

## SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/09

### MOG 39 - MCCDC's 4th of July, 2009 Morgan Motor Company Centenary Celebration

***“Find me a open end wrench, will ya’ . . . This ratchet won’t fit.”***

The muffled request came up from the underside of the black Plus 4 as Rick Frazee manhandled the removal of the failed Lucas starter. Luckily Penny Bates had a replacement for the errant beast.

Rick had phoned and talked with Penny earlier in the weekend, but the availability of the needed starter was still unconfirmed until she unloaded the van at the Gymkhana and sorted through all the dusty bits. It was really good she had a starter.

And, it really was quite pleasant under the trees . . . it was a bit cooler in the shade and there was a intermittent breeze, on this given day, in our little part of Staunton, VA.

The frivolity of the Gymkhana with the operators titling at wind mills, and the like, coupled with the rev'ing of the Morgans filtered through the air as we muddled with the car . . . I was thinking how much better this was than a day in the office . . . I really needed a break. I was tired and worn down from the job. Three straight weeks of business travel . . . Fort Worth, Washington DC, Morocco, and Fort Worth, again.

MOG39 came at a really good time for me.



Bob and Lani Steele's 1959 4 Place at the Concours in downtown Staunton, VA. It seemed that the entire town came out to join us!

The failed starter came out, and the new one went in, all without too much trouble . . . a couple of bolts and an electrical connection. Rick hit the button under the bonnet, and the starter made noises like it worked, so the car was buttoned up. A easy job and Rick and Sam were both quite relieved. Mostly Sam though, as she had been the designated 'starter' . . . pushing the car for last several days.

A short while later, Rick went to the start the car with the key and . . . nothing. But, I digress.

The MOG39 story really begins a few days earlier, so let's get caught up before we progress too far off course with the tale of the Lucas starter.

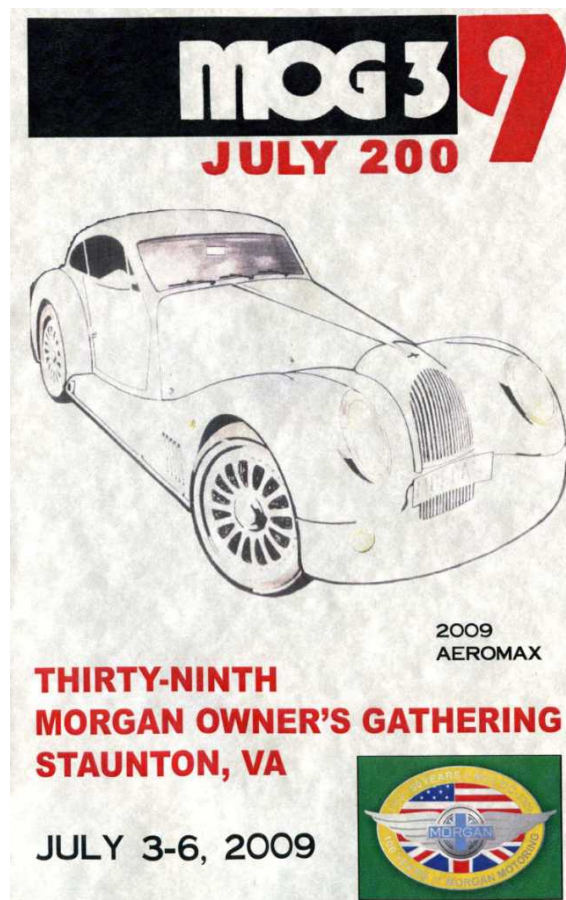
Andrea and I, again found the ease of Autotrain appealing and opted for the short 150 mile drive out of Lorton VA to Staunton. Our alternative was three days in the Morgan just to get there and three more days to get back home. Well, we just aren't as young (and resilient) as we once were and we didn't have the luxury of time. Getting to the train on Thursday was hectic and we found ourselves scrambling to get packed, getting the house hold chores completed, and getting the 4/4 packed . . . all in time to meet the Autotrain load time of 3PM. We were a little tired. We arrived home from the airport at midnight, just the night before. At one point I thought we'd miss the train, but we finally got there at about 2:30. As it turned out we had forgotten a lot of stuff. A good argument for making a list . . .

This time, we were traveling alone. Rick and Sam Frazee, fellow Floridians and our normal Autotrain companions, had already left for the MGO. They flew to Connecticut on July 1st to pick up a new car. They had been looking for a 4 Seater to allow their Giant Schnauzers to join in on their Morgan adventures. Well, Rick found a car on ebay, a black 1966 Plus 4 4 Seater, chrome wires, and in good shape.

Rick made arrangements to fly up and pick up the car. Allowing a day for sorting things and then they drove the car down to Staunton. The plan was for them to take the new car back to Florida, on the Autotrain, with us.

The previous owner of the Plus 4 had cats, some 5 of them, and the car was full of cat hair and smelled like cats (and other cat things) and this just wouldn't do for the Frazee's Giant Schnauzers. They spent most of Friday in the car wash, in Staunton, trying to get the 'cat' out of the car.

We arrived in Lorton VA on Friday morning at about 9AM. Our route was south along I-95 to Fredericksburg, then west through Charlottesville, to Staunton. I-95 was absolutely clogged, and we were traveling at only 5-10 mph. I was somewhat confused, as it wasn't rush hour . . . it was just 10 AM and we were going opposite of morning traffic? We never really found out why, no big accident, construction project, only the 4th of July holiday. Could this have been the cause? It was almost Fredricksburg before it opened up. A few lights finding our way out of Fredericksburg and then the open road



### MOGSouth Members at MOG39

|  |    |
|--|----|
| Penny Bates  | PA |
| John Bigler  | SC |
| Mark and Andrea Braunstein   | FL |
| Pat and Judy Buckley   | NC |
| Dave and Sarah Chiles  | NC |
| Rick and Sam Frazee  | FL |
| Lee and Trisha Gaskins   | SC |
| Norris and Susan Haynes  | NC |
| Charles and Caroline King  | SC |
| Ellis and Rachel King  | NC |
| Dwight & Jacqueline D. Kinzer, Daughter Pam w/ date Bob Rogers, & Granddaughter Kinzer | GA |
| Anne and Andy Leo  | NC |
| Alan Marsh   | DC |
| Charles and Beth Miller  | SC |
| Glenn and Dorothy Moore  | GA |
| Oscar and Bonita Roberts, III  | GA |
| Carlton and Bev Shriver  | MD |
| Gene Spainhour   | NC |
| Joe and Cynthia Speetjens  | MS |
| Bob and Lani Steele  | AL |
| Dr. Rich Fohl  | VA |
| Ed Zielinski   | MD |
| 41 People with 15 Cars   |    |

My apologies for any omissions or errors. There are lots of moving parts at these things!



all the way to Staunton. It was cool and breezy, atypical for July, and actually a great drive in the 4/4, once we left I-95. We even had time for a little shopping.

Upon arrival we checked in, greeted a few folks that had arrived a bit sooner . . . Duncan Charlton and Peter Ballard had their trikes under the front portico and were chatting with Dale and Karen Barry about important three wheeler things and Andrea's favorite . . . auto parts. We chatted with the Frazee's by phone and found out they were at the car wash. We unloaded the car and then we went off to the Ace Hardware store to fill the 4/4 with Propane. Once back, we took the car up to the designated Morgan parking in the Stonewall Jackson Hotel's garage. The array of Morgans was already good, but I knew it would only get better as everyone arrived.

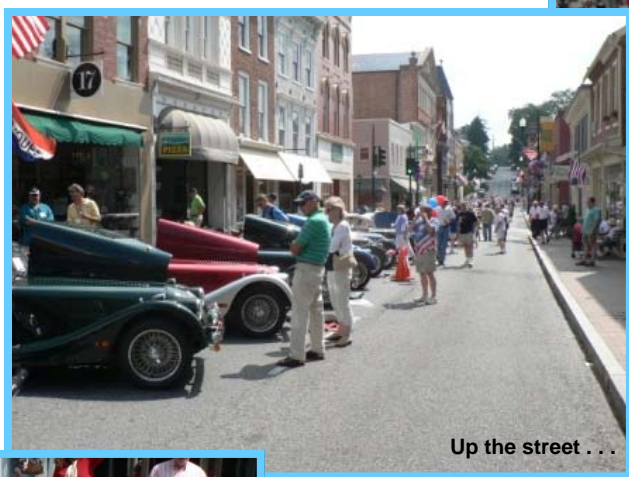
The hotel was very nice, with somewhat of a palatial ambiance, and had just been renovated which meant it was clean. (Memories of previous MOGs in Staunton at



Peter Ballard's Sports behind Duncan Carlton's Aero SS



and back down . . .



Up the street . . .



Norris & Susan Haynes' Plus 4



Mark & Rebecca Handcock's Plus 4

**The Old . . . The New . . . And lots of interesting things in between.**



Rick and Sam Frazee's new 4 Place



Pat & Judy Buckley's Roadster



the Engleside, with a giant sand filled pool (cat box) and a fly swatter in every room.) Some things were a little odd (like the dinning room never opened?) but, all it all, it was quite nice.

The Concours was on Saturday. They shut down the street behind the hotel and had the cars displayed up and down the street. The potential for high heat with the cars arrayed on the street really didn't occur and it was quite nice.

After the Concours it was out to the Gymkhana site. We didn't plan on participating in the event, as we wanted to see what Penny had to offer this year, and help Rick with the starter.

Well, back to the tale of the starter. We've caught back up. After the attempt to start the car with the key with no result, there was a bit of smoke and the starter got hot. It appeared jammed and not disengaging from the ring gear.

Once the problem became something more elaborate than a simple starter swap, the crowds started to build, with offers of help and parts. Richard Lipski, who can't seem to avoid the opportunity to get dirty, and is always ready to assist a Morgan in distress, readily climbed under the car. Between Richard and Rick, the starter went in and out some eight times. Each time, the attempts to start the car were followed by really 'bad' grinding and gnashing noises. Finally, both starters came out and were layed out side by side to compare.

The two starters only really differed in the shape of the drive or dog gear. The old starter's gear was only half as long, having half of its length machined down, where the new starter's gear was the full length, perhaps an inch long. It was determined that the full length gear got stuck on the clutch plate. A plan was derived to take the old dog gear off the failed starter and put in on the new starter. Easy to say, but that required a machine shop. And, one wouldn't be available until Monday. Unfortunately, Sam was back to pushing.

And, Sam was nervous. The fear was that if this plan didn't work, the car could not go on the train, and would have to be driven to Florida. The Autotrain has a rule that all cars must be able to start and to run, as they can't really be pushed on the train. (If they won't start or run once they are on the train, they will however push them off. We know this as they ran the battery dead on Bill Stelcher's Plus 4 as they didn't have a clue about a manual choke. We print starting instructions now.) Rick believed that he would find a suitable machine shop on Monday however he wanted to hedge his bets and ordered a Torque Reduction started to be delivered to the Hotel by 9AM Tuesday. Right before we had to leave for the train.

On Sunday we had the Autocross. It rained. It really rained. We went out to the site early and found just a few Morgans. The SCCA Autocross folks were there with the timing gear, but it was just wet and no one wanted to play. We all stood under the raised and covered patio and waited. It was midday before it let up enough for a few parade laps. Morgans with the tops up and side curtains on. Strange way to Autocross. A few slow runs.

Rick and Sam left early to do a bit of antiquing in town. Not much happening. I had some old friends, Steve and Anne Anderson, who lived in Arlington VA come out to visit. Steve is still in the Army and is just back from Iraq. Steve was with me and the 4/4, in San Luis Obispo back in 1984 or so. So it was fun to have him back in the Morgan world again. We had a good visit and Richard Lipski took him for a ride in Richard's FTD autocross Morgan. Steve's smile was a mile wide. There were a few good runs, but only limited participation in the Autocross due to the rain. Dinner in town at a nice restaurant and then the Noggin.

Monday was the Rally and Banquet. First car out on the rally started at 0900 and we found ourselves later on in the pack. The rain of the previous day had gone and it was again lovely. The run through the



Sam and Rick Frazee - All you can do is wait . . .



Duncan Carlton's Aero Super Sport



Virginia hills and rural back roads was great. I found the driving a bit of a challenge but the navigation was spot on and we didn't get lost. Which is a good thing. We finished up at a middle school just outside of Staunton and chatted a bit before returning to town. There was a Morgan rendezvous planned at the Anne Hathaway Cottage and we wanted to run by to see the site. It was extremely well done, but appeared like they hadn't expected such a large crowd, all at once, but the proprietors did their best to keep finger sandwiches and drinks flowing.

The Frazee's opted not to go on the Rally, instead using the time to find a machine shop to swap the dog gears on the starters. When we returned from the Rally we found them at the Anne Hathaway Cottage. Rick reported that all was well and Sam was officially relieved of her pushing duties.

A bit of a nap and then we were off to the Awards Banquet. The Awards Banquet was good and the normal frivolities were entertaining. MOGSouth was well represented and took home a good number of pewter plates. Great job!

For me, however, the highlight of evening were the comments and stories about Duncan Charlton's trike. The trike had once been owned by Graeme White back in the 1950s and Graeme was at the MOG with his wife, son Chris, and Chris' wife Aurelia. Duncan and Graeme ran the Rally in the three wheeler together and Graeme recounted the run with accolades about the trike and fond remembrances of his motoring past. He talked of his experiences with this car, of seeing it again, after such a long time. This was his first car, the car he learned to drive in, so the memories were emotional and quite meaningful. Graeme also passed around a part of the trike's floor board, complete with the heal dents from the early drivers of the car. It was all very special. After having dealt with my own Series 1s, I reveled in Duncan's success in finding Graeme.

The evening noggin provided an appropriate cap to a great weekend and I really didn't want it all to end. I had a good time and loved seeing old friends and making new ones, and of course there were the Morgans. I went to bed late after a few too many beers. Ah, but the price was right.

It was Tuesday and we were up and got packed. Breakfast with the Frazee's at the hotel. Rick checked the hotel desk, just at 0900, and the torque reduction starter had arrived. There was now a back up if the Lucas starter on the car failed.

We headed off down I-64 towards Lorton and the Autotrain. A nice run through along I-64 with the hills Virginia hills and farms dotting the landscape. I have to say that is a really good Morgan road, even if it is a highway. We transitioned to the back roads, through the battlefields of Chancellorsville and the Wilderness, and then on to Fredericksburg and I-95. The highway was fine this direction and we arrived at Lorton around 1PM. We signed in at the Train Station and picked our meal seating. Then we had time for bit of lunch and back to the train to load the cars.

Another enjoyable dinner courtesy of Amtrak and uneventful train ride back to Sanford. Again, I did the math and it appears that riding the train is actually more economical that driving the Morgan all the way to Virginia. We just need to find a few more adventurous souls that want to ride with us, so that we can increase the Florida contingent at the MOGs in the years to come. We'll keep trying.

And, great MOG events, like this one, go along way in making more folks want to participate. A hearty thanks, on behalf of all the MOGSouth folks, to Tom Warden and the others at MCCDC for a putting on a great event and allowing us to play! See you all next year!



Graeme White & Jock Powell (Concourses Chair)



The Braunstein 4/4 Back in Sanford FL

*Mark & Andrea*





# MOG39

## CONCOURS

### BEST OF SHOW

Lee and Duncan Charlton

### EARLY PLUS 8 CLASS

- 1 Dave and Sarah Chiles
- 2 Fred & Connie Shaw (Sp?)
- 3 James Dewitt (Sp?)

### LATE PLUS 8 CLASS

- 1 Bob & Chris Vitrikas
- 2 Lenny Mandell
- 3 Scott Willoughby

### PLUS 4 CLASS

- 1 Dave & Cheryl Childress
- 2 Lee Brish
- 3 Michael Katz (Sorry if spelled incorrectly)

### 4/4 CLASS

- 1 Andy and Anne Leo
- 2 Carl & Betsy Clauser
- 3 Tom Warden

### Roadster CLASS

- 1 Lee Brish
- 2 Deb Atwood / Robin Hyman
- 3 Pat and Judy Buckley

### FOUR SEATER CLASS

- 1 Oscar & Bonita Roberts
- 2 Elton Wright
- 3 Greg & Mary Hastings

### COMPETITION CLASS

- 1 Carlton Shriver

### DHC CLASS

- 1 Sheldon Hofferan

### 3 Wheeler CLASS

- 1 Duncan Charlton
- 2 Peter Ballard - Judges Spec

## AUTOCROSS

### Plus 4

- 1 Bill Willoughby
- 2 Rene Willoughby
- 3 Pat McCauley

### Plus 8

- 1 Lenny Mandell
- 2 Scott Willoughby
- 3 Per Just

### Roadsters

- 1 Lee DeBrish
- 2 Robin Hyman

### Ladies Class

- 1 Rene Willoughby
- 2 Lorien McCauley

### 4 Seaters

- 1 Scott McMillan

### Prepared

- 1 Richard Lipski
- 2 Larry Rittenger

### Fastest Time of the Day

Richard Lipski

### Judges Special Award

Dwight Kinzer



Richard Lipski FTD



Reny Willoughby Ladies FTD



Leo Basile



Lenny Mandell - Plus 8 Winner

## RALLY

| DRIVER             | NAVIGATOR          |
|--------------------|--------------------|
| 1 Richard Williams | Elizabeth Williams |
| 2 Heather Painter  | Brian Painter      |
| 3 Elton Wright     | Jane Wright        |
| 4 Dave Childress   | Thea Childress     |

## GYMKHANA

| DRIVER            | NAVIGATOR           |
|-------------------|---------------------|
| 1 Deb Atwood      | Robin Hyman         |
| 2 Rene Willoughby | Bill Willoughby     |
| 3 Lorien McCauley | Scott Pirella (Sp?) |



Rally Ho!

Again, my apologies for any omissions or errors. Ed.



# ‘Tarted Up Plus 4’

I have had my 1953 Morgan for about 16 years’ I had previously been involved with MGs and Jaguars, running a XK-120 for 16 years. Then came a few years with a Lotus Super Seven. For all those years I had a festering interest in pre-war sports cars.

I had had lots of exposure to many fine examples through my work. I soon realized the expense of running any of my favorites could prove to be more than I could deal with. While I still had the Super Seven I

continued developing quite a hankering for something with an older flavor, thinking that another MG –T series, a Morgan or the like might give the excitement of pre-war motoring. Then I remembered the low level of excitement produced by my old MG-TC’s 54 horsepower and the much higher level of excitement the brakes never failed supplying. So I went shopping for a Morgan.

My first and most important criteria were dual-spares, what could have a more pre-war flavor. I assumed the steering would seem pre-war ... pre WWII. The horsepower could at the pre-war Alfa level and all my tweeds I had accumulated for the MG and Jags were just getting shabby enough to look really good through an aero screen.

Actual cars to choose from were few and far between, but I did road test a few friends’ car as well a couple of cars for sale. From that I learned to gauge the levels of condition compared to performance. After a few months someone directed me to this car that was offered by *The Stable*, a New Jersey vintage car dealer. On a February day my wife and I took a very short and very-very cold, top down, test ride. I new I had found my Morgan. I had not even thought about a *Flat-Rad* until I saw that one.



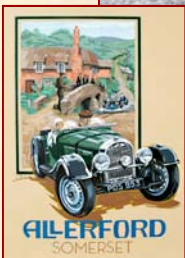
That all seems like a long time ago. During that first winter I gave the car a general clean and spruce-up and the following spring started to enjoy what has proven to be many happy years motoring. Sure there have been a few minor problems, but the Morgan has never stranded me away from home.

It was not until this past winter of 2008 that I decided to give the Plus Four a really thorough check-up and upon its completion, while it was still mid-winter, decide to do my long planned but procrastinated adorning of the bonnet with an original tartan plaid. I went back to bare metal and painted it myself. It took almost 100 hours. I am quite pleased with how it turned out.

**Dennis Simon**

Dennis Simon is an exceptional design artist with passion for all things automotive. His car is an expression of this passion and it is a rolling canvas . . . *expertly* crafted. Absolutely stunning! *Ed.*





Words and photographs courtesy of Dennis Simon. To see more of Dennis' wonderful portfolio, go to his web site at <http://www.centuryofspeed.com/>. To see more photos of his Morgan click on the PLAID MORGAN link. Also, if you are somewhat astute you might just realize you have one of his Dennis' art pieces, hanging around in your house . . . just like I did. *Ed.*





# North American Centenary Welcome Party / UK Event



It's official! The North American Centenary Welcome Party is on!

Date: **Wednesday, July29, 2009**

Location: **The Swan Inn / Newland, Worcestershire England.** The Inn's location is just one mile for Malvern Link heading toward Worcester just off the A 449 / Sing posted Leigh Sinton.

Passports not required as we expect to include a few of our local friends as well.

Your well-behaved children are welcome, regardless of their parent's behavior. Food will include: Medieval Burgers and Sausage with all the trimmings (Wild Boar, Gloucester Old Spot, Venison and Vegetarian.)

Of course a selection of local real ales from the Saint George's Brewery, Wines and other selected drinks for the kids will be offered. There is a more formal dining area if you will but get there early for this. A new gazebo / tented area will be offered to ward off any possible Summer Showers. The event starts at noon until about 4PM. You may wish to arrive a bit early to secure parking. There is a garden area and plenty of outside seating.

Several potential forms of entertainment may include: Sylvester The Jester, Dragon Handlers, and Medieval Birds of Prey. Much depends on our numbers. The fee will be modest, a pound or two and no formal reservations are required. You simply pay for your chosen eats and drinks.

We would like an idea of participation to help the staff in planning the afternoon. Please contact me with your plans to attend or for any questions. Email: [usa.mtwc.co.uk](mailto:usa.mtwc.co.uk)

Yours, Chris Towner



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June 21, 2009

Randy Johnson  
Morgan Owners Group South

**MOGSOUTH HAS BEEN INVITED TO  
THE HILTON HEAD ISLAND  
CONCOURS d'ELEGANCE CAR CLUB  
JAMBOREE**



Dear Randy,

We are pleased and excited to extend this invitation to your car club to join us for this year's Car Club Jamboree, a unique and much anticipated full day exhibit held during the *Hilton Head Island Concours d'Elegance & Motoring Festival*, October 30 - November 1, 2009. The fun filled family oriented Car Club Jamboree is scheduled for Saturday, October 31, 2009, at the Coastal Discovery Museum at Honey Horn on Hilton Head Island, South Carolina.

Saturday's Car Club Jamboree is a celebration of the automobile, with cars and events of broad interest to car enthusiasts, and to the general public and their families alike. The Jamboree will feature a display of cars from national and regional Car Clubs showing cars that are representative of cars one would own for sport, entertainment, and just having a good time. Included are hot rods and customs, American performance and muscle cars, classics of the 50's and early 60's and European sports and performance cars. This year's featured European cars will represent Great Britain. In addition, on Saturday and Sunday, we are introducing a new exhibit, The Motoring Midway. This exhibit will feature a most interesting and novel display of vehicles and campers that trace the history of ... "How America Slept on the Road" and will introduce you to the newest technologies in the auto industry through display and demonstrations. Plus it will include an outstanding display of historic motorcycles, military vehicles and many other exhibits as well as a variety of vendors with specialty interest products for all car enthusiasts

The *Hilton Head Island Concours d'Elegance & Motoring Festival* kicks off the four-day event with the Savannah/Hilton Races, at the newly reopened Hutchinson Island road course located at the Westin Savannah Harbor Golf Resort & Spa adjacent to beautiful downtown Savannah. The Races will take place on Friday, October 30 and Saturday, October 31. Included in the festivities will be exhibition laps at racing speeds, drag racing, hot laps, and parade laps. You and your club will be receiving an invitation to attend and to participate at the track event. This is an event not to be missed.

For the Saturday Car Club Jamboree, we are anticipating an outstanding group of clubs, such as yours, participating this year. We expect over 175 cars to be on exhibit and a total Saturday attendance to exceed last year's 7,500. This is a great opportunity not only for your member-exhibitors to show their prized vehicles, but also for your club members to enjoy a wide variety of cars ... besides; Hilton Head is not a bad place to spend a weekend!

Please accept our invitation for your club, **Morgan Owners Group South**, to select fifteen (15) cars from your membership to be on exhibit. It is up to you to select the best of the best to represent your club. While your entire club is invited to attend the Jamboree, you are limited to fifteen (15) cars on the exhibition field.

Your member-exhibitors will be provided as part of their registration fee of \$30:

- A guaranteed space on the show field.
- A Saturday hospitality continental breakfast for two.
- An opportunity to participate in the Car Club Jamboree parade of cars.
- The opportunity for many awards ranging from Top 30 to other special awards including a Club award based on attendance, awards garnered, interaction with patrons and the displays describing and detailing your cars. The "displays" are of your own creation and should be informative and entertaining (i.e. classic clothes, posters.)
- Two three-day "All-Access" passes to the Friday Race day at Hutchinson Island, the Saturday Car Club Jamboree exhibit, the Motoring Midway, and the Sunday Concours d'Elegance. Plus...
- A parking pass for the Car Club Corral at Bryant Square adjacent to the Hutchinson Island Track for Friday.
- The opportunity to purchase additional tickets for the many events that are part of the *Concours d'Elegance & Motoring Festival*, including the Savannah/Hilton Head Races; the Friday Race Drivers reception; the Friday evening opening welcome reception where the Concours Foundation will announce its Driving Young America grant recipients for the year; and Saturday evening's Flavors of the Lowcountry Oyster Roast.

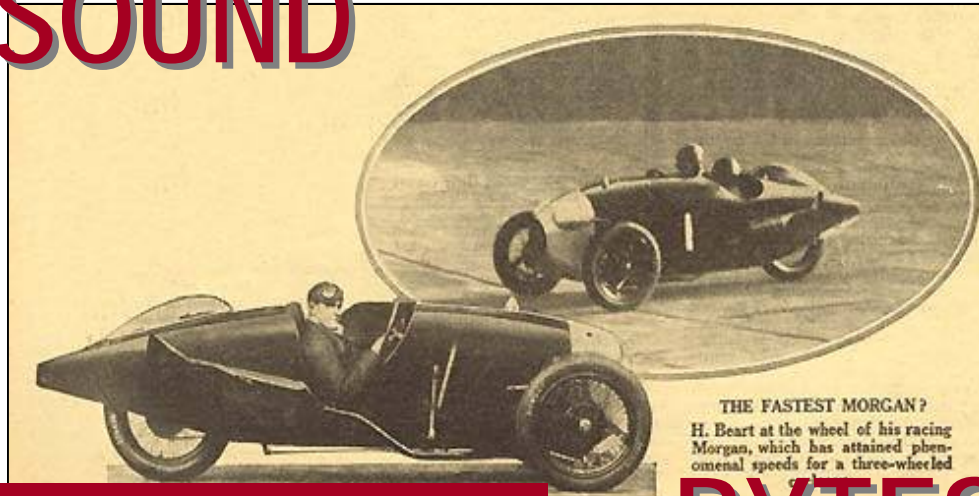
To encourage your members to attend, we have developed special Exhibitor Car Club member and group event pricing, plus special event rates at local hotels. This is a terrific opportunity to enjoy a weekend built around this great automotive festival. Visit our website, [www.hhiconcours.com](http://www.hhiconcours.com), for details on group pricing and hotel rates.

The first step to reserve your club's spaces on the exhibition field is to complete the attached Summary Registration form detailing the fifteen (15) cars you have selected from your club to be exhibited. We believe that you are the best judge of the cars that represent your club and fit the Car Club Jamboree objective of presenting to car enthusiasts and the general public, both young and old, an interesting, informative and diverse experience about the cars and their history. If your club participated last year, please select cars that were not part of the show field so we can continue to present a unique event to our visitors.

**RANDY HAS THE LIST - CALL HIM NOW TO SIGN UP!!**



# SOUND



MORGAN IN THE PRESS OR ON THE WIRE

# BYTES



## 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.

Lots of good Morgan articles, videos and other bits out on in the internet this month. Point your web browser at one or all of these links. The latest installment of the Morgan 100 Video Magazine can be found at <http://www.pickprod.co.uk/p3.html>.

There is a great video with Jay Leno talking about his trike. Go to the following link [http://www.jaylenosgarage.com/cars/MorganV-Twin3-wheeler\\_shell.shtml](http://www.jaylenosgarage.com/cars/MorganV-Twin3-wheeler_shell.shtml) and enjoy.

There are even a few Morgan bits for those of you that still enjoy the feel, the smell and the visual appeal of the hard copy page. **Classic Motorsports** highlights the relative eco-friendly nature of the Morgan in its article 'A New Kind of Economy Car' on Page 19 of the **September 2009** issue. In the same issue they highlight a 1953 Morgan in SHOP TALK (page 114) and have small photograph of Morgan cowls at the spring 'Britain on the Green' in Arlington Virginia. (page 122). A pretty good read.



**Hey!** Here's something you might want to take vintage racing or use to surprise your spouse on his/her Birthday! This is a beautiful 1955 Thunderbird in the correct red color with a classic white interior. This is a low mileage car that has had a full frame off restoration by an experienced T-Bird expert. Many of the typical issues with the 1955 T-Bird have been corrected to include; 1956 T Bird 312 CI T-Bird engine, completely rebuilt to take advantage of today's regular gas. It sports an Isky cam and has the better 1957 T-Bird Carburetion. It has 12 Volt electrics and a rebuilt automatic transmission. It also has an aluminum radiator and new fan switch. The hard top is freshly redone, as is the top and tonneau. This is my 5th T-Bird but as you all know, my first love is Morgans. I will trade this car with someone who has a nice +4, +8 or Flat Rad of similar quality. If you have something in mind, give me a call at (843) 723-5252

*Charlie King*

## 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



And in other Racing News. MOGSouth's fastest lady driver, **Stacey Schepens** took them on all and won Round Two of the **Peter Morgan Memorial Races** at the VIR Gold Cup races in June. Here she is on the Podium with dear old Dad (SuperDave) to her left. **Congrats Stacey!!**



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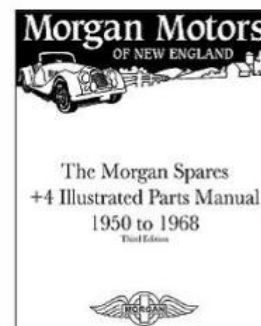
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# FACTORY



MORGAN MOTOR COMPANY NEWS

# NEWS



The factory has been quite busy with all the festivities in the UK. There are almost daily press reports on activities at the factory, about the marque or Charles. It is good that there is a bit of renewed interest in Morgans, and I hope this will not soon fade after the luster of the Centenary has worn off. We'll soon see.

## **Relaunch of appeal for Morgan statue donations - 24th June 2009**

LOCAL people are being asked to dig deep and help create a lasting tribute to Malvern's motoring heritage. Fans of Morgan cars have relaunched an appeal for funds for a life-size bronze sculpture in the heart of Great Malvern to mark the company's centenary this year. It would occupy a prime spot next to the Abbey Archway and provide a town focal-point for the tourists that have been arriving in their droves to visit Morgan's new visitor centre, in Spring Lane. The sculpture, showing company founder HSF Morgan standing over a sports car and handing over a set of keys to his son Peter Morgan, has been designed by Les Johnson, a fellow of the Royal Society of British Sculptors.

It will cost £300,00 to make the sculpture dream a reality. Contributions from the company itself, Ford and Morgan fans around the world have so far raised £56,000 for the project. To find out about donating to the appeal visit [morgan-statue.org](http://morgan-statue.org) or email [info@morgan-statue.org](mailto:info@morgan-statue.org).

## **A note from Douglas Hallawell [doughallawell@gmail.com] About Morgan Miniatures**

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. ?-)

VR,

Douglas



ORDER YOURS IMMEDIATELY!

## 2010 Morgan Aero SuperSports

Only 150-200 to be built for the world, ever! The absolutely stunning new U.S. legal 2010 Morgan Aero SuperSports. It is certainly one of the most beautiful, sensuous new cars ever designed and offered by any manufacturer at any time. It is, quite simply, breathtaking to behold, breathtaking to drive.



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**2007 MORGAN AERO 8** Blue Sprint Metallic Series III, one of 8 US cars. Audi Sprint Blue Metallic with Heron grey ostrich embossed leather piped in navy blue leather. Blue mohair top; blue wool carpets piped in Heron Grey. Factory blue mohair top cover w/MMC winged logo embroidered on it. Seats have Aero embroidered into headrests. Factory side exhausts, Stainless steel mesh in rear lower valence. Alpine stereo CD w/ satellite antennae. Black ravenwood ash dash and door cap trim. 2,100 one owner California miles.

**2005 MORGAN AERO 8** Morgan Silver Shark/blue leather, blue mohair top and top boot. Very late 2005 morgan aero 8, factory side exhaust, stereo cd, approx. 10K one owner miles.

**2005 MORGAN 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!

**2003 MORGAN PLUS 8** 35th Anniversary Edition Dark Jaguar Blue, Stainless wire wheels and LeMans '62 overriders, Badge Bar, Stainless luggage rack Tonneau and side screen storage bag, K and N intake air filter, RPI SuperChip, Griffin alloy radiator, Knock sensors, Magyco carbon fiber plenum air intake trumpets, Stainless steel exhaust and full header system!

**2003 MORGAN PLUS 8** 35th Anniversary Edition Ivory/Black, 5.7k miles, One owner car from new. LeMans'62 overriders; stainless wire wheels, badge bar, black leather bonnet strap backed in black mouton.

**2003 MORGAN PLUS 8** 35th Anniversary Edition Rosso Corsa. Beige mohair top, tonneau and side curtains, luggage rack, tan factory spare tire cover, badge bar with badges, tan mohair top, bonnet strap with mouton, hood/ bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

**2002 MORGAN PLUS 8** BMW Imola Red Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

**1998 MORGAN PLUS 8** Cameron Green/Black leather sports seats, ultra rare center lock 16" alloys, MotoLita steering wheel, 13k original miles. This is the first year of the Superform body, 4.0 litre, GEMS injection and is the least expensive of the best of all Plus 8s. You won't find a nicer one!

**1964 MORGAN 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

**1961 MORGAN 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

**1954 MORGAN 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! )

**1934 MORGAN 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.

**1933 MORGAN AP 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

'95 FERRARI 355 Spider

'66 AUSTIN-HEALEY 3000 Mk III

'65 AUSTIN-HEALEY 3000 Mk III

'57 PORSCHE Speedster Custom



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9PM Jul 8 2009





# 1909



2009 US CENTENARY EVENTS

# 2009



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.

- **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
- **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)
- **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, Hosts: McOmbers, Gaskins, Tulebitzes
- **EURO Auto Festival**, 16 - 18 Oct 2009, BMW Plant in Greer, SC (**Morgan** Featured Marque)
- **Winter Park Concours d'Elegance**, 8 Nov 2009, Winter Park FL (**Morgan** Featured Marque) **UPDATED**
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 1 Nov 2009, Hilton Head Island SC (**Morgan** Club Invitation - See details in this issue!)
- **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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wide \$24.50 plus postage.*

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

**If anyone has forgotten to send their dues to Randy, you are not too late!  
He'll still take your check. Drop it in the mail and he credit you for 2009!**

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).*

### SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/09

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