

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/09

MOGSouth Spring Meet 15-17 May, 2009 Northwest Georgia

Sometimes I forget just how majestic North Georgia is. It didn't take long for me to remember. Driving to and from the Atlanta British Motorcar Day at Berry College in Rome, from our event headquarters in Ringgold, Georgia was really delightful. It was cool and a little damp. Not the typical 'hot and humid' weather we often times get at this point in the spring. We traveled at respectable speed, allowing time to enjoy the drive and to take in the rural landscape.

We had some 9 Morgans in our convoy and we wound our way along the back country roads to Rome, leaving Ringgold at about 8:15AM. Some thought that getting MOGSouth moving that early and in unison was a small miracle.

Dwight and Jackie Kinzer were our hosts and deserve a big thank you from the Club. And, as before, they had everything wonderfully arranged, to include driving instructions to and from Rome. It would seem that we tend to depend on the Kinzers when we participate en masse in this part of the region. This was first formal MOGSouth event of 2009, and thus, we begin the Morgan Centenary.



But not wanting to omit the lead up to Saturday, let me recap. Andrea and I traveled up with Rick and Sam Frazee, taking a relaxing two days to arrive at the club's Ringgold headquarters. We drove about 400 miles, from Orlando Florida to Macon Georgia on the first day, Thursday, 14 May. We wanted to get the majority of the trip out the way so we could play on Friday. We traveled from Macon leaving at a leisurely 9AM to get to Ray Morgan's restoration shop late morning. Rick wanted to see Ray's JAP powered Super Sports.

If you haven't visited Ray at his shop, you ought to find the time. He usually has a few interesting things to see and talk about. This time there was a cloth covered Stutz, taken down to the ash frame; Ray's prewar Ford Speedster; a few Porsches (of course); the Merlyn race cars, among others; and several Marcos bodies. After a bit of a visit, Susan joined us and we all went off to lunch. After lunch we finished up the day with a spirited 100 mile run up I-75 to Ringgold. And, the cars ran pretty well . . . so far.

I was using the trip as a test drive for my new +8 suspension components. As many of you know, I have been trying to sort out some handling problems and finally went to the AVO shocks so I could really tune the settings and opted for a set of new Michelins after being chastised about 'square' tires. I started with the AVOs set to the softest adjustment on the rear, and to three clicks up from the softest on the front. All seemed to be about right. All I needed now was to test the car in the wet . . .

Well, Friday night it got wet. Really wet. The sky opened up around dinner time and any thoughts we had of driving up to Chattanooga or elsewhere were soon washed away. We opted, as a group, not to venture out and took over the lobby of our hotel for a pizza party. There was a Pizza Hut across the street and Dwight and Jackie saw to it that we had all the necessary libations. It worked out quite well and we had great fun telling lies and talking about auto parts.

Well, Saturday morning came and it wasn't raining. We tried to dry the cars off (and out) but it was a challenge. Most of us had simply used the tonneau to cover the car, but it really needed more. Dwight had a storm cover and I suspect that was the right thing. After some doing, we had the cars ready. All started and off we went towards Rome along the rural country roads of North Georgia. Graeme Addie had his F4 and two Series 1s so we put them towards the front and motored on. It was about an hour's drive at 45 - 50 mph. It was still a bit damp from the night's rain, and Andrea was a bit cold with



the top down. The cloud cover was still quite evident, and we hoped the rain would hold off for the day. We arrived and settled into our normal spot on the hill. Although both Morgan and Mini were being honored (it was the Mini's 50th) we generously (?) opted not to be positioned in the center, as that is typically a very sunny, hot location with no shade. We suggested to the organizers that they put the Minis in this location, and they did.

There were 20 Morgans on the grass during the show. We had two trikes, Dwight and Jackie Kinzer's 1932 and Graeme Addie's 1936 F-4. Graeme's two 1946 Series 1s, Oscar and Bonita Roberts' recently restored 52 Flat Rad Plus 4, and a good number of other cowl Rad Plus 4s and Plus 8s. I think the only 4/4 was Cassie Bondon's Series 2.

The number would have been a bit higher but there were the typical Morgan gremlins. But 20 cars was a very good showing, especially considering the threatening weather. In fact the overall turnout seemed a bit light and I have to blame the weather. Bryan Tate had a drawing for a great pictorial Morgan book his college roommate just published. Bob Steele won the drawing and the book.

MOGSouth departed the show as a group, just how we had arrived, and convoyed back to Ringgold. Again, Dwight and Jackie had planned out a great driving route and rolling through the farms and small towns of North Georgia was very enjoyable. We arrived back at the hotel in time to clean up and some even got a short nap before dinner.

Dinner was next door to the hotel at a great Tex Mex restaurant, with an upstairs room dedicated to MOGSouth. No need to drive and no rain. The food was arranged buffet style so we could dispense with ordering and waiting. Although, we did have the beverage attendant, Dave, to harass. But soon we had pitchers of Margaritas all around and a few other things for those inclined. Good thing we had our own room because we were not well mannered enough for the main restaurant. A good and filling meal, sprinkled with a bit a nonsense and good fun.

Well, as we dialed down the festivities and thought about heading back to the hotel, the sky opened up again. Although we were only some 100 feet from our hotel, the less courageous (or smarter?) opted to wait for Morgan Bondon who shuttled the crowd back to the hotel in his new SUV. A few more beers and some more chit chat, and we were off to bed.

The morning came early and many had already left. Rick and Sam Frazee and Andrea and I were headed to Savannah and then back to Orlando. Well, needless to say the rain followed us and we barely had a dry moment of driving for two days. Well, any day driving a Morgan (even in the torrential rain) is better than a day at work. We had a great dinner on the river and a wet trip home the next day. We're still drying out!



Photos this page courtesy of Eleanor Nabney. From top to bottom, Berry College, Morgan Array, and Dwight Kinzer's 1932 Trike



Dave and Maddie Dressed as a Princess!



Bryan And Johanna Tate's +4-4



Frazee's Plus 8



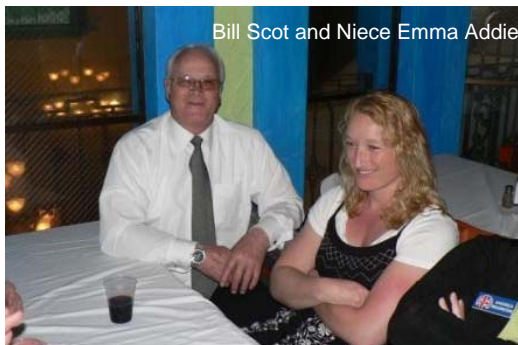
The Ladies . . .



The Men . . .



fadfasdfsd



Bill Scot and Niece Emma Addie



Ron Davis adding class . . .



Morgan dressed as a Bag



Oscar and Bonita's 52 Place

2009 **MOGSouth** **Spring Meet** 15-17 May, 2009

- Jan and Earl Band (FL)
- Sam and Rick Frazee (FL)
- Jackie and Dwight Kinzer (GA)
- Andrea and Mark Braunstein (FL)
- Graeme Addie and Daughter Emma (GA)
- Bill Scot (Graeme's Cousin) (Scotland)
- John Templeton (Graeme's Friend) (Australian in GA?)
- Ron Davis (IL)
- Mae Councill (NC)
- Alan Ventress (and Alan's Daughter) (GA)
- Joe Speetjens (MS)
- Dick ??? (Friend of Kinzers)
- Bryan And Johanna Tate (GA)
- Randy Johnson (GA)
- Len Thomas (GA)
- Eleanor Nabney (GA)
- Peter Olson (GA)
- Oscar & Bonita Roberts (GA)
- Mark Ehrhart (GA)
- Ray and Susan Morgan (GA)
- Cassie and Morgan w/ Maddie and Timmy Bondon (GA)
- Marylyn and Dave Bondon (GA)
- Bob and Lani Steele (AL)



Aero SuperSports



So . . . What'da you think??

The vote is still out . . . but, there really is a lot to like about the new Aero SuperSports. This car's styling is closely based on the Aeromax, and it maintains much of the Aeromax's technical underpinnings. It is, however, sufficiently different allowing the MMC to continue the production of the line and still satisfy the exclusivity promised to the limited edition Aeromax owners.

The rear of the car has the distinctly Aeromax boat-tail treatment and similar pontoon fenders, but the clam shell green house is gone. In its place is a flat rear deck and a small rear window somewhat reminiscent of the Viper. The front of the SuperSports remains consistent with that of the Aeromax.

But, the SuperSports has one big advantage over the Aeromax. It's (sort of) a convertible. You remove two aluminum roof panels, which fit into a small boot in the back, to open up the top. A bit like the t-tops of older US cars. This, attributed to the Morgan factory by one well known motoring publication, *will bring 'fresh air and the aromas of the seasons to the driving experience'*. That does it. Now, I just have to have one!

Seriously, however, the 'open-car' experience is really a Morgan trait, with many of us traveling far and wide, even through the momentary downpour, with nary a thought of putting the top up. So this perhaps makes the new Aero SuperSports a bit more Morgan.

Another significant advantage over the Aeromax is that the MCC has supposedly made structural changes to the rear crash zone of the Aero SuperSports. Changes sufficient to allow it to pass any regulatory requirements and be imported into the US. We'll see. I know the US dealers are hopeful, but with only 200 of this model planned, or so stated by the MMC, there won't be too many shipped to the colonies.



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) for more information.

The MOG 39 schedule will include:

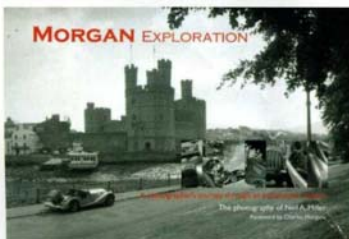
- *Friday July 3 - Registration and a "Meet & Greet" welcome noggin*
- *Saturday July 4 - Concours (AM) – Independence Day celebration with music, food vendors and fireworks at Gypsy Hill Park (Afternoon/Evening w/free transportation between hotel and park) – Noggin (PM)*
- *Sunday July 5 - Autocross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

A New Morgan Pictorial !

MORGAN EXPLORATION
A photographer's journey through an automotive tradition
The Photography of Neil A. Miller
Foreword by Charles Morgan



The book Morgan Exploration is an artistic study of the Morgan Motor Company and the people who have made it possible to reach its 100th anniversary. The contents includes: images of the Morgan Motor Company in 1969, an appreciate of the equipment and materials used to make the Morgan Motor Car, and in-depth study of the employees and the environment of the factory, a look at the following of owners and enthusiasts, studies of the Morgan car as a work of art, a view of the current models and future designs, and a detailed narrative of a personal Morgan experience spanning 45 years. The book is interspersed with comments from the Morgan Motor Company management, workers and Morgan owners.

This book has been authorized by the Morgan Motor Car Company as the official pictorial book for the Morgan Centenary Celebrations. The book, 239 pages with over 300 photographs, is available in two versions. A standard 7.5" x 10.75" hardcover and a hardcover limited edition of 200. This limited edition comes in a slipcase and includes an original photograph. The selected photograph will be printed to museum standards, signed and matted to a 14" x 18". Standard hardcover: \$55 US, Limited Edition: \$250 US

The book is available through www.amazon.com or www.morgan-motor.co.uk or contact a Morgan dealer.



GATSO WHO?

john tuleibitz

Maurice Gatsonides was born in Gombong, Java, on February 14, 1911 and died in the Netherlands on November 29, 1998. He led a life that should have made him a hero to the motoring world, but his best known invention has had just the opposite result.

After his family moved back to Holland, Gatsonides received his education there and became a commercial pilot for KLM. He was too much of a car fan, however, and in 1935 he left the airline to start a motoring business near the city of Haarlem. He soon began rallying and entered the 1936 Monte Carlo Rally in a Hillman Minx. His rallying ended temporarily after the 1939 Liege-Rome-Liege rally due to the beginning of WWII. During the war, he manufactured charcoal-fueled gas generators, which helped keep cars and trucks on the road. The business was also a cover for his work with the Dutch resistance, aiding escaped POWs.

After the war, he got back into the car business and even tried manufacturing his own line of cars, which were not a commercial success. He also returned to rallying using cars from his Humber, Hillman and Studebaker dealerships. He ran the 1947 Alpine Trial in a Studebaker. In 1950, he was second overall on the Monte Carlo Rally in a Humber Super Snipe.

In the early 50's, he drove works Jaguars, as possibly the first full-time professional rally driver. He then switched to a Ford Zephyr and won the Monte in 1953. From then through the mid-60's he rallied in everything from Aston Martins and Porsches to DKWs and Citroens.

In addition to his rallying career, Gatsonides also competed in a number of endurance races, including four attempts at LeMans and one Mille Miglia. His one attempt at a Grand Prix was thwarted when his Maserati failed in the 1952 Dutch Grand Prix.

So why did this career make his name "Mud" to the motoring world? During his rallying days, he became dismayed by the inability to accurately measure speed. He developed a bumper-mounted device, using the relatively new device called radar, that allowed him to measure his speed very precisely.

There was not a great commercial demand for this device in the sporting world, but he did achieve success elsewhere. Many authorities were happy to buy his speed timing devices for use by their police forces.

His first product consisted of two air hoses, placed a precise distance apart. While these worked well, and are still in use in many places, they were labor-intensive, requiring on-site operators and pursuit cars. This problem was solved by his development of speed cameras, which use radar to detect a speeding vehicle and cameras to photograph the vehicle passing over two stripes on the road. The time interval between these two photos is admissible evidence of the vehicle's speed.

These speed cameras, produced by Gatsometer BV, in Holland, carry the name "GATSO". So, the first time you're unlucky enough to get a speeding ticket in the mail thanks to a speed camera, remember that it was a really dedicated motorsports competitor who did it to you.



"Maus" Gatsonides built his first cars with Ford or Mercury V-8 engines. These were first-class touring cars, which Gatsonides drove in rallies. The car known in his home country as the "platje" or crab was built for the then new Zandvoort circuit. 8 were produced during 1946-1951.
Source: Motorbase.

John

Bob 'Kermit' Wilson's *Fabulous* 1935 F-2 Racer



Bob Wilson found this F-2 race car, with the help of Morgan three wheeler notable Fred Sisson, in a small garage on the distant Isle of Man. The Isle of Man is a small island mid way between England and Ireland, home to some 80,000 people. The Isle is in the middle of the Irish Sea and nearly the geographic center of the United Kingdom. Although the Isle is steeped with history, to many of us, the Isle of Man is famous for its tremendous motorcycle racing heritage. It has long been the home of probably one of the most prestigious motorcycle races, the Isle of Man Tourist Trophy. This race dates back to 1907 was first won by a single cylinder Matchless. Perhaps this motorcycle racing history is why a Morgan F-2 race car ended up as a resident of the this somewhat obscure British colony?



As Bob reported, he was led to believe he was going to see a mostly complete and sound race car, but *'When he [the owner] opened the garage he revealed probably most disappointing collection of junk that I have ever seen. So, "Where is the right ready, running, award- winning, drivable, race-ready car?" I tried hard to control my voice and emotions, [George] Proudfoot was trying even harder to hold back laughter. We reviewed the piles of parts, recovering more from the floor, attic, walls, ceiling, and side yard, then retired for the evening. I went to bed wondering if I really needed trike and if we should just chalk the entire thing up to an interesting tour of Great Britain.'*

Photos Courtesy of Mark Braunstein - Taken
at Bob Wilson's Florida Home in Ormond
Beach 3/16/2009

Race Report

This was round one of the three "Peter Morgan Memorial Races (PMMR)" Centenary Challenge races for the for the Morgan cup. Road America May 15 - 17. Seven Morgans showed up for this first race weekend. Because of the small number of cars and the HUGE disparity between a 1935 F-2 and a Factory fast Aero 8 with ground effects and a F-1 style rear wing, it seemed that the most equitable way to compete was an Australian Pursuit race.

The F-2 started 9 min 30 sec ahead of the Aero. "I knew he would pass me once in a 5 lap race and I also knew if I saw him go by the second time I was screwed. When I crossed the finish line he was making the turn at 14 and I knew that he was only 5 or 6 seconds from catching me. Pat Starr in the + 4 was nearly there and 300 feet more he would have had me." This was probably the hardest this guy has ever worked...At least in my hands. While the cup sits on the F-2 cowl for now, the ultimate owner will be decided by the accumulation of points at this race at Road America, the PMMR at VIR in June and the final PMMR at Watkins Glen in September.



Words and Photos Courtesy Bob 'Kermit' Wilson

Kermit



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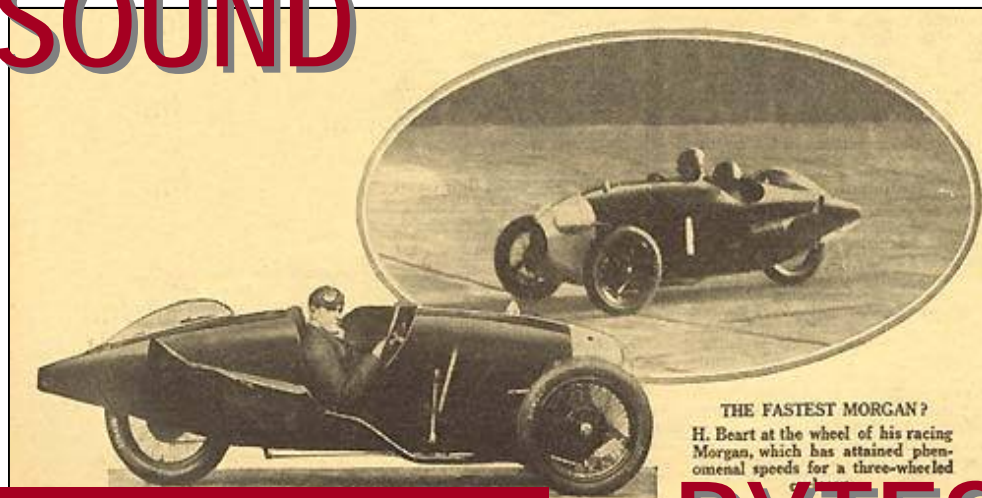
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MORGAN IN THE PRESS OR ON THE WIRE



Aero SuperSports . . .

The press is all about the new Morgan SuperSports and the unveiling of the car 'in concept form' at the Villa d'Este concours in Italy on the 24th of April.

In fact, there were a number of photographs of the car circulating earlier, some from the MMC, as it was shown during HRH Princess Anne's visit to MMC on the 17th of April.

MORGAN AEROMAX LOSES ITS HEAD - <http://www.pistonheads.com> - 24 April 2009 - [Chris Rosamond](#)

'Morgan today unveils the latest model in its Aero line-up, a new 170mph roadster called the Aero SuperSports. Sharing its chassis and 367bhp BMW 4.8-litre V8 engine with the AeroMax and Aero 8, the new Aero SuperSports will cost a cool £127,000 when production starts next year. Production is expected to be limited, this time to just 200 cars.'

'The Morgan Aero SuperSports is a luxurious flamboyant sports car which also remains true to Morgan's philosophy of lightweight minimalist simplicity,' says Charles Morgan, grandson of the illustrious firm's founder. 'It is a celebration of our love of cars and the romance of travel and is a fitting model to announce during Morgan's Centenary year.' [\[Read the rest of the article at http://www.pistonheads.com/news/default.asp?storyId=19802](http://www.pistonheads.com/news/default.asp?storyId=19802) Ed.]

The Aeromax GT3 racer hit the track at an official test at the Montebianco Circuit in Sevilla, Spain on the 2nd of April. Both car and driver, Gael Lesoudier, performed very well. These great track photos provided courtesy of **Nick Little**. See all his great motorsports images (F1, MotoGP, Superbike, etc.) among other things, on line at www.nicklittle.com/motorsports.html. Thanks Nick!



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

This event is all about **Morgan!** The **Downtown Festival** (Friday) www.grandprixfestival.com; **SVRA Races** at the track including Morgan Only Races www.svra.com; **Morgan Banquet** at the track (Saturday); **Morgan** at the **International Motor Racing Research Center** 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 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 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 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 mqahmogca@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.



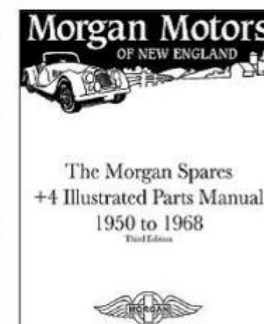
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FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

The MMC factory has been quite busy with new car announcements, Royal visits and all the activities ongoing for the Centenary Year.

There are almost daily press reports of events involving Charles or the MMC.

Much more coverage of MMC than in recent years. The PR folks must be quite busy.



Car factory is fascinating for princess - Malvern Gazette - 17th April 2009

'THE Princess Royal got a close-up look at how Morgan cars are made when she visited the factory on Friday to help the firm celebrate its centenary.

. . . The Princess seemed fascinated by their work and asked questions about the tool they were using. . . . The Princess also saw how Morgan keeps traditional manufacturing skills alive alongside new technology . . .

The Princess met coach trimmer Roger Bethell, who this year celebrated 50 years with the company, and she also talked to the design team, who use the latest computer technology to design the traditionally-made cars.



Outside the plant, she saw a display by members of the Morgan Three Wheelers Club and finished off her visit by unveiling a plaque in the firm's exhibition and visitors' centre.'



A note from Douglas Hallawell [doughallawell@gmail.com]

Bonjour to you all,

I have some interesting news from this side of the planet . . .

A Mogger friend of mine, Michel Coumes, has the biggest collection of Morgan miniatures in France (& maybe in Europe too). After many yrs seeking out approx 200 Mogs, some of which are unique or very valuable, Michel has taken the decision to part with his collection of 165 distinct miniatures: <http://tinyurl.com/qcbsxn>

2 months ago I told him I was only interested in the Super Sports & TOK models, 15 in all. Michel initially had hoped to flog the whole collection to a single buyer... but given the asking price of 15000 euros, it is of no surprise to me that he only received 1 serious enquiry, despite advertising them in Miscellany. So Michel contacted me again recently to announce that he was willing to sell by themes & that he was giving me 1st takes . . . :-) But the asking price of 3000 euros for 15 miniatures & the aquarelle was still very steep IMO . . . Next thing I knew, I was in the south of France at his home, admiring his wonderful collection. And the worst part of the "ordeal" was deciding which of the 15 Mog miniatures I could afford to buy! To give you an idea, 1 of the 9 miniatures I finally settled on includes an extremely rare slot car racer which Michel evaluates at 400 euros. In all I had set aside a budget for 1000 euros plus another 250 for the aquarelle of TOK. It's not every day you come across such an unusual collection of Mogs including trikes of course. Added to my own small collection of miniatures, I now have over 10 of TOK alone. And they all are in "new" condition with their original boxes. Now for the quiz! Which is the most expensive of the 165 miniatures??

OK, OK, now his collection is down to 156. ?-)



Keeneland Concours d'Elegance Benefits Kentucky Children's Hospital

Media Contact: Mary Margaret Colliver [mcolliv@email.uky.edu] (859) 361-1887

LEXINGTON, KY (April 28, 2009) –The [sixth annual Keeneland Concours d'Elegance](#)

[<http://news.uky.edu/news/>], benefitting Kentucky Children's Hospital, will be held July 16-19, 2009 at Keeneland Race Course, event organizers announced today. "It is our hope and our goal that the Concours d'Elegance provides everyone with a unique experience—a mix of art, flair, design, sounds and—of course—a cause," said event chairman Tom Jones during a press conference held at the Mansion at Griffin Gate in Lexington. "There are many reasons to be excited about the 2009 Concours, and we are looking forward to hosting another outstanding weekend in the Bluegrass. It's a delight to enjoy your passion and be able to do good works for the community, especially the Kentucky Children's Hospital. The people at Kentucky Children's Hospital who make that happen day in and day out are the real heroes in this grand scheme of things." **This year's event will feature the British Morgan as the guest marque, in celebration of its 100 years.**

The sixth annual Concours d'Elegance will offer thousands of car enthusiasts from across the nation the opportunity to enjoy these exotic Concours automobiles as well as many automotive special displays, hundreds of cars in the car club paddock, automotive art and a day that showcases "all things Kentucky." "We are so pleased to be able to bring this event to the Bluegrass," said event co-chair Connie Jones. "It has proven to be a fun and exciting weekend for all ages. Even children love the classic automobiles. It has been our goal for the last five years to raise funds for the Kentucky Children's Hospital, a very important and needed organization across Kentucky. It also is important to Tom and me to showcase our beautiful state." A \$50,000 gift, made possible by funds raised during last year's Concours, was presented to Kentucky Children's Hospital during the press conference. "The Concours board and their many supporters are extraordinary professionals and community leaders who make great contributions to the Bluegrass State in their daily work," said Dr. Tim Bricker, professor and chairman of pediatrics, UK College of Medicine, and physician-in-chief of Kentucky Children's Hospital. "In addition to those responsibilities, they put their skills and energy together to organize and run the Keeneland Concours. The energy and drive of the board and supporters comes from their dedication to this community and our Kentucky Children's Hospital. We are honored to have their support."

In 2006, the Keeneland Concours d'Elegance Board and Kentucky Children's Hospital joined together to create an endowment for neonatal research. Dr. Henrietta Bada, professor of pediatrics, UK College of Medicine, and chief of the division of neonatology at Kentucky Children's Hospital, leads the endowment research. Historically, Concours d'Elegance, or "a gathering of elegance," originated in Paris during the 1920s. The Concours quickly became not only an event for automobile manufacturers to parade the latest edition of extravagant automobiles, but also a spot for fashion designers to showcase the latest styles. The Keeneland Concours d'Elegance is pleased to bring this tradition to Kentucky in celebration of the automobile. While the highlight of this four-day event is best known for the Saturday Concours d'Elegance and its magnificent display of automobiles, additional events and activities provide visitors and participants a taste of Kentucky's art, culture and elegance. Event activities include:

Bourbon Tour (Thursday, July 16)

An exclusive tour of a renowned distillery conducted by the master distiller will feature bourbon sampling from selected barrels. The catered lunch and round-table discussion with the experts will give participants inside information about the history and production of Kentucky's favorite libation. Registration is limited.

Black Tie Gala (Friday, July 17)

"James Bond" themed black tie gala held in the private dining rooms of Keeneland Race Course overlooking the historic track and paddock. The gala includes a cocktail reception, fine dining and dancing to the Jay Flippin Orchestra. \$200 per person. 6:30 p.m. to midnight.

Keeneland Concours d'Elegance (Saturday, July 18)

Featuring the British Morgan as the guest marque, special automotive exhibits, plus hundreds of cars in the Car Club Paddock. Also included will be automotive art & a silent auction. \$15/person. \$10 for event program. 9 a.m. to 4:30 p.m.

Hangar Bash (Saturday evening, July 18)

Presented by Porsche of Lexington to be held at Air 51, Bluegrass Airfield, from 7 to 11p.m. Casual setting for food, drink and music. Concours automobiles share the spotlight with modern and vintage planes. \$25/person.

Tour d'Elegance (Sunday, July 19)

Begins at Keeneland Race Course at 9 a.m. The ever-popular tour features a 75-mile excursion through the beautiful Bluegrass featuring two covered bridges, a drive through the 1,500 acre Gainesway Farm and ends with a catered lunch at Spindletop Hall. \$200/car with 2 people; \$75/extra passenger.

For more information on the Keeneland Concours d'Elegance, please call (859) 422-3329.

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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 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, Magycor 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 Rosso Corsa exterior. Beige Mohair top, tonneau and side curtains, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/ Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan Mohair Side Curtain Bag, Car Cover. Interior: Red/Tan with Red leather Seat Inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Wheels-Tires: Factory lightweight alloy wheels. These cars are the most collectible of Plus 8s and definitely moving up in value with no similar model for the US from the MMC.

'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.

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

'61 Plus 4 Four Passenger Family Tourer Red body with black wings Black interior with red piping Full black weather equipment Fiat 2000 DOHC 4 cylinder engine with Automatic Transmission Many time MOGWEST Class winner Bonnet strap Lucas driving lamp Beautifully maintained Morgan by lifelong Morgan enthusiast who built it in the Factory Morgan Plus 4/ FIAT 2000 tradition of the mid-1980s

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

'34 MX Family Black UK/2nd owner; nicest 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**

other marques

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'65 AUSTIN-HEALEY 3000 Mrk III

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BPM May 23 2009



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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



- **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, Tulebitzes
- **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****



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Questions ?? Call SuperDave Bondon at (770) 330-6210, 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 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

**Send Your Dues to Randy Now! Make Checks out to MOGSouth.
Sign Up for MCCDC 4th of July Meet - See www.morgandc.com**

We continue to use the Email contact list for communication and distribution of our news letter, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. To get the free Adobe Acrobat Reader, you can download it (Acrobat Reader, V6 or higher) from <http://www.adobe.com>. If you have problems reading the newsletter call Mark Braunstein at (407) 322-5060. If you need to update your email address, send it to mogsouth@yahoo.com.

Many thanks to those that have contributed articles and photos to this issue and to Andrea Braunstein for her grammatical check. Articles and photos are always welcome and solicited. We also would like inputs for the 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. 3/09
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