouraged Rick with the hopes of a limited interest and lows bids. He registered as a bidder for the Saturday auction. Back to town and a nap before dinner.





Saturday morning came and the big excitement was the auction. Rick had gotten the RM receptionist to discount his bidder's registration and he had sweet talked her out of four entrance bracelets. We are still not sure how he did that, but ... we were all in the auction. Andrea had given me strict instructions to sit on my hands. I saw a wonderful BMW 327 Cabriolet that I wanted but I knew it was well beyond my means. (I found out later I was purchased for \$302,500.) We waited through the Mascots that were being auctions. Rick and Sam fancied one, but it soon went beyond their willingness. Then the cars began. This year the auction was all virtual. Three large screen displays showed movies of the car being auctioned. It seemed to work well, but I would have enjoyed hearing the sounds of the cars as they were being driven up the ramp to the podium.

The Morgan came up and Rick got ready. It was all for naught, however, as the bids quickly passed what we knew the car was worth. We were a bit disappointed in the auctioneers as we both thought the verbal descriptions were beyond generous, bordering on untruthful. With remarks like a 'recent Concours quality respray ... magnificently presented, etc'. The car certainly wasn't deserving of these remarks and was

sold for \$26K. We had it pegged as a \$15K car. \$26K isn't that expensive but for this car, it was too much.

Saturday afternoon, Rick and Sam took the trike over to the field and Andrea and I headed back to Fernandina Beach to freshen up. We had dinner reservations for the four of us, as well as, Ray and Susan Morgan who had driven up on Saturday morning. We had a great dinner. The restaurants in Fernandina Beach are all good. You just have to make reservations a few months out as they fill up quickly.

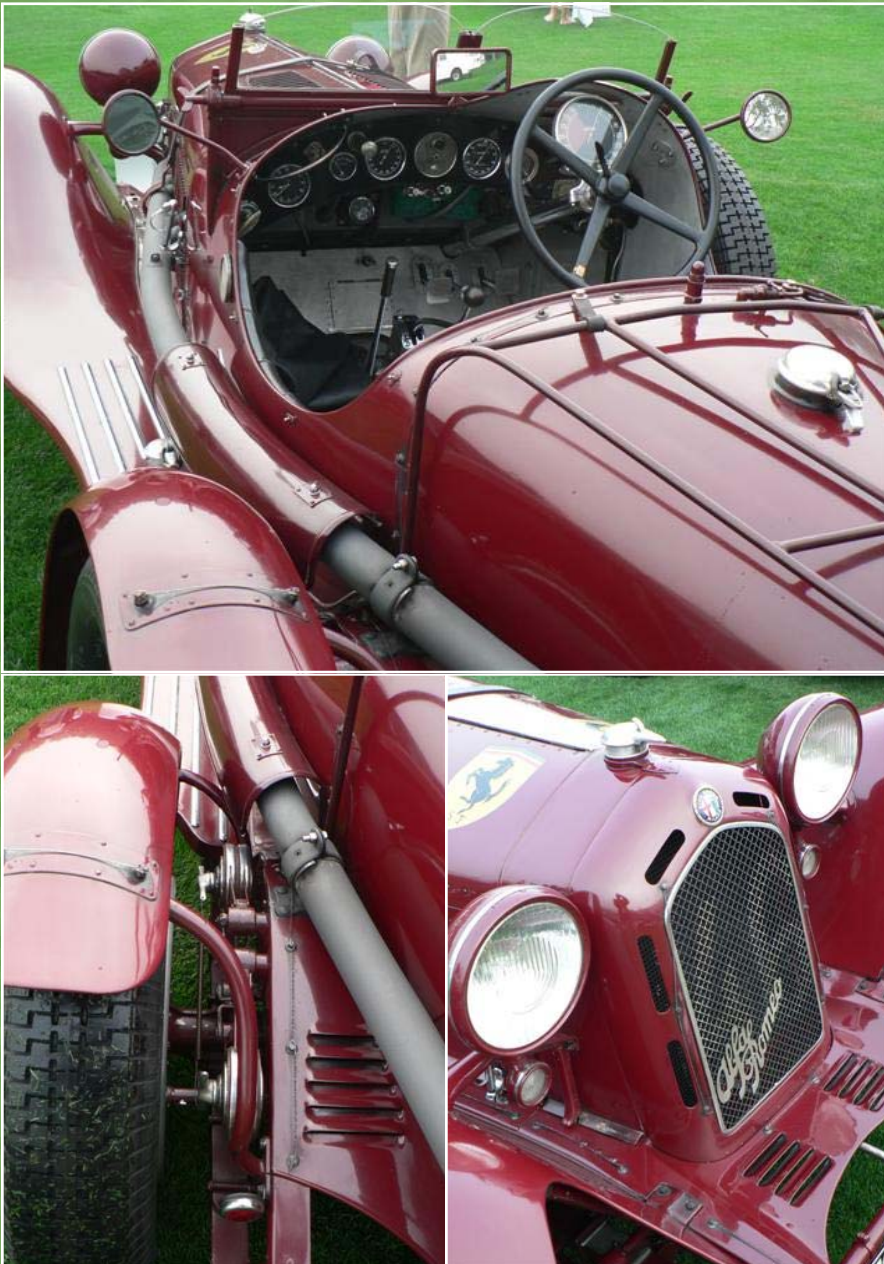
Sunday came early. Rick and Sam had to get to the Trike ready. So it was off to the Ritz Carlton and onto the field. Again, it was damp, foggy and there were threats of rain.

Surprisingly there were a good number of cars on the field, but there was also a long line up at the entrance to the Ritz Carlton.

We waited a while to let the fog burn off, then Rick uncovered the trike and wiped her down. The car looked good. As the only Morgan on the field it seemed a bit misplaced in the class of Alfa Romeos.

We were just adjacent to the wonderful car we had admired at lunch on Friday. The owner had his hands full, however, trying to back the car into it's parking spot. He slipped the clutch until my teeth hurt, and then his wife finally had to tell him to release the parking brake.

This year, the Amelia Island Concours



**1933 Alfa Romeo 8C Monza - Just a little competition for Rick's Trike. This was one of 6 wonderful Alfa Romeos (and a racing Maserati) that were in the Morgan's Class - Pre War Sports Cars.**





Sam Posey

had a number of interesting categories. There were the cars of Bohman and Schwartz, which included the very extreme Phantom Corsair. A great collection of Group 44 race cars were there, as was Bob Tullius. They also honored the 50th anniversary of Indy Roadsters at Daytona and the US Grand Prix at Sebring. The honored guest was David Hobbs, and as is the norm, the Concours had a fine collection of the 'Cars of David Hobbs' on the lawn. We watched as he went from car to car and reminisced with the current owners. You could tell it was a moment he will remember for a while.

The Frazee's Morgan Super Sports was just between the historic race cars of David Hobbs and the bevy of Alfa Romeos. There was quite a crowd around us all day. It did provide a great venue to do some celebrity watching and we did have a brief chat with Brian Redman who relayed his days in an old two speeder Morgan trike.

We enjoyed the day and Rick and Sam, dressed in Mechanic coveralls and leather helmets played to the crowd, putting the kids in the trike for photos and the like. The judging was going on but Rick and Sam were having their own fun.



Brian Redman

Then came the yellow ribbon. We were all a bit confused at first, and then they were called to the awards podium and presented a special award for 'fashion and the automobile'. Again, their passion and enthusiasm was noted and rewarded. The Morgan took its place amongst the award winners and traversed the stand.

Well done, Sam and Rick!



David Hobbs



Mary or Amelia Poppins?? You Decide!



Award Photo - Rick Frazee

There were a great number of other special cars at the Concours that I didn't include in the newsletter. Please go to the MOGSouth web site and look at the Picture Gallery. <http://www.mogsouth.com>





# MCCDC's MOG 39

The Morgan Car Club of Washington, DC invites you to join us for the thirty-ninth annual North American Morgan Owners Gathering, celebrating MCCDC's Golden Anniversary as well as one-hundred years of Morgan motoring. This special event is open to all Morgan enthusiasts world wide and will be held **July 3 – 6, 2009** in the beautiful Shenandoah Valley town of **Staunton, Virginia**.

The historic **Stonewall Jackson Hotel and Conference Center** will be our home base for the MOG. The SWJ is a lovely, recently restored downtown hotel located on Market Street next door to the American Shakespeare Theater's Blackfriars Playhouse. Indoor parking at the hotel will be available for Morgans and anyone else registered at the hotel. Other amenities include an indoor pool and fitness center.

The SWJ has set aside a block of rooms at a special rate for MOG participants. It is important to **book early** to get the following special rates: Book on or before April 1 - \$115.00 per night, Book between April 2 & June 4 - \$130.00 per night and bookings after June 4 - regular room rates of \$160.00 per night will apply

**Call (540) 885-4848** for reservations and be sure to tell them that you are with the Morgan Car Club.

Please visit the SWJ web site ([www.stonewalljacksonhotel.com](http://www.stonewalljacksonhotel.com)) for more information.

## The MOG 39 schedule will include:

- *Friday July 3 - Registration and a "Meet & Greet" welcome noggin*
- *Saturday July 4 - Concours (AM) – Independence Day celebration with music, food vendors and fireworks at Gypsy Hill Park (Afternoon/Evening w/free transportation between hotel and park) – Noggin (PM)*
- *Sunday July 5 - Autocross (AM) – Gymkhana (PM) - Noggin (PM)*
- *Monday July 6 - Rally (AM) – Banquet (PM)*

Please indicate by circling **Y** on the registration form if you will be running in the autocross. We hope to have the Autocross operated and sanctioned by the SCCA. If you are a SCCA member, please put your membership number on the registration form. This will avoid duplication of costs to the club for providing weekend memberships. There will be a regalia room at the hotel, auctions at the noggins and door prizes at the banquet. Be sure to register early for this very special MOG! **Registration forms are available on the MCCDC web site** (<http://www.morgandc.com>).

Tom Warden has checked out the Propane availability and provides the following information for propane Morgan owners. Now you have no excuse not to bring the Morgan!!

1.4 mi 4 minutes	Taylor Rentals 832 Greenville Ave. (US-11 S) Staunton, VA 24401	(540) 886-0000 M – F 7:30 AM – 5:00 PM SAT 8:00 AM – 4:30 PM
3.5 mi 7 minutes	Southern States/Augusta Petroleum Co-op 650 Lee Jackson Highway (US-11 S) Staunton, VA 24401	(540) 886-2501 M – F 7:00 AM – 5:00 PM
4.9 mi 9 minutes	Ace Hardware 241 Lee Highway (US-11 N) Verona, VA 24482	(540) 248-2223 M – F 7:30 AM – 6:00 PM SAT 8:00 AM – 4:00PM





# 16th Annual British Classic Car Show

Boca Raton, Florida - February 15, 2009

Oh, it really was a beautiful day for a car show. The weather was perfect and the venue delightful. The occasion was the XVI Annual British Classic Car Show presented by the Gold Coast British Sports Car Club. The time and place was the Royal Palm Place in Boca Raton, February 15, 2009.

Gold Coast is the only car show in South Florida recognizing the Morgan Centenary with a separate Morgan Class. The only catch was that we needed 5 cars to have an official class. This was no small challenge. Since Peter Nuhn moved North, we have struggled to get GatorMogs to participate in local events. It also turns out that several cars have been sold and several others are in restoration. However, MOGSouth rallied the team and we delivered 6 Morgans all in a row (well, actually there were four in a row, with the other 2 across the aisle.)

MogSouth clearly won the long range support award. Andrea and Mark Braunstein drove their 1971 Morgan +8 from Sanford, FL, 211 miles! Sam and Rick Frazee were just behind in their Volvo SUV with alternative power provided by their neat little 1936 Morgan Super Sport Barrel Back Trike. Gil Stegen rounded out the group with his 1967 Morgan +4 Drop Head Coupe. Steve Athoff, a new Morgan owner, brought his recently acquired (2 weeks) 1995 Morgan +8 all the way from Davie, FL. We convinced Steve to postpone his upgrade plans (pipes, ignition, fuel, etc) so that the car would be ready for the Winter Park Show. Be sure to welcome Steve to MOGSouth when you see him in Winter Park. [\[4 April in the lovely Mead Gardens, Winter Park, FL\]](#)

So we had four and then Hayes Harris of Wire Wheel Classics brought 2 two more Morgans! This was enough to meet the minimum class requirement of 5 cars. The first Wire Wheel Morgan was the very unique 1999 Aero 8, chassis #6, previously owned by Chris Lawrence. Read more at [www.wirewheel.com](http://www.wirewheel.com). This car has been around a bit but the price is starting to get quite reasonable. The second car was a low mileage red 1978 Morgan 4/4 roadster recently refreshed with paint and tan upholstery. [\[This car had a Speedo in KPH? Ed.\]](#)

It was a good thing Sam and Rick brought the SUV as they needed the space for all of their crowd pleasing regalia. The tent, resplendent with Morgan flags, provided shelter and gathering space for all who came to see



Gil Stegen's Plus 4 Drop Head Coupe

Rick crank the Trike. Which he did about every 45

minutes. Rick and Sam were both in period with white Morgan overalls and leather helmets. Rick pleased the crowd with periodic demonstrations of the trike's ability to start with a crank. Rick, in his white Morgan overalls, would make ready (with great flourish) to start the trike with the crank handle (for those of you who are not familiar, this is a electrifying starting device invented by Sir J. Lucas). I watched this process at least 6 times, and not once did the V-twin light up. Rick would then proceed to fire up with the electric starter and delight all of the surrounding crowd with the thundering roar. As you can see, a good time was had by all!

Oh yes, I almost forgot the best part, the awards. This was a 'Peoples Choice' show, with voting by our peers, the other registered owners. As you might expect, the crowd pleasing Super Sport took First Place in



the Morgan Class, with Gil Stegen's Drop Head took Second Place, and Steve's +8 received Third Place. Not bad for Steve's first show. The post awards were even better. Gil Stegen received Best of Show, probably for the neat bonnet strap, while Sam and Rick received the crown jewel, *People's Choice 'Best of Show' for the 'Car I Would Most Like to Take Home'*.

As we said at the beginning, it was a beautiful day for a car show, with many thanks to the Gold Coast Club for all of their effort. Basically, it was the Morgan contingent that won over the Boca Raton crowd. We met lots of folks with Morgans, and gave out lots of details on MOGSouth, so hopefully we'll see a few new MOGSouth members.

*We really couldn't have asked for more!*



L to R - Gil, Steve and Rick

Article By Gil Stegen, Photos By Gil and Mark Braunstein

*Gil*

# MORGANS WIN THE DAY!







## 9/8ths Whitworth

### Ongoing Restorations and Such

[Edited by Jim Morton, starting with an article in BRITISH MOTORING by Moss Motors, Winter 2009 and many web sites. Ed.]

#### Oil for Classic British Sports Cars - Courtesy of Gerald Ellison

**The Question:** Which oil should I use in my classic (pre-catalyst) car? It's incredibly important to ask this question because the reduced level of Zinc DialkylDithioPhosphate (ZDDP, ZDP or ZnDTP) in modern motor oil has been linked to increasing numbers of tappet and camshaft lobe failures in vintage engines. Web search for "ZDDP" and you find no end of stories and advice.

What Exactly Is the Problem? The cam/tappet failure problems often begin with a freshly rebuilt engine that starts making expensive-sounding noises. Inspection might reveal that the bottom of one or more tappets is gone. Instead of a smooth, machined surface, the face of the tappet will look like the surface of the moon. If the problem is the camshaft, it will exhibit one or more worn lobes.

Many repair shops specializing in old British cars, nearly all of which ran cam lobes against a flat tappet surface, cite assembly lube, oil and the amount of ZDDP in the oil as major weapons against wear and corrosion. ZDDP is an oil supplement that has served as the primary extreme pressure (EP) ingredient in all quality motor oils for the past 70 years - until recently. When exposed to heat and pressure, ZDDP forms a protective film on metal surfaces that prevents parts (cam lobes and tappets, for example) from making metal-to-metal contact.

Why Do I Suddenly Need ZDDP? It has been phased out because the small amounts of zinc and phosphorus in the ZDDP coat the catalytic material, reducing the effectiveness of catalytic converters used since the early 70's to reduce exhaust emissions. The ZDDP level in motor oil was reduced from 0.15 to 0.12 percent (1,500 to 1,200 PPM) in 1993, and further reduced from 0.08 to 0.06 percent (800 to 600 PPM) in API SM-grade oil in 2004. Virtually all oil on the shelves today is SM spec.

But is this level enough for an older engine, especially when it isn't run frequently? And is it enough to protect the cam and lifters in a **freshly rebuilt** older engine during the critical break-in period?

The experience of hundreds of professional engine rebuilders, cam manufacturers and restorers indicates the SM-mandated ZDDP level is not enough. The Engine Builders Association concluded that 75 percent of reported cam/tappet failures were due to the reduction in ZDDP. Their Tech Bulletin 2333R (Nov. 2007) says current engine oils used by engine manufacturers in new car production should not be used for initial flat tappet/camshaft break in, and it recommends adding additional zinc for camshaft and tappet break-in. Most cam manufacturers also have specific instructions regarding assembly lube and break-in oil, citing cam/tappet failures. Just one failed tappet or cam lobe will create a problem, as the damage results from direct metal-to-metal contact. With metal debris in the sump there is no choice but to tear down and rebuild the engine.

The following guidelines can help you prevent cam/tappet failure and protect your engine in cars without converters (don't need unleaded fuel). The original article, found at [www.britishmotoring.net](http://www.britishmotoring.net) by Moss motors, suggests a high level of ZDDP additives for new-engine break in followed by reducing the amount after 1,000 miles, and it suggests use of oil formulated for classic cars.

For initial break-in use oil with ZDDP at 0.14 to 0.15 percent by weight (1,400 to 1,500 PPM) to provide the additional protection needed to maximize the chances of a successful cam/tappet break-in. After 1,000 miles 20W-50 API SM oil with 0.08 percent ZDDP can be fine, but if you are more conservative a ZDDP level of 0.10 to 0.12 percent will provide additional protection. A ZDDP additive is available from Moss Motors but I could not find one locally.

#### So what should you do?

FIRST: When building a new engine be sure to use an assembly lube with ZDDP or other extreme pressure (EP) additives such As Permatex Ultra Slick. For older engines get the zinc back into your oil fills, especially on rebuilds, by one of several methods. First, you can use an oil that contains high levels of ZDDP. Of the



high-ZDDP oils Redline or Brad Penn (0.15% Zn) oil fit the bill but are expensive. SAE 20W-50 viscosity grades of 76 High Performance Motor Oil, Kendall GT-1 High Performance Motor Oil and Phillips TropArtic Racing Motor Oil now contain approximately 0.12% zinc. NAPA still carries SL, SJ, and SH oils with higher ZDDP content in their own NAPA brand, as well as from Pennzoil, Quaker State, and Valvoline. You'll have to order a full case (12 qt).

**SECOND:** Use a contemporary SM oil and add ZDDP enhancers such as ZDDPlus or RedLine's Break-In additive. Either will add \$10-15 to the cost of an oil change. [www.ZDDPlus.com](http://www.ZDDPlus.com) is an excellent web site, and includes mixing/dilution calculations. Moss Motors and Eastwood sell additives. Add 1½ 4-oz. bottles (about \$15) of ZDDPlus to Jaguar's 7 qt. fill to get 0.11% to 0.12% ZDDP. Consider adding it to oils designed for higher mileage engines such as Castrol GTX High Mileage, Valvoline Max Life, Kendall GT1 High Mileage or Pennzoil High Mileage Vehicle for their extra additives and seal softeners.

**THIRD:** Racing oils do not have to cope with catalysts so they contain zinc. But usually they don't include detergents and anti-corrosion agents so are not suitable for long-term street use. However, Valvoline's VR1 20W-50 (0.14%) is formulated for street use and was cited by many on the web, available at AutoZone quite reasonably. *The author's son's racing engine builder touts this approach for street engines with 3,000 mile change, and is the route he plans to take.*

**FOURTH:** Diesel oils, since they do not have catalysts, are still rich in ZDDP. Many web writers favor Shell's Rotella T 15W-40 (0.14%) for its ready availability, but other sites note that the additives in diesels are quite different from those in gas engine oils so there is some risk.

If your transmission wants engine oil use something made specifically for that application and stay away from the engine issues.



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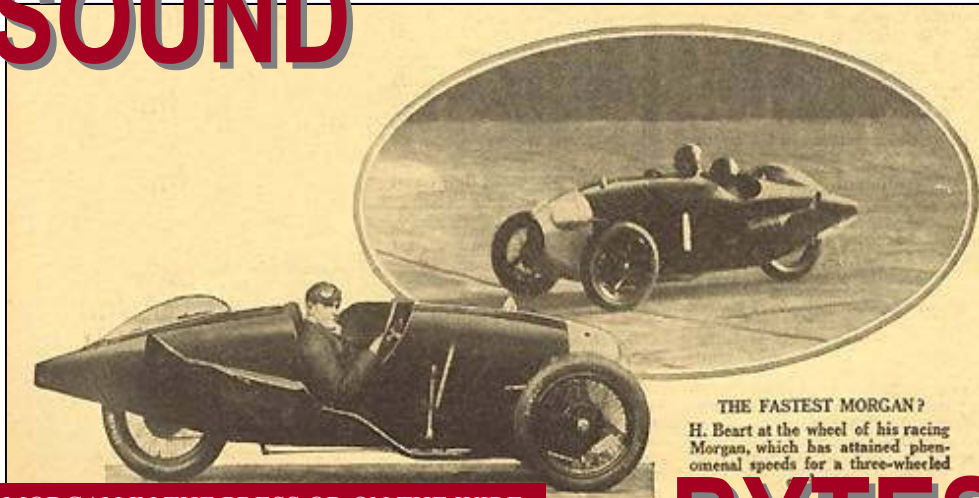
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# SOUND



**British Car Ownership ??** - A discussion of the once proud British Automobile Industry resulted in the following list.

Morgan is listed as the only British Owned Car Company.

Foreign Owned - Aston Martin, Bentley, Caterham, Jaguar, Land Rover, Lotus, MG, Mini, and Rolls Royce.

MORGAN IN THE PRESS OR ON THE WIRE

# BYTES



**Tech Tidbits, Road and Track April 2009** - Dennis Simanaitis - Engineering Editor - A Moggie Celebration

*'The Morgan Motor Company celebrates its 100th anniversary this year. In fact it's one of the oldest manufacturers of anything still in its founding family hands. H.F.S' son Peter and, today, grandson Charles have guided this quintessentially British producer of sports cars. Along the way, I accumulated one of their cars, a 1965 Plus Four 4-Passenger Tourer, so I have special enthusiasm for this anniversary celebration.*

## AN ECOTEC MOGGIE

*Morgan pal Bill Fink and his ISIS Imports have carved a special niche in devising spectacularly performing examples of the marque. (See April 2008 for his "Plus LS7" and its numbers, among them. 0—60 in 3.6 seconds.) Bill's latest endeavor is encouraging the custodians of garage queens to revitalize their Morgan 414s and Plus 4s with GM Ecotec power. Iconoclastic though this may sound, there's lots of rationality in the concept. Critical bits for 40-year-old 4/4 (Ford) and Plus 4 (Triumph) engines are difficult to replace. Moss gear-boxes of the era are even more so. Thus, extended use of traditional Moggies is often undertaken with some trepidation. What's more, the GM Ecotec makes for a particularly neat conversion. This 2.4-liter DOHC 4-cylinder, the same found in Pontiac's Solstice, produces 177 bhp and 166 lb-ft. of torque. The Ecotec is fitted with its own 5-speed gearbox, their combined weight being a bit less than that of the original power train. Thus, if anything, handling is improved and straight-line performance reflects the more than modest bump from 88/105 bhp to 177. [The cost quoted is \$20,000 plus your donor car. Ed.]*

**Morgan AeroMax, Road and Track April 2009** - Ian Adcock - The times they a-changing' at Morgan

*'It's now been eight years since Morgan launched the squiff-eyed Aero 8 and three since we saw a one-off coupe at the Geneva Salon, created for the Swiss Banker who funded Morgan's GT3 program . . . this AeroMax was an instant hit and the inquiries quickly rolled in.*

*Sensibly Morgan decided to restrict production to just 100, of which 13 will start coming into the US in August. Morgan is building only two a week. Each one costs \$164,000 ex-factory plus local taxes, never mind the \$4000 for the optional 6-speed ZF auto fitted to the test car I drove.*

*Er, yes, you read correctly, it's a Morgan with an auto. I was confused for a nanosecond as the heavy "clutch" turned out to be a milled footrest . . .'*

*The AeroMax stops traffic and pedestrians like no other car I have driven. It brought the art deco Midland Hotel . . . to a standstill, encouraging one onlooker to describe it as "The most beautiful car I have ever seen."*

**Classic Sports Car April 2009 - Morgan Behind the Pits** - This enjoyable review of Morgan competition in the early '60s is from racer Richard Shepherd-Barron's own 8mm cine films. It follows the giant-killing Lawrence Tune Plus 4 Super Sports to Spa, Le Mans and the 'Ring. <http://www.morgancars-dvd.com>

**How to Videos from Moss Motors** - [http://www.mossmotors.com/sitegraphics/pages/mosstv/mosstv\\_electrical.html](http://www.mossmotors.com/sitegraphics/pages/mosstv/mosstv_electrical.html)





## Morgan Centenary Jubilee at the Glen Sept. 11-13, 2009

This event is all about **Morgan!** The **Downtown Festival** (Friday) [www.grandprixfestival.com](http://www.grandprixfestival.com); **SVRA Races** at the track including Morgan Only Races [www.svra.com](http://www.svra.com); **Morgan Banquet** at the track (Saturday); **Morgan** at the **International Motor Racing Research Center** [www.racingarchives.org](http://www.racingarchives.org)

**Friday September 11** - Downtown Festival including: **Morgan Tour de Marque and other tours; Concours d'Elegance; Race Reenactment Events (over 100 race cars recreate 'Through the Streets Racing')**. Go to [www.grandprixfestival.com](http://www.grandprixfestival.com) for details.

**Accommodations** - Rooms in Watkins Glen are hard to get as they save rooms from year to year for past customers. Given all that's happening for this Morgan Centennial event, you may want to arrive on Thursday September 10. There is a new hotel at the Glen, The Harbor Hotel. Rooms there are about \$280 a night. Please contact them directly if you are interested in staying there.

**Other Accommodations in Corning and Painted Post, NY. about 20 minutes South of the track.**

**Painted Post, NY** - American Best Value Inn "Lodge on the Green;" 607-962-2456; [www.lodgeonthegreen.com](http://www.lodgeonthegreen.com) 40 rooms with option for more. \$77 (single) to \$93 (quad)/ night plus tax. Code: Morgan **Note:** You have to call to get this Morgan event rate as booking on line doesn't recognize our "Morgan" code. **Corning, NY** - Radisson Hotel Corning; 607-962-5000 or 800-333-3333; [www.radisson.com/corningny](http://www.radisson.com/corningny) 20 rooms all at \$149/night plus tax. Code: Morgan Owners Group; Promotional Code: MOG 09.

More information will follow regarding the Races, Banquet, Area Tours and the International Motor Racing Research Center. If you have any questions, please contact me at [mgahmogca@rpa.net](mailto:mgahmogca@rpa.net) or 585-323-2687. Cheers, Dick Powers, President, WNYMOG

## Morgans at Virginia International Raceway June 5-7 2009

**Morgan will be the honored marque at the Gold Cup races at VIR this June.** There will be plenty of racing for our racing Morgans and some fun for the non racers. On Sunday there will be a parade lap for all Morgans during the lunch break. After lunch the Peter Morgan Memorial race will be held. On Saturday, all Morgan owners are invited to the Dave Bondon pit area for a bite of lunch. This will be a great opportunity for us to get together and enjoy the fellowship of Morgans. There will be a **special parking** space for Morgans in the paddock area...you will be directed to that area upon entering the track. Dave was instrumental in getting the activities schedule put together and I have been asked to ensure that all Morgans are lined up and ready for the **parade lap on Sunday**. Let's have a great turnout to celebrate **100 years of Morgans!** Questions, call Andy Leo at 919 552 9199 / Dave Bondon at 770 330 6210.

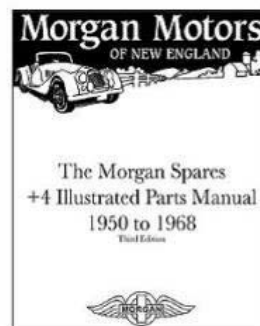


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# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS



March is time for the Geneva Motor Show and the Morgan Factory is using the occasion to play up its centenary.

The factory display has the requisite new cars, but also has several interesting cars from Morgan history. On the stand are Chris Booth's recreation of the 1909 three wheeler and Ken Hill's Le Mans Replica.

The Geneva Auto Show was held March 10 -15 and in spite of the global economic slow down Morgan had a respectable display stand with both the traditional bodied cars and the Aero 8s. Also on display were the 1909 recreation of the Morgan trike, beautifully done by Chris Booth, and the Le Mans Replica belonging to Morgan Historian Ken Hill. This car was last seen in the UK's National Auto Motor Museum in Beaulieu.



And what of the Lifecar so heavily covered last year??

**In an excerpt from EVO - *Forward-looking Morgan could be in production in just two years but the technology inside has changed* "The lifecar is intended as a proper production machine"**

*Morgan revealed its LifeCar concept a year ago, at the Geneva motor show. This ultra-lightweight, skinny-tyred, fuel-cell-powered piece of retro-modern fusion showcased a future direction for the company, promising a proper sports-car drive while emitting H2O.*

*A year on, Morgan is celebrating its 100th anniversary – but it will not be showing a latest-spec LifeCar at the 2009 Geneva Salon. The project hasn't died, however. In fact it has become a lot more serious. 'We don't want to draw too much attention to the LifeCar at the moment,' chairman Charles Morgan told evo, 'because we're working on prototypes and there's nothing visual to show yet.'*

*But what Morgan did reveal is that the LifeCar is intended as a proper production machine, penciled in for completion, and maybe even launch, in a couple of years' time. There still won't be a readily accessible hydrogen supply infrastructure by then, though, so the LifeCar has undergone a fundamental engineering shift. In place of the fuel cell will be a small internal combustion engine.*

*Sound familiar? It's similar to the system employed by the current toast of automotive-future talk, the Chevrolet Volt plug-in hybrid. However, the key difference is that the Volt's energy reservoirs are its batteries. The LifeCar lacks batteries but instead has ultracapacitors that can be charged much more quickly and give a bigger spike of output when needed. The downside is that ultracapacitors can't hold as much charge so the LifeCar can run little distance on them alone. So the LifeCar gets its efficiency from the optimal use of its engine.* [http://www.evo.co.uk/news/evonews/234253/morgan\\_lifecar.html](http://www.evo.co.uk/news/evonews/234253/morgan_lifecar.html)

**eMOG** - Lorne Goldman - *It seems that on April 16th, the Company will unveil a new version of the Aeromax at the Factory for the dealers. This version will also be a limited edition (as was the first Aeromax (which is still in production)).*





# A Few Notes on the UK Morgan Centenary Events

## *Courtesy of Chris Towner*

OK , Time to make plans because the future is NOW. I have received calls about The Centenary event and all is still GO . If you are planning to go contact the Centenary Committee direct for any new info. They are at [www.morgan-centenary.co.uk](http://www.morgan-centenary.co.uk). If you wish to make other arrangements for lodging you can surely do so. I have. The various tourist boards in England cater to this function every day. Malvern is 25 miles from Cheltenham. If that's your planned home base try [www.malvern hills.gov/tourism](http://www.malvern hills.gov/tourism) or try Goggle or [www.visitworcestershire.co.uk](http://www.visitworcestershire.co.uk).

This special area of England lends itself to so many other adventures for those who want more to do than just 'Morgan.' Do not get put off 'cause some events are fully booked. Make your own adventures. Castles . . . yes, plenty. Steam train ride . . . everyday occurrence at [www.svr.co.uk](http://www.svr.co.uk). Shakespeare . . . got him covered not far away in Stratford on Avon. Welsh countryside travels, book stores and more castles? Sure!

Brewery tours are my favorite, got two near by, or a cider mills, next door! The Cotswolds are just a few miles away. The dollar is stronger than ever, just make your will power to attend even stronger.... this will only happen once. The Morgan Three Wheeler Club will host a gathering at Shelsley Walsh just north of Malvern on the Saturday, July 25. You can still do Prescott Sunday as you can pay on the day for that. The MTWC event is free! They will even except four wheeler Morgans as well! Car hires can park in the lower field. For all who register for the Cheltenham weekend, a welcome packet is included, full of maps and suggested driving tours to satisfy everyone in your party. See you there. Chris Towner

The following is intended for Americans considering venturing to England this summer. Brian Clutterbuck ,it's author , is chairman of the Morgan Three Wheeler Club and an advisor to The Centenary Committee. I have no connection with this committee, this is just FYI. Please if you know of other Morgan clubs in this country please pass it on.

**Subject:** Re: Malvern Guide

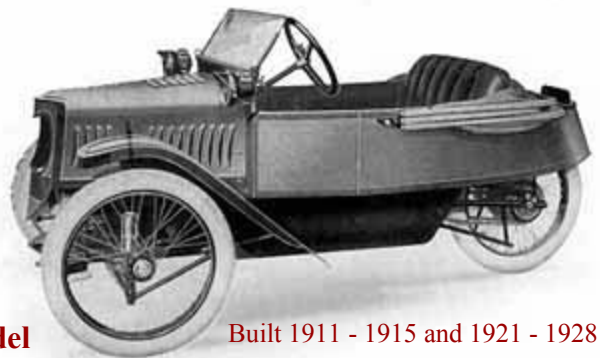
Hi Chris.

Following on from our conversation regarding places of interest to entertain our visitors to the centennial of Morgan Motors.

We are producing detailed maps of the area covering South East Wales and the Severn Valley from Chepstow to Bridgnorth and East of Malvern and North of Cheltenham to cover Warwick, Stratford and the Cotswold Hills. Along with the maps there is a gazetteer which details some of the more interesting places that are marked on the maps. Should the organised events be fully booked there is ample opportunity for individuals or groups to enjoy the country and places of historical interest such as Castles and large houses.

For those that can't get enough of cars and mechanical contrivances, providing their wives and girlfriends allow, there are a number of motor museums, steam railways etc. all handily placed near shopping malls and formal parks and gardens! These maps and guides will be in the commemorative package along with tourism leaflets and details of all local tourist offices. If you know how to enjoy yourself you will! I will be pleased if you could circulate this message and I will gladly help if Morgan fans have any doubts about coming for the event. Regards for now.

Brian. e-mail/ [clissett@aol.com](mailto:clissett@aol.com)



**1936 Morgan - Standard Model**

Built 1911 - 1915 and 1921 - 1928





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**2005 Aero 8** BMW Cool Blue exterior Magnolia leather w/blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot w/contrasting piping, 8k miles!

**'05 ROADSTER**, Rosso Corsa exterior/Black leather interior, tan fabric weather equipment, Factory Air Conditioning, stainless steel wire wheels, 757 miles from new, Pioneer stereo CD, stainless steel crossmember covers. Absolutely as new!

**'05 ROADSTER**, Roadster, Silver body/Dark blue wings/light grey leather, 1,100 miles, dark blue cloth weather equipment, stainless steel wire wheels, as new, simply stunning example of Morgan's finest product!

**'03 Plus 8 35th Anniversary Edition** Dark Jaguar Blue, Stainless wire wheels and LeMans '62 overrides, Badge Bar, Stainless luggage rack Tonneau and side screen storage bag, K and N intake air filter, RPI SuperChip, Griffin alloy radiator, Knock sensors, Magyoor carbon fiber plenum air intake trumpets, Stainless steel exhaust and full header system!

**'03 Plus 8 35th Anniversary Edition**, Ivory/Black, 5.7k miles, One owner car from new. LeMans '62 overrides; stainless wire wheels, badge bar, black leather bonnet strap backed in black mouton.

**'03 Plus 8 35th Anniversary Edition**, 6.7k miles, red with tan leather, factory lightweight alloy wheels, luggage rack, tan factory spare tire cover, badge bar with 3 badges, tan mohair top, bonnet strap with mouton, hood/bonnet prop rods, tan mohair tonneau, tan mohair side curtain bag.

**'02 Plus 8** Polaris Silver/Medium Blue leather; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless mesh grill, Morgan logo inscribed double eared knock offs, badge bar, Exterior



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door handles; bonnet strap; organ style accelerator pedal; luggage rack.

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

**'67 4/4 Chassis #B-1325** Fully restored 2002. Emerald Green Red Interior & matching Red Wire wheels. Less than 4k miles on restoration. New chrome/stainless wire wheels, New mohair twillfast top, New alloy competition valve cover, Factory Red leather interior New Floor mats and padding Green & Red Full Tonneau and Newer Style Side Curtains Black Vinyl top Lined Leather Bonnet Strap Restored Wyre Wheels All receipts Since Purchase.

**'65 Plus 4 Four Seater** Full restoration done in the UK by a Morgan Main dealer a few years ago, very few miles since, just had major service, all fluids changed; brand new tonneau, top boot as well. Jaguar British Racing Green exterior with Magnolia leather interior, 72 spoke wire wheels, black weather equipment.

**'64 Plus 4** Rasperry, Brown Leather, Alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

**'62 Plus 4 SuperSport Roadster** BRG/ Tobacco leather Super Sport Bucket seats; restored twice, early in life by original selling dealer, Fergus Motors, last time, early-mid '80s by Morgan dealer in Ontario; 14th SuperSport built, LHD, alloy high body, beautiful looking/beautiful driving example.

**'57 Plus 4 Roadster** BRG exterior/Black rexine interior, Calif. car most of it's life, transmission fully rebuilt, major service, drives beautifully, no rust. Qualifies for any major vintage event being 1957 model.

**'55 Plus 4 Roadster Twin Spare** Extremely rare example restored by Malcolm Schmeer to an excellent show/driver condition. Finished with a stunning yellow exterior and brown leather.

**'54 Plus 4 Roadster Twin Spare** Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinspares, fold down windshield; you can buy this car for 1/2 the price of restoring one!)

**ZOLFE**

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**'34 MX FAMILY** UK/2nd owner; niceet all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All

upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

**'33 JAP SUPER SPORT, Trike** Pozzi Blue, Red leather interior, Pebble Beach quality restoration by MorganWest and East Coast Morgan 3 wheeler guru/restoration specialist. Submitted for consideration for next year's Morgan class at the Pebble Beach Concours. **HUGE PRICE ADJUSTMENT DOWN**

**'31 Aero SUPER SPORT JAP powered trike** 10 year, every nut and bolt restoration, Yellow, black wheels, grey/black leather interior. Fresh mechanical components electrical system upgraded to 12 volts. Rarest of all vee twin production Morgan trikes. **HUGE PRICE ADJUSTMENT DOWN**

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- '59 TRIUMPH TR3a

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# 1909



The **Morgan Centenary** is here! This is the year we have all been waiting for. Some will go to the UK for festivities while some will celebrate here in North America. We have tried to capture all the events in the **MOGSouth region** (highlighted in **BLUE**), as well as, all the special US based events that will celebrate the Morgan Anniversary.

2009 US CENTENARY EVENTS

# 2009



- **Orlando All British Car Show**, 4 Apr 2009, Winter Park (Orlando) FL (**Morgan** Featured Marque)
- **SVRA Elkhart Lake**, 15 - 17 May 2009, Road America, Elkhart Lake, WI (Peter **Morgan** Memorial Race #2)
- **Atlanta British Motorcar Day**, 16 May 2009, Berry College, Rome, GA (**Morgan** Featured Marque)
- **MOGSouth Spring Meet**, May 15 - 17, 2009, Chattanooga, TN / Rome, GA Host - TBD
- **Wine Country Classic**, 29 – 31 May 2009, Infineon Raceway Sonoma CA (**Morgan** Featured Marque)
- **SVRA VIR Gold Cup Race**, 5 – 7 Jun 2009, Danville, VA, (Peter **Morgan** Memorial Race #3) \* See details in this issue!
- **Greenwich Concours d'Elegance**, 6 – 7 Jun 2009, Greenwich CT (**Morgan** Class - Tentative)
- **Ault Park Concours d'Elegance**, 14 Jun, 2009, Cincinnati, Ohio (Special **Morgan** Display)
- **MCCDC MOG 39**, 2 - 5 July 2009, Staunton VA \* See details in this issue!
- **Keeneland Concours d'Elegance**, 16-19 July 2009, Lexington, KY (**Morgan** Featured Marque)
- **Pittsburgh Vintage Grand Prix**, 18 – 19 Jul 2009, Schenley Park, Pittsburgh PA (**Morgan** Only Race Tentative for Saturday)
- **Pittsburgh British Car Day**, 18 Jul 2009, Schenley Park, Pittsburgh PA
- **Meadowbrook Concours d'Elegance**, 2 Aug 2009, Troy, MI (**Morgan** Featured Marque)
- **Pebble Beach Concours d'Elegance**, 12 - 16 Aug 2009, Monterey CA (**Morgan** Class)
- **The Masterpiece Concours d'Elegance**, 22-23 Aug 2009, Milwaukee WI (**Morgan** Featured Marque)
- **SVRA Watkins Glen**, 10 -13 Sep 2009, Watkins Glen, NY (Peter **Morgan** Memorial Race #4) \* See details in this issue!
- **VSCDA Elkhart Lake Fall Festival**, 11 - 13 Sep 2009, Elkhart Lake, WI
- **MidWest MOG Concours d'Elegance**, Sep 2009, Auburn Cord Duesenberg Museum, Auburn, IN (**Morgan** Featured Marque)
- **MOGSouth Fall Meet**, 16-18 Oct 2009, Greenville Spartanburg, SC Hosts: McOmbers, Gaskins, Tuleibitzes
- **EURO Auto Festival**, 16 - 18 Oct 2009, BMW Plant in Greer, SC (**Morgan** Featured Marque)
- **Winter Park Concours d'Elegance**, 25 Oct 2009, Winter Park FL (**Morgan** Featured Marque)
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 1 Nov 2009, Hilton Head Island SC
- **MOGSouth Christmas Party**, 5 Dec 2009, Location TBD

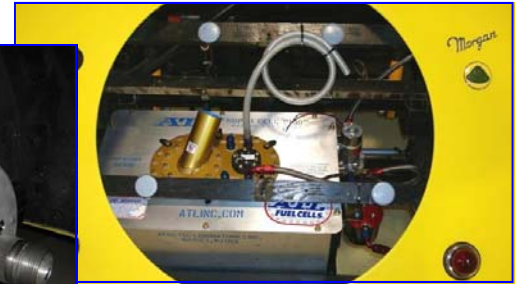
\*\* For UK Centenary Events see [www.morgan-centenary.co.uk](http://www.morgan-centenary.co.uk)\*\*



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

## MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. ~ **CAPS** ~ 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. These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ 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](mailto:randy@therandalgroup.com) or by phone at (770) 729-8786. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941

**We have received only 50% of the 2009 MOGSouth membership renewals!  
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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 (407) 322-5060. If you need to update your email address, send it to [mogsouth@yahoo.com](mailto: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 Web Site at <http://www.mogsouth.com>. Please send any comments, suggestions or contributions to [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).*

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 2/09  
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