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## SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 3/99

### Impressions of the Pittsburgh Vintage Grand Prix

By Samantha Sisson

**O**ld and slow? Not in this term. The term of vintage racing, that is.

The 1999 Pittsburgh Vintage Grand Prix was anything but slow. With the many classes (around six) it was also very large. There is something about the thrill of large (and small) fast cars that appeals to all Americans. What is it? I myself think that it is because we have a history of all things fast.

Race fans came from all over the continent come to watch this race. And

don't think Pittsburgh just does this for fun. All the benefits from the race profit Autism, a disability common among children. Speaking of children, many came by to admire the cars, and even toddlers murmured a few "Oooooohhhh"s and "Aaaaahhhh"s.

The car classes dated back to pre-war and it was somewhat exciting what good shape most of them were in, to be honest. Old and in the way? Only if you and a rival are competing for first place!

### Another Year in Pittsburgh with The World Famous Greater Southern Morgan Three-Wheeler International Racing Team and Grit Tasting Society

By Fred Sisson

**O**nce again the intrepid sub-group of MOGSouth (The World Famous Greater Southern Morgan Three-Wheeler International Racing Team and Grit Tasting Society) sallied forth to the Pittsburgh Vintage Grand Prix.

The Pittsburgh Vintage Grand Prix has the largest attendance of any vintage race in the US, drawing almost three times as many spectators as the Monterey Historic Races. Last year we had seven trikes entered, in the Pre-War

class. This year we were down to Pete and me.

Roni, Samantha and I had attended MOG29 in Pennsylvania then dropped the car trailer in Pittsburgh for ten days while we went on to Indiana for a visit. Then back to Pittsburgh where we met Randy Johnson, Mark Campbell, Lance Lipscomb and Pete Olson. We had a team.

During the pace lap on the Saturday afternoon practice run, Pete got a little hot and apparently decided it was time for a cool-down shower. The nearest source of water was that contained in the

water barriers lining the outside of the turns and the quickest way to empty one was simply to drive into it. So that is what he did. Luckily his speed was very low and aside from the impromptu shower from the bursting plastic water barrier Pete emerged unscathed, albeit quite wet. After the practice was over, Pete and trike arrived in and on, the tow truck. Pete looked like he had just been hosed down by a fire hose. The trike looked just like a cartoonist's character sketch of a trike cornering hard. The suspension was folded in a bit but the expensive components were not damaged. Water barriers do work!

During the same practice, I almost had the honor of being one of the few people in this decade to T-bone a Bugatti. Maybe the only one. Let me tell you, When a supercharged '35 Bugatti passes at speed, the whole world turns to sepia tone, like an old photograph. It is a scene and sounds purely out of the past, one that few people ever get to experience. I saw the blue Bug coming up on me and waved him to the right. As he came alongside I experienced the "sepia fade". It was beautiful. A vintage Bugatti at full song, complete with streaks of oil or water streaming over the car. I thought "that's really so cool". Well.. it really wasn't, as the Bug had blown a radiator hose but the driver had not realized it yet. As we entered the hairpin, his engine died and he spun completely sideways. Luckily it was a 270 degree hairpin that has to be taken pretty slow, so I did miss him, but he was a bit wide-eyed for a second or so. I regretted that I had not yet mounted the video camera on the car. It would have made great footage.

That evening we arrived back at the hotel, showered and went down to dinner at the hotel. I had been conversing with Chip Brown via e-mail and we had decided it would be fun to get the Morgan group together for dinner if possible. We ended up with 14 people at one big table for a good dinner and great conversation.

The actual race was Sunday afternoon. Once again, I was staged beside a mammoth V8 powered dirt track car. I always seem to be right "in

between", faster than the slow cars and the big guys run away, so I decided to take it pretty easy and just go for some good video footage. I followed a Crosley midget for a few laps- great footage, then decided to turn it up a notch. I got the Crosley and the sprint car and was about to get a Hudson Indy car when my clutch finally decided it had had enough. I finished but toward the end I could pick any RPM I wanted without touching the clutch pedal.

No trophies are ever given at this race, but they did have a small awards ceremony this year. We almost didn't go but decided it would be interesting to see what it was all about. Lo and behold- I was awarded a trophy for "Best Drive in Class".

One writer described the Pittsburgh Vintage Grand Prix as being struck by "Morgan carnage". True, the attrition rate among the Morgans was pretty high. Pete munched his trike, Bill Lightfoot's +4 was pranged by a Jaguar, Curt Conner's +4 sheared bolts in the differential then lost a radiator hose, Chip Brown's +4 straightened the haybale chicane bending the subframe a bit, and Michael Virr's 4/4 lost the clutch cylinder. Meanwhile Carlton Shriver motored around in his '38 4/4 with no real problems

I can't begin to tell you how much the support of fellow MOGSouth members means to us. Lance, Randy and Mark seemed to be everywhere, helping not only Pete and I, but anyone that needed help with something. No matter what needed to be done, food, wrenching, gas, muscling a bent trike onto a trailer, napping they were there. Lance and Mark even spent over an hour in the dirt, under a '72? Buick? camper conversion, repairing the exhaust system. You'll just have to ask them for the full story about that... it's too good for me to describe. I don't think they will put Midas out of business, but they did get the job done. Randy did us all proud, standing up to a seven foot tall loudmouth who was doing all he could to intimidate another after a minor fender-bender in the pits. Randy stepped right in between the

two, remained cool and defused the situation. I was impressed.

All in all, we had a great time. The drive home was uneventful- if you don't count changing five trailer tires. But that's another story too.

Let's see what did Pittsburgh cost us this year? Hmm. A total of seven trailer tires, one clutch disk, one Morgan trike frame, over two hundred twenty-five gallons of gasoline, one trike tire, a big motel bill and some incidentals like food, entry fee, a few gallons of racing gas at four bucks a gallon. Are we having fun? Oh yea! Next year Mark swears he is going to have his '29 Aero running. Mark Braunstein only needs a transmission to be competitive and Pete and I are working on Lance Lipscomb to get on the stick and build an F-type racer. That would be five MOGSouth Pre-War cars competing

## SuperDave Returns to The Glen

By SuperDave Bondon

**A**nd a none too auspicious return it was. Still suffering from brake problems as a result of our off at Daytona last year, SuperDave nonetheless managed to go 2 seconds a lap faster than last year and end up 3rd in class in the Enduro. That is all the good car news!

Driving without brakes in the middle of 21 (no that is not a typo) Porsches is like swatting flies with no paddle on your fly swatter. You can get up a lot of velocity but it doesn't really do you any good if your line isn't absolutely perfect.

We had a lot of fun though and that (as son Morgan taught me long ago) is the main objective in life. What with wheel hop and lock up creating some very unique lines through some of the fabled Glen turns, I scared the leather

shorts off enough members of the Panzer division that for the most part they stayed away from me. All except one of them that is. On the last lap of the last race on the last day, one of the above mentioned Kraut Burners decided he didn't want to be behind me at the end and tried a Banzai move spinning me out in a very dramatic fashion (lots'a white smoke, just like NASCAR!). I ended up pointing in the same direction I had started out and with the engine running (practice makes perfect) but I think Rommel had to stop at his pit for a new pair of fire proof shorts! It still amazes me how seriously some of my fellow competitors take this stuff. It's not like we are going to get a call from Don Panoz or something to drive the new LeMans roadster!

And now for the fun part. Morgan decided it was time to introduce his new bride Cassie to the wonderful world of Vintage Racing. A brave move considering they have only been married about three months.

I made the arrangements for accommodations. It seemed to me that low price with the proper amount of nostalgia thrown in (Super is big on nostalgia in his golden years) should be the principal criteria. The absolutely perfect combination would be Seneca Lodge! Marilyn and I stayed at "The Lodge" in 1965 when we were newly weds. Yup, this would be perfect. The sweet little old lady (she was probably pretty cute when we first stayed there) told me that they only had one "cabin" left. It was one of the "rustic" ones and yes it did have two bed rooms and indoor plumbing. To make a long story short I think this may well have been one of the same cabins that Marilyn and I stayed in!

I pulled up to the front and parked Morgan's Morgan (this was the delivery run after it's normal winter rehab at Super Dave's garage) under a huge old pine tree. Every one from Historic Sportscar Racing staff had to come over for a "house tour". All I know is that Morgan and Cassie had a great time (rumor has it that one of them danced on the bar) and when I woke them up at six AM for their Enduro Pit Crew duty I found an old

friend asleep on the floor. So I roused him out too! Just like I had at Morgan's first race.

Some things never change! Let's keep it that way.

## Old 820

By Mark Braunstein

There was a day when the '81 4/4 was all I needed. It ran like a top, the Ford drive train was bullet-proof. . . never a want, never a whine. For fifteen years, the burgundy and cream two-seater ushered us through the mists of Tacoma and the northwest, the humidity of the Nation's Capital and the Mid Atlantic and then finally, it brought us South to that famous southern hospitality and the lush . . . Kudzu of Georgia.

Seventy thousand miles that car has traveled, and the lord only knows how much propane we've seen (smelled). Seeing the world through KOA campgrounds . . . But it was only the start . . .

It must be a drug . . . a little spirited drive through the curvy bit on the way to work, or a dash to the grocery for the much needed (unneeded) whatsit, was all it took to satisfy the desire, . . . for the moment.

But then, there it was, there was the urge . . . it came, it waned, it came back, then . . . It hit me like a, like a . . . yeah, that's it, like a Lucas failure, all of a sudden, but with no obvious source. I checked every wire, every connection, every bulb, but then it was obvious . . . I blew a fuse.

It's not that I shouldn't have known, . . . surely others could see! The glazed look, the little drool out the side of my mouth . . . why didn't they see, wasn't it readily visible? Why didn't they warn me, why didn't they help?

Alas, I see it all so clearly now . . . the horror, the horror (sorry) . . . they too, it turns out, were helpless . . . they too, had succumbed!

I had premonitions, daydreams . . . tossing, sleepless nights, . . . wet dreams (not that kind!). . . of day trips with the top down winding through the clouds, the rain, the cold and damp of the blue ridge. I needed more . . .

Then it happened. The little line in the newsletter, innocent enough, you'd say . . . but there it was.

Richard had a Series One. A car I had known, and had admired over the years, . . . a little burgundy pre-war 4-4 with the anachronistic Coventry Climax motor. He had it, and would sell it . . . but would he sell it to me?

I had to have it, but could I afford it? Could the rent be late? Could the dogs go without food? To hell with it, I said. The house could wait for paint! "Richard", I said, "I want the Series One."

Silence on the other end of the phone.

"No you don't," he finally said. "I have the car for you, a perfect MG-TD, fully restored, no problems, it'll go anywhere."

"No, No," I argued. "I want the '39, the Series One."

"Why," he said. "Why would you want a car that has no power, will leave you stranded only a few miles from home, and has a maintenance schedule that belies belief? It doesn't even have a water pump. No, what you want is this lovely TD," he continued.

No, it wouldn't work. Not for me anyway. The TD was a nice car, but it was not the Series One, and it wasn't a Morgan. How could I have a MG? I would have to by a new wardrobe, new books, new knickknacks . . . maybe even a new basement.

Yes, it was the Series One I had to have.

"Richard," I said, "I will pay your price. When will it be done?"

"Oh, hell, he said, giving in. "In the spring, he said, "the motor is out, new valves and springs, the manifold is being welded, and the brakes are done."

Great I thought, ready for the summer touring season. But then there



was the proverbial wrench (a Whitworth, no doubt) thrown into the works.

Richard couldn't finish the car. He would have to send it south, to me . . . unfinished.

"Finish the restoration myself? Are you nuts?"

"What do I know about a 60 year old car with no water pump?" I said. "Not to worry," he said, "I'll send a book." Oh, yeah that will help . . .

Well, he did and I did, and now it's almost done. On the road, with a few little tweaks still needed. Richard came down for the first time start. He's still a Morgan God, (or maybe one on those Monks who drinks beer)? I'll get those little tweaks done someday, probably with Richard's help, but now it's time to leave. I have that old urge.

As Melvyn said, when I sent for spares, "Having one Morgan is bad enough, but having two . . . one of which is pre-war car, is sheer madness!"

He is right you know! It is madness, but you knew that, didn't you?

I can see it. There it is, that glazed look, that little drool out the side of your mouth. You have it too!

But you knew that and that's why you read this. What the hell, enjoy the curse! Be happy that there's no cure . . . and turn the key . . . Happy Moggin' How I got my hands on ol' number 820.

*Old number 820 was pictured in its Christmas attire in Volume 1/99 as it sat jauntily in the Ligon's driveway at last year's Christmas Party. Mark and Andrea also had a 60th Birthday Bash for the old girl earlier this summer.*

## REMINDER:

### 1999 FALL MEET DETAILS

Maidie and Charlie Williams have finalized the plans for the Fall Meet. Dates are October 8, 9 and 10 in Northeast Georgia. This weekend should be approaching the peak color time of the fall leaf season.

Headquarters for the meet will be the English Manor Inn in Clayton,

Georgia. The room rate remains the same as past meets held here, \$109.00 per room, double occupancy and includes their famous hor's d'ouvres on Friday night (we will be at the William's Lake Burton home on Saturday night) as well as a full breakfast on Saturday and Sunday mornings.

Plan on arriving Friday night where you can enjoy the hor's d'ouvres (remember the King Crab legs?) and catch up with other MOGSouth member's exploits from the summer. Additional wine, plus beer and soft drinks will be provided by the Club. If you are still hungry Friday night, there are several restaurants in Clayton where you can dine.

After breakfast Saturday we will motor south to Tallulah Falls, Georgia (15 miles) to view impressive Tallulah Gorge (where Karl Wallenda walked across on a tight-rope) and the Jane Hurt Yarn Interpretive Center. Tallulah Falls was a tourist mecca in the late 1800's due to its elevation and climate. The Center outlines its history as well as that of the region and is well worth the visit. (Please note a \$4.00 per car charge to visit the gorge). Lunch is planned for Isabelle's Restaurant, housed in a Victorian Home in Tallulah Falls.

After lunch we will have a back road tour of Lake Rabun, Lake Seed and Lake Burton area to Maidie and Charlie's home on Lake Burton, Hummer Haven. (Note: the road into their home is now PAVED!!)

We plan to arrive later in the afternoon to allow for continued socializing and weather and the lake level permitting, Charlie has offered sight seeing rides on the lake. Dinner Saturday night will be catered by Karen's Restaurant of Mountain City (provided the BBQ at the Spring Meet in 1998, wonderful!) There will be a \$5.00 per head assessment for dinner on Saturday (payable at the door). Again, the Club will provide beer, wine and soft drinks Saturday. After dinner you may make your way back to the Inn on your own.

This should be a beautiful time of the year in North Georgia so mark your

calendar and make your reservations now.

Call the English Manor Inn at 800 782-5780 (ask for Dawn and MOGSouth reservations). They are holding 25 rooms for us until September 1, 1999. As this is the Fall leaf season, do not wait too late to get your rooms.

Also, in order to plan for the dinner on Saturday and to plan for the refreshments for Friday and Saturday, **PLEASE RSVP** to Charlie or Maidie at 404 252-4632 no later than October 1, 1999.

### Reminder: MOGSouth

#### 25th Anniversary Meet

The celebration of MOGSouth's founding will be held in Charleston, SC, April 14-16, 2000 and will be hosted by Charlie and Caroline King. Headquarters will be the Hampton Inn Riverview. Rates are \$85.00 per night double occupancy and includes a continental breakfast each morning. Charlie plans for wine and cheese and his famous chili for Friday night as well as liquid refreshments. Saturday's plans are to be determined but could include carriage rides in historic Charleston, gardens tours and possibly a dinner cruise that night. Charlie has reserved 25 rooms for the event. Call Hampton Inn reservations at 1 800 HAMPTON and mention group MOG.

Charlie has sourced a very nice nylon windbreaker that will have silk screened an anniversary logo on the left breast. Jackets are available from Charlie for \$17.50 and an order form is included in the newsletter.

This should be a great event. Mark you calendars and make plans to attend now!

## New Members

Please welcome the following new members to MOGSouth:

**Mark and Fran Ehrhard** of Atlanta. Mark has recently been re-motivated to complete the restoration of his 1955 Twin Spare Roadster that he has owned since 1976. He began the restoration in 1982...and plans to have it completed by the Spring of 2000, seventeen years of planning and one year of execution. Mark and his company Image Link are responsible for the color pages in this issue.

**Oscar Roberts** of Cleveland, Georgia. Oscar is working with Don Simpkins on a restoration. I apologize to Oscar as I missed listing him as a new member in the last issue.

## MOGSouth Badges (again)

We received a very positive response from at least 25 members when polled regarding their desire to own a MOGSouth badge. Hence, The Club ordered enough badges to meet those requests as well as an additional 25 badges (50 total) to meet future requests, as well as to get a quantity price break.

As of this newsletter, we have sold two badges. As you can imagine, the cost of these badges is not trivial, hence the balance in the treasury has been drawn down below \$500.00 (as neither Lance nor myself wanted to finance the purchase of the badges, what with his just completed restoration of his Plus Eight and building a new house and you have not yet heard about Dale's '71 VW Bug Convertible).

Please, if you indicated that you wanted a badge, place your order on the enclosed order form (heck, buy two!) so we may re-reimburse the treasury for this purchase (and continue the free beer and wine at the meets or raise dues!).

The badges are the same design and color (blue, yellow, gray) as the last order and are available directly from Lance. The price is \$45.00 per badge.

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Mark Braunstein's 1939 4/4 "Old 820", The Motley "Splinter Group Racing Team" Driver and Crew and Randy and Dale Johnson with Bill Fink and a new Plus Eight at Isis Imports





The World Famous Greater Southern Morgan Three-Wheeler International Racing Team and Grit Tasting Society at the 1999 Pittsburgh Vintage Grand Prix





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## That's Racin'

HSR has two events this Fall in the Southeast:

The Atlanta Historic Races at Road Atlanta, September 24, 25 and 26 and The Brumos Daytona Continental Historic Races at Daytona Motor Speedway, November 4, 5, 6, and 7.

SuperDave Bondon plans to be at both and I am sure Gene McOmber plans to be at Road Atlanta in September. Come out and support our Morgan racers.

## San Francisco Treat

By Randy Johnson

No, it was not Rice a Roni! What it was was the opportunity to drive a new Plus Eight from Isis Imports during a visit by Dale and I to San Francisco to visit our son Adam earlier this summer. What would a trip to San Francisco be without a stop at Pier 33?

After breakfast on Saturday morning Dale, Adam and I stopped at Bill Fink's Isis Imports to see his operation and any new cars they were preparing. I mentioned that I had seen Glen and Susan Warwick's new Plus Eight at Atlanta British Motorcar Day and Bill asked "have you driven the new car?" Heck, I had only driven one Plus Eight, Pete Olson's, so you can imagine how I jumped at the opportunity.

Bill handed me the keys to the red Plus Eight featured in the *Road & Track* review and off Adam and I went. Of course, we had to stop for the obligatory photo op and were a little late in returning. Dale was wondering if we had traded her and Adam's Honda for the Plus Eight. No such luck!

Then Dale and I went for a quick spin and she decided that if we ever win the lottery, a new Plus Eight would have to be acquired.

It is a beautiful car and thanks to Bill Fink and Isis Imports for helping us enjoy our trip.

## Color..Color...Color...

Thanks and hats off to new member Mark Ehrhard of Atlanta and his company Image Link, for providing the color pages in this issue. Mark volunteered their services and I am sure you will agree the color pages certainly brighten up the publication.

Thanks Mark!!

## For Sale

**Steering Wheel:**

Woodrim/Aluminum to fit 4/4 or +4.  
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Will bring to Fall Meet.

Gene McOmber 864 944-6037



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YOU CAN ROAD RACE IT

OR  
YOU CAN JUST STAND  
AND STARE AT IT.



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# Euro '99

Enclosed is an entry form and schedule for Euro '99 to be held the weekend after our Fall Meet, October 15, 16, and 17. The car show is Saturday, October 16 and I am sure Gene McOmber, our delegate to the Euro '99 committee would appreciate a good turnout of Morgans. If this fits your schedule, please support this show.

## Calendar-Future Events

**September 24, 25, 26**-HSR at Road Atlanta

**October 8, 9, 10**-MOGSouth Fall Meet (details this newsletter-hosted by Charlie and Maidie Williams)

**October 15, 16, 17**-EURO 99 at BMW plant in Spartanburg, SC (details this newsletter)

**November 4, 5, 6, 7**-HSR at Daytona Beach

**December 4**-Egleston Children's Christmas Parade (7:00AM Atlanta, Ga.)

**December 4**-MOGSouth Christmas Party at the home of Scarlett and Mark Campbell in Alpharetta, Ga.

**April 14, 15, 16**-MOGSouth 25th Anniversary Celebration and meet, Charleston, SC (details this newsletter)

## Credit Where Credit Is Due

Thank you to Samantha Sisson, Fred Sisson, SuperDave Bondon and Mark Braunstein for their articles in this issue. All articles are welcome and solicited. Pictures courtesy SuperDave Bondon, Fred and Roni Sisson and Adam Johnson. Color pages courtesy Mark Ehrhard and Image Link.



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BUILDERS OF THE MORGAN SPORTS CAR

100, High Street, Malvern, Worcestershire, WR14 3TS, UK  
MALVERN, LINCOLN

## FOUR SEATER

We are delighted to confirm that the 4/4 Seater has passed the necessary tests for European Type Approval.

This means that production can now commence, at a maximum rate of 2 cars per week.

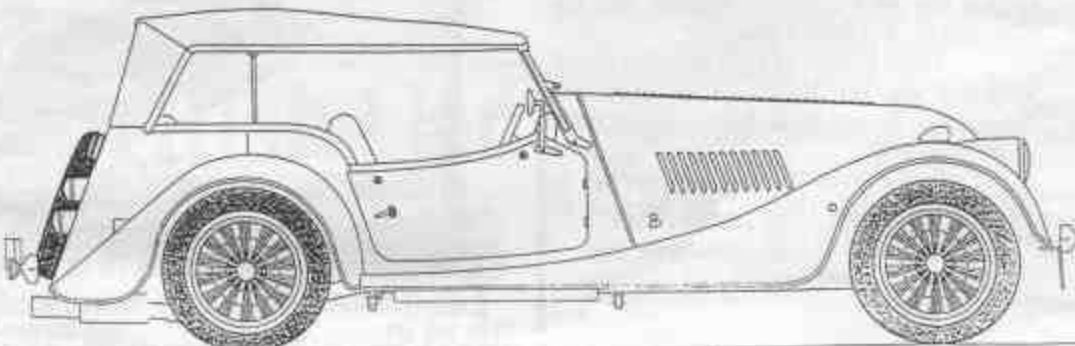
In anticipation of the launch, I have reserved 4 Seater production slots in our planning schedule, and so the first 4 Seaters will commence production almost immediately.

We will be starting with the oldest orders and working chronologically, and I would ask you to turn to your customers their specifications as soon as possible. As many of these orders have been with us for some time, your customers may need to be refreshed as to the exact details of their cars.

Photographs will be available as soon as our second prototype is complete. This will be in several weeks time.

The prices have been announced and are detailed on the latest price list. Other details of the car which many customers will wish to know are:

- Although now based on the 4/4, the interior body width is as the 100 Plus 4 Seater.
- The two rear seats are now individual bucket type, which include head rests and of course the 3 point rear seatbelts. These have been tested to the rigorous Federal standards.
- There is now considerably more room in the rear, with extra leg and foot room. The rear seats are also almost 4" lower than the old model making the rear passengers better protected from the elements and more comfortable.
- The rear seats individually fold forwards to make a wide, flat load area.
- There is a small storage area behind each rear seat.
- An interior light will be operated by the drivers door, which lights up the rear of the car.
- The front seat belt units are mounted centrally, with the shoulder strap emerging from the centre of the car. This allows easy access to the rear without having to climb over the seat belts.
- The doors have been lengthened even further, to make access to the rear seats.
- An all new hood, with a simple front fixing, removed from the rear and with a roll down rear window is fitted as standard. This is very easy and quick to operate. With the added complications of this in production, and the ease and speed of use, a tennish cover will no longer be part of the standard equipment.
- The rear seats are now covered as standard.
- The 4 seater will come with superluxe wings, galvanneal chassis and low profile wheels and tyres (as Plus 4).
- A maximum of 2 load patterns can be fitted in each slot.



The letter below from Peter J.H. Thornley, this year's recipient of the "Mogger's Choice" Award at Atlanta British Motorcar Day was received too late to include in the last issue. He is an interesting fellow and his car has an interesting history. He is a true "British Car Owner" and very deserving of the award.

150 Laurel Branch Court, Roswell GA 30075.

770.992.5482

[pjthornl@americanisuzu.com](mailto:pjthornl@americanisuzu.com)

The Morgan Owners Group South,  
1794 Fair Oaks Place,  
Decatur, GA

Ladies and Gentlemen,

What a delightful and unexpected compliment. To be chosen from such a list of alternatives, Bentleys, Rolls-Royceses, Lotii and even a Gordon-Keeble. To be your second choice after a Morgan is genuine praise indeed.

As I told your representatives at the time, when, in 1930, my father reached the age of twenty-one, he traded his Brough Superior in on a motor car. He had to choose between a Morgan three wheeler, a supercharged Triumph and an MG M-Type. He eventually became Director and General Manager of MG Car Company. We wonder where he might have gone had the choice been different!

Your presentation to me is a delightful expression of the true enthusiasm of our fun hobby. I shall treasure it. Thank you.

Many Happy Mogger Miles to you all!

Aye

  
Peter J.H. Thornley



## PRESS RELEASE

Morgan Motor Company Ltd, Abingdon Road, Malvern, Glos., Herefordshire WR14 2JL. Tel: 01452 731000 Fax: 01452 880700

28 May 1999

### A NEW SPORTSCAR FROM MORGAN.

The Morgan Motor Company, manufacturers of cars since 1885, has announced plans for a new sports car.

The car will sell on a simple, effective design with low weight and long term durability as its two most important goals. The chassis of the car will be extended aluminium and special, high tensile aluminium sheet. Morgan's core coach building skills will still be in evidence in the new car, which will have a body frame of European mild steel and clad in a combination of hand formed and 'superformed' aluminium panels.

The new car design, the largest development project ever undertaken by the company, began with Morgan's GT2 concept. Two versions of the car are in its infancy: Morgan bodywork in the 1990 and 1995 HPB and FIA GT series.

A chassis for the race was developed with the help of resources at Birmingham University under the supervision of Professor Jim Randle. Both this chassis and various combinations of components were tested for durability during long distance trials with high loads and often in extreme conditions. Having achieved a competitive edge in the project and gathered up feedback and new design lessons.

During this development phase, the stiffness of the original chassis was improved, and the chassis has now been tested to current European crashworthiness requirements using facilities at MIRA.

Though the motor became competitive, any straight alloy side sills were out of reach due to the structural needs of the extended Morgan bodywork. When finished, the new car will sport its own, new stage styled by Morgan and developed in the full-size SIRA wind tunnel. This new design will successfully combine low drag with negative lift at the front and rear axles, but Morgan is keeping a couple of the very big wind wings until the car's launch in March 2000. However, the car will be instantly recognisable as a product from the Malvern factory. The new model will be an addition to Morgan's range of open top sports cars, not a replacement.

By the factory, it will make good use of aluminium extrusions to reduce unsprung weight. The braking system has been designed with compression in mind so the drivers will be able to take the car through racing with no modification.

The interior will feature craftsmanship in leather and exposure of handwood features of the soft frame. Air conditioning and electric windows are likely to be fitted, but attention will need to be paid to keeping the weight of the car to a strict loading minimum. As with current models, customers will still be able to choose from an almost infinite range of body colours and interior leather and fabrics to customise their car to their own specifications.

Compliance with at least 50 separate requirements for European Whole Vehicle Type Approval has been Morgan's objective since the start of the project. Exhaustion emissions will be in the latest levels, incorporating evaporative controls and misfire detection. Like the current Morgan Plus 6, the new car will be powered by a large capacity V8, though the engine supplier still remains to be confirmed. With finished cars expected to weigh in at around 1000kg, performance is expected to be exciting.

The company aims to have the car in production by mid-2000 in a higher price than the current Plus 6 which will ensure a premium alongside the new car.



# EURO '99

## Auto Festival



BMW invites you to the fourth annual celebration of European motorcars and special events at the BMW Manufacturing Plant and Visitor's Center. 1999 will introduce a featured marque commencing with BMW. Many unique cars of interest to all collectors are expected.

There will be Friday plant tours and a challenging autocross has been added to the fun. Register early to ensure your place. The rally and social functions are always highlights. There will be Class awards and special Corporate awards.

### FRIDAY, OCTOBER 15

- BMW Plant Tours for pre-registered Participants
- AUTOCROSS for pre-registered Participants
- Show registration at the GREENVILLE HILTON
- Reception\*
- Hospitality Suite\*
- Outside Security provided at the GREENVILLE HILTON

### SATURDAY, OCTOBER 16 OPEN TO PUBLIC

- Car show, sponsor displays, vendors
- Canadian Driving Event
- Driving Demonstrations
- Banquet with Special Awards and Entertainment\*
- Hospitality Suite\*
- Outside Security provided at the GREENVILLE HILTON

### SUNDAY, OCTOBER 17

- Rally to BMW Zentrum and Prizes
- Lunch
- Goodbyes

\* RECEPTION, HOSPITALITY SUITE AND BANQUET WILL ALL BE AT THE GREENVILLE HILTON.

✓ CHECK OUR WEBSITE AT [WWW.EUROCARSHOW.COM](http://WWW.EUROCARSHOW.COM) FOR INFORMATION AND UPDATES ✓

Name: \_\_\_\_\_  
Last First MI

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

Car Club Affiliation: \_\_\_\_\_

1st Car: \_\_\_\_\_  
Make: \_\_\_\_\_ Model: \_\_\_\_\_ Yr: \_\_\_\_\_

2nd Car: \_\_\_\_\_  
Make: \_\_\_\_\_ Model: \_\_\_\_\_ Yr: \_\_\_\_\_

Indicate if you will require parking for a car trailer?  
(Yes or No) \_\_\_\_\_

BMW Plant Tours - Indicate the number of people in requested time slot. As time slots fill, you will be scheduled in the next available tour. There is no charge - limit two (2) tours per registration. No Children under 12 years.

### FRIDAY, OCTOBER 15TH

7:30	7:45 a.m.	10:00 a.m.	10:15 a.m.
1:30 p.m.	1:45 p.m.	2:00 p.m.	2:15 p.m.

Event Registration \$25.00 \* (1 car)  
Paid to participate in any event,  
(Day of Show \$35.00) \$ \_\_\_\_\_ \*

Each additional car \$10.00 \$ \_\_\_\_\_ \*

AUTOCROSS Friday 10/16 - \$20.00/person  
(Cars Furnished by EURO'99 -  
Limited Spaces Available) \$ \_\_\_\_\_ \*

Friday Reception  
No. Persons: \_\_\_\_\_ x \$0 = \_\_\_\_\_ No Charge

Saturday Banquet \$25.00/person  
No. Persons: \_\_\_\_\_ x \$25.00 = \$ \_\_\_\_\_ \*

Sunday Rally \$15.00/car  
(Includes Lunch)  
No. Cars: \_\_\_\_\_ x \$15.00 = \$ \_\_\_\_\_ \*

T-Shirts - 15.00 each  
Indicate Size and Number of Shirts  
M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_ \*

CHECKS PAYABLE TO: TREASURER EURO'99

- \* Registration, event and purchase fees are not refundable or transferrable

→ Meal reservations required by Monday, October 11 ←

Release and Waiver: In consideration for the right to pay the event fee and participate in EURO'99, the undersigned hereby releases EURO'99, its organization, members, hosting hotel and event sponsors, from any and all liability resulting in damage to my car(s) and/or property, under person while traveling to or from or participating in the above event. My car(s) is/are covered by suitable liability insurance.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

MAIL CHECK & REGISTRATION FORM TO: TREASURER, EURO'99, P. O. BOX 258, ANDERSON, SC 29622-0258

Alfa Romeo



VOLVO



## MOGSouth Badges Order Form

Badges are \$45.00 including shipping and handling.

Please make check payable to **MOGSouth** and send order form and payment to :

Lance Lipscomb

2932 Melton Court

Lilburn, GA 30247-1970

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State and ZIP \_\_\_\_\_

# of badges ordered @ \$45.00 per badge \_\_\_\_\_



## MOGSouth 25th Anniversary Jacket Order Form

Jackets are lined nylon, Navy blue with logo silk screened over left breast.

Sizes- Medium, Large, X-Large and XX-Large. Cost is \$17.50 per jacket including shipping.

Orders placed now, jackets available mid-October.

Please make check payable to **MOGSouth** and send order form and payment to :

Charlie King

642 Harbor Creek

Charleston, SC 29412

Questions-843 762-4545

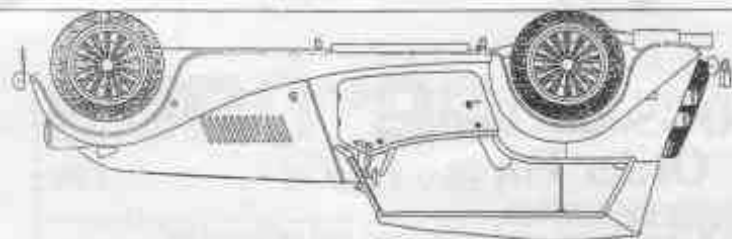
Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State and ZIP \_\_\_\_\_

# of jackets ordered @ \$17.50 per jacket \_\_\_\_\_

Size(s) ordered    Medium \_\_\_\_\_ Large \_\_\_\_\_ X-Large \_\_\_\_\_ XX-Large \_\_\_\_\_



MOGSouth Fall Meet  
October 8, 9, and 10, 1999  
English Manor Inn  
Clayton, Georgia

ISS #10

Dave and Sarah Chiles  
P. O. Box 129  
Jamesstown, NC 27282



SOUTHERN FOURS AND EIGHTS  
Newsletter of the Southern Morgan Group MOGSouth Vol. 3/99  
1794 Fair Oaks Place  
Decatur, Georgia 30033-1449



ISS #10

*We have it all:*

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Race and  
Performance items.*



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Weather Equip.,  
Clothing & Accessories.*

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5100 Simons Road, Ancram NY 12502

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292 E-Mail [morganspares@taconic.net](mailto:morganspares@taconic.net)

