

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/09

MOGSouth Fall Meet Greenville-Spartanburg SC 15-18 October 2009

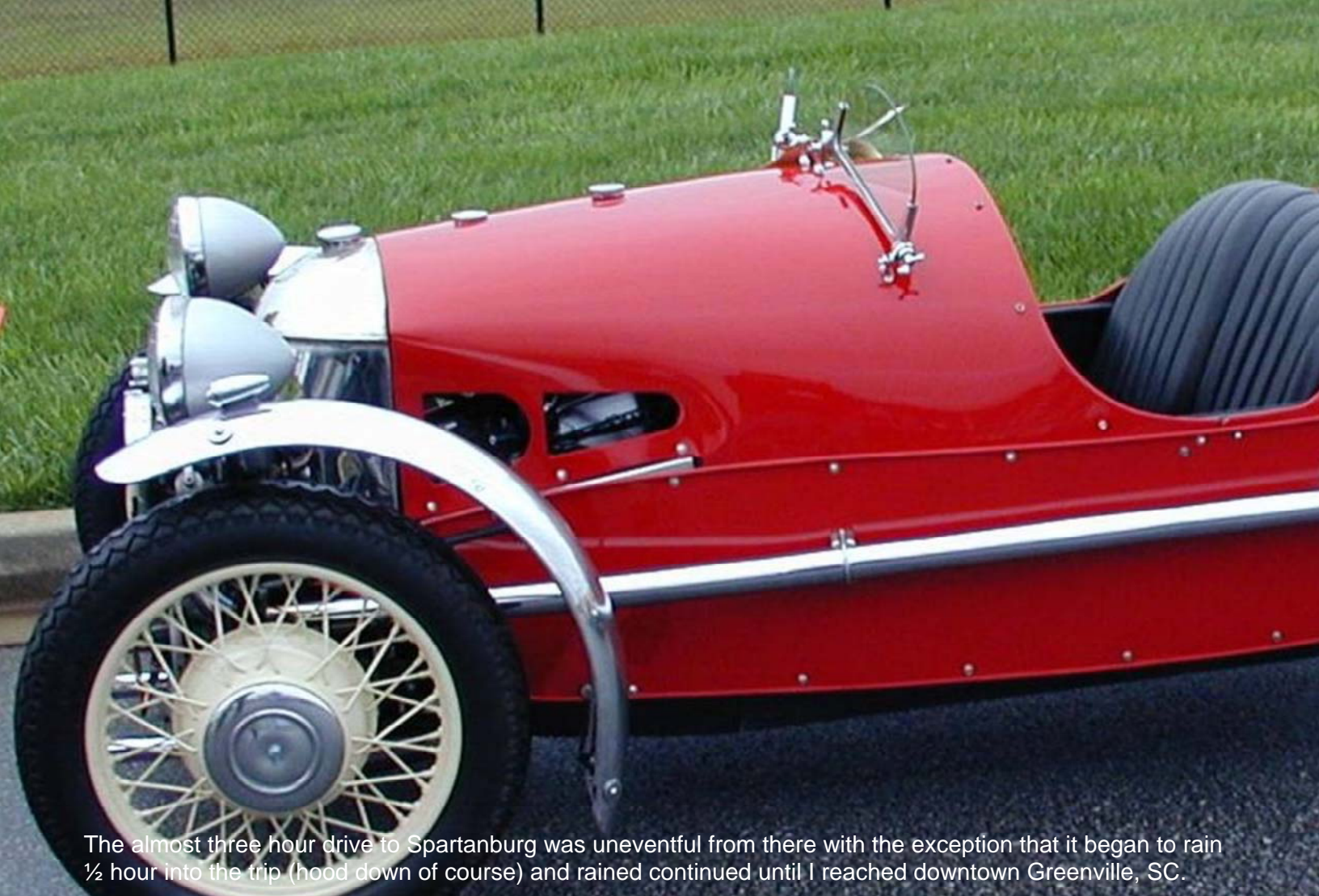
The MOGSouth Fall Meet was held in conjunction with the EURO 2009 show at the BMW Zentrum in Spartanburg, SC over the weekend of October 16-18. The Meet was ably organized by John Tulebitz with help from Gene McOmber and Lee Gaskins.

As Morgan was the featured marquee, John had assured the organizers at least 35 Morgans for the field and he outdid himself with 44 cars showing up and it may have been more if the weather had not been so questionable.

I decided to stay in North Georgia Friday night and motor over from Clayton early Saturday morning. David Chiles had graciously offered to allow me to share his room on Saturday evening.

I left Lake Burton at 5:45AM in the pitch black dark and promptly tried to run off the dirt road ¼ mile from home. Fortunately, I managed to keep three wheels on track and stayed out of the ditch and was able to continue.





The almost three hour drive to Spartanburg was uneventful from there with the exception that it began to rain ½ hour into the trip (hood down of course) and rained continued until I reached downtown Greenville, SC. I stopped for gas and breakfast at Waffle House and after being refueled arrived at the Zentrum about 8:45AM.

As it had rained overnight and on top of all the rain earlier that month, the organizers were forced to park all cars, not just our Morgans, on the tarmac parking lots. This was the first time in 16 years that they had to deal with rain and I have to say they did a great job of organizing the parking. John said that all parking was reconfigured early that Saturday morning.

I was parked on the sidewalk at the front of the Zentrum behind Carlton Shriver and just in front of Rich Fohl. The centerpiece display was two Aero 8s and a Trike on the main driveway island. I know we had an impressive display of cars and the show organizers seemed very appreciative of our turnout and support.

The day was cloudy all day with off and on light showers, perfect British car weather, but that did not dampen our Morgan spirit.

The Club provided an excellent box lunch for all MOGSouth attendees and all seemed to appreciate not having to stand in line at the cook tent. We had several lunches left over so Cyril Brown and I handed these out to hungry looking Red Cross volunteers, who manned their tent all day. The Red Cross is the beneficiary of the proceeds donated by the EURO show.



*The old . . . the new . . .
100 Years . . .*



A highlight of the show is that an original poster created by Norris Haynes was chosen as poster for the show and copies were available for sale and around town was on several billboards promoting the show. It is an excellent interpretation of his flatrad at speed and is truly a work of art. Nice job Norris!

After a rather lengthy awards ceremony (see results elsewhere in the newsletter), most folks motored back to their respective hotels to warm up, clean up and head to the banquet that night where famed Morgan preparer/racer Toly Artunoff was the guest speaker.

The banquet was held at the Marriott in Spartanburg and was a wonderful. Excellent food and great company and Toly did a great job speaking about his exploits with Morgans. Again that night, many of our members were recognized with awards and that list follows.

After breakfast at the Marriott on a beautiful but cool Sunday morning I was convinced by Morgan Bondon and his family to accompany them to Road Atlanta to arrive in time for sister Stacey's feature race at the Fall Vintage event. It was worth the trip and please read SuperDave's account elsewhere in this issue. After leaving Road Atlanta I motored back to Lake Burton via wonderful Georgia back roads, arriving about 5:30PM Sunday afternoon.

This was a great event and much thanks goes to John Tuleibitz for his organizing and Gene and Lee for getting so many of us to attend.

MOGSouth Fall Meet 2009 EURO Auto Festival

Greer South Carolina 15-18 October 2009

MODEL	YEAR	FIRST	LAST	AWARDS
4/4 SERIES 1	1947	GRAEME	ADDIE	
F4 TRIKE	1936	GRAEME	ADDIE	2ND IN CLASS
PLUS 8	1970	MORGAN	BONDON	1ST IN CLASS
V6 ROADSTER	2005	CYRIL	BROWN	2ND IN CLASS
ROADSTER	2005	PATRICK	BUCKLEY	1ST IN CLASS
PLUS 8	1977	DAVID	CHILES	2ND IN CLASS
PLUS 4 4-SEATER	1956	JACK	CLAXTON	
PLUS 4 4 SEATER	1960	TOM	CORYN	
AERO 8	2005	TOM	CORYN	
PLUS 8	1968	MAE	COUNCILL	
4/4	1973	LYNN	CRAIG	
PLUS 8	1977	ERIC	CUMMINS	
PLUS 4 286R	1960	PETER	DAVIS	
+4 ROADSTER	1965	GERALD	ELLISON	
PLUS 4 SUPERSPORTS	1962	RICHARD	FOHL	CORO AWARD BEST SPORTS CAR
PLUS 8 TURBO	1981	RICHARD	FOHL	
PLUS 8	1971	LEE	GASKINS	
PLUS 4	1952	NORRIS & SUSAN	HAYNES	3RD IN CLASS
PLUS 8	2002	WINSTON	HOY, JR	
PLUS 4 ROADSTER	1967	RANDY	JOHNSON	
4-PLACE	1953	CHARLIE	KING	
ROADSTER	2005	ELLIS	KING	
ROADSTER	2005	GORDON	KING	3RD IN CLASS
PLUS 8	2000	DWIGHT	KINZER	
4/4	1965	ANDY	LEO	1ST IN CLASS
PLUS 8	1990	GENE	McOMBER	
PLUS 8	1971	CHARLES	MILLER	
ROADSTER	2005	BAXTER	MOORE	
SUPER SPORT	1933	RAY	MORGAN	1ST IN CLASS, CORP AWARD PEOPLES CHOICE, CROWD PLEASER AWARD
AERO-8	2005	MILT	MORGAN	
PLUS 4	1985	J STEWART	MOSBEY	
4/4	1999	ELEANOR	NABNEY	2ND IN CLASS
PLUS 4	1951	PERRY	NUHN	
PLUS 4	1955	GERALD	PETTER	
4/4 RACE CAR	1962	JACK	POTEET	
PLUS 8	1995	WILLIAM	REYNOLDS	
PLUS 4 4 SEATER	1952	OSCAR	ROBERTS, III	
4-4	1938	CARLTON	SHRIVER	3RD IN CLASS, CORP AWARD KEYNOTE SPEAKER
PLUS 4	1953	GENE	SPAINHOUR	1ST IN CLASS
PLUS 8	19??	GENE	SPAINHOUR	
PLUS 4	1967	JOE	TOPINKA	2ND IN CLASS
F4 TRIKE	1947	JOE	TOPINKA	
PLUS 8	1991	JOHN	TULEIBITZ	3RD IN CLASS



Goodwood Revival 2009

This year's Revival started out on a great note before I even reached the entrance gate. Goodwood has two paddocks. One holds about half the cars and is open to the public. The other contains the really expensive cars and is open only to competitors, special guests and Goodwood Road Racing Club members.

It also requires that gentlemen wear jackets and ties and that ladies wear dresses in order to be admitted. It is possible to see into that paddock from the other side of the fence, but you can't get close to the cars or see everything parked in the center of the area. On the shuttle bus to the track, someone overheard me telling the person next to me that I didn't have a paddock pass. As I walked to the gate, this fellow caught up to me and handed me his spare pass. As I said, you can see into the paddock from the outside, but it really was great to be able to stroll around Ferraris, Aston Martins and Jaguar C and D-types that would be protected behind barriers almost anywhere else.

Another treat was being able to spend Friday at the track with Phyllis and Gerry Petter and Gerry's sister and brother-in-law. Gerry's knowledge of vintage racing machinery is matched by his familiarity with antique airplanes, and I enjoyed his comments as we toured the aircraft concourse field and infield exhibits. The infield area is a fantastic show in itself. One large building was set up as a replica of the old Earl's Court Auto Show. Another included Ford, Jaguar, Aston Martin and Morgan garages with cars on display and demonstrations being presented. The Morgan garage included Melvyn Rutter's restored Morgan Plus 4 Plus coupe, a never used Plus 4 Plus body that's for sale and a Morgan chassis that was being built over the weekend. Also located in the infield are several dining and drinking areas; more cars, motorcycles and military displays; the airfield and a couple private clubs. There were enough parties going on that I'm sure that hundreds of the people enjoying these attractions spent the entire weekend without ever seeing a race.

Saturday and Sunday were devoted to traveling around the outer edge of the track, watching the action from each of the corners and spending some time in the pre-1967 spectators' parking lot, which may be the best classic car show in the world. Where else could you see two Dunsmore roadsters? Has anyone even heard of a Dunsmore before? Or, how about a pair of Triumph TR-4 Dove GTs? I was admiring a wooden-bodied Rolls-Royce touring car, every flat surface of which was covered with champagne bottles and plates of food, when the owner walked over to invite me on a rally he's organized for next spring. It sounds like a great overnight trip for the club. It starts in Panama City and travels through Costa Rica, Nicaragua, Honduras, Guatemala and Belize before ending, 21 days later, in Veracruz, Mexico. If anyone's interested, give me a call.

Since the day before the event was the 80th birthday of Sir Stirling Moss, who won the first race ever held at Goodwood in 1948, and who also had a career-ending crash there in 1962, the weekend was filled with birthday celebrations. In honor of his 80 years, 80 of the 98 cars he raced during his career were on display and paraded around the track each day. Incidentally, the first car he competed in was his mother's Morgan three-wheeler, which was there and ran in the parades.

One racer with fond Moss memories was the Norwegian owner of a Morgan Plus 4 Super Sports. He drove the car from Norway to England this summer for the Morgan centennial celebrations. At that time, it was dark green. In the three weeks between the end of the Morgan events and the Revival, he had the car disassembled and repainted in the black and white colors it wore when he raced it in 1965. On a display in front of the car, he had a photo taken at Goodwood 44 years ago of Stirling and the first Mrs. Moss in the black and white Morgan. On Sunday, Stirling and Suzie Moss posed for a recreation of the photo.

If one birthday wasn't enough, the 50th anniversary of the Mini was also celebrated. A large group of unusual Minis was displayed and paraded. Included were a twin-engined Deep Sanderson (designed by Chris Lawrence), an orange drinks ad car, a wooden-bodied runabout, and Mr. Bean's armchair-controlled Mini.

Along with the racing, the cars and the people, the air shows are amazing. In addition to the "usual" World War II fighters and bombers, there were fly-overs by the only operational Vulcan bomber still in existence and by a Vickers Vimy, which made the first direct flight across the Atlantic in 1919. If today's airline pilots think they have it rough, the pilot of this open-cockpit biplane had to crawl out onto the wings in order to de-ice the engines while the plane was in flight. This plane also flew from England to South Africa in 1920, and again in 1999 (piloted by the late Steve Fossett). And there it was, circling over the racetrack in 2009!

Occasionally, I think of other events I'd like to see, or to re-visit, but I can't imagine passing up the chance to return to Goodwood for any other event. If you ever have the chance to go, you won't be disappointed.



The Atlanta British Car Fayre was held for the 10th time on Saturday, September 12 in Norcross, Georgia. The Morgan Marque was well represented with 15 cars in the field of approximately 150 British cars.

The event is run by the British American Business Group (BABG) and Taste of Britain. The charitable benefactor this year was the BABG Scholarship Program (between UGA and Oxford University). This year's sponsors were The Iron Horse Tavern (whose owner Hugh Thomas owns a Morgan), BJs, IHG, The City of Norcross and Taste of Britain.

MOGSouth members attending with their Morgans were:

Jack Claxton, Pete Olson, Morgan and Cassie Bondon and children, Cyril Brown, Lance Lipscomb and grandson Austin, Glenn and Dorothy Moore, Eleanor Nabney, Hamilton Williams, Dwight Kinzer, and John and Caroline Wade. Also Roy and Laura Oppedisano in their Elva (it was closest to the garage door) and Amy Johnson Hayes in her 1971 Super Beetle convertible. Dan Cohn and his son were there promising to have their car there next year as well as Mark and Fran Ehrhard, whose car is close to completion. Stu and Judy Mosbey were on their way to the Georgia game and stopped by for lunch. Former member David Egan also attended as well as Bob and Barbara Melka from Marietta with their 4/4.

The City of Norcross closes the main street for the cars and the local merchants go all out to ensure that car owners and spectators have an enjoyable day.

The Iron Horse is one of our favorites as they have Guinness on tap, football on the telly and a great British breakfast and good lunch choices. The organizers also provide music, this year the Dixie Kings and The Ballybeg Band to keep car owners and visitors in the mood. In addition there is a raffle with the grand prize of \$1,000 cash. This is a great, small, laid back event for local Atlanta Morgan owners and is planned for the first Saturday after Labor Day in 2010. Mark your calendars. Thanks to all those that came out. MOGSouth helped put on a good show.



Words and Photographs Courtesy of Randy Johnson

The Atlanta

British Car Fayre

SEPTEMBER 12, 2009
NORCROSS, GEORGIA



Rebirth of the '52 Flatrad

Some may remember the red flatrad that Fred Sisson assembled back in 1992 from parts and pieces collected over the prior 10 years. It was raced in 93 to 95, and was unused until 2009, sitting in my garage most of that time. The only racing done during that period was 2004, with the Supersport, at Elkhart Lake, an event in memory of Peter Morgan with over 40 racing Morgans participating.

With all the planning for Morgan's 100th Anniversary, it was agreed with Trisha that the flatrad would be prepared for the 2009 events planned by SVRA. The major efforts required rebuilding the Plus 4 Engine and changing the 4.54 rear end to a 3.73 limited slip. The engine was removed, disassembled to the bare block, block cleaned and reassembled, only the crankshaft which looked fine. Carrillo rods, new pistons and liners, new cam and various other parts were installed. Replacing the rear end was more difficult than planned, primarily because a new drive shaft was needed. The engine was taken to Atlanta and dyno'ed to get the timing and carbs set. We also did a little cosmetic work, having the fenders painted and dressing up the cockpit. John Tuleibitz played a major part in the preparation of the car and I often felt that I was helping him.

The first outing was Kershaw in February and the car ran pretty well. First seat time since 2004. Some water problems were incurred and several wheel studs were broken off the left rear hub, messing up the lug-nut holes in the wheel. It next went to Atlanta for the Walter Mitty where more water problems developed (a leak in the top of the radiator) and an electrical glitch that caused the motor to stop running after several laps on the track, but would then start up after sitting for 10-15 minutes. The distributor got a Pertronix unit along with a new coil - problem seemed to be solved. In June we went to VIR and it ran well, ending up with a podium 3rd place finish in the Pre War Class. (I think that was done as the staff felt it was a good example of pre-war technology.)

Our next event was Watkins Glen in September, which was the conclusion of the Peter Morgan commemorative events in 2009. The Watkins Glen folks put on a great show, which included taking our race cars downtown, parking along the curb on main street for a static display (in a light rain) and several trips around the original race course which was 6.4 miles on local roads including a stretch on main street. It was dark when we returned to the race track in a heavy rain - got soaked.

Having never run on the Watkins Glen track, it took a while to learn how to drive it. We practiced, ran some qualifying laps that let to the qualifying race. Thought I did pretty well by finishing 6th. On the final day, I was 6th on the grid, behind the 5 cars that finished ahead of me in the qualifying race. When the green flag dropped, I was able to outrun two of the cars in front to the first turn and eventually was able to pass the other three cars to achieve another podium finish - this time a first place. What a great experience. After getting pictures taken on the podium, someone noted a crowd at the fence looking for autographs. I was happy to do so, for both of them. One of the racers expressions is - "It was a good race weekend if you could drive the car back on the trailer." Not only was it a great weekend, it was truly a great year for the little red flatrad.



US Vintage Grand Prix. Pre War Podium.
Lee Gaskins in the center with a First Place Finish.

FACTORY



MORGAN MOTOR COMPANY NEWS

NEWS

The MMC factory is recovering from all the excitement of the Centenary. They have been quite involved all year and all over - from Geneva, to Pebble Beach, to Goodwood.

The Aero Supersports has kept Morgan on the minds of the press and hopefully it will evolve as a sales success and find its way to the US.



“... there was a special tribute to the boutique automaker at the 59th Pebble Beach Concours d'Elegance. The entrants ranged from a 1909 Morgan 7 hp Runabout to the 2009 Morgan LIFEcar Concept. Filling out the class were cars from the '30s, '40s, '50s and '60s. The three-wheeled 1937 Sports 2 Seater Barrelback and 1947 F-Super Sports 2 Seater represented the old guard three-wheelers, while four +4 models rounded out the group. Highlights included the LeMans-inspired SLR (one of three) and the 1965 +4 Coupe, which wasn't as successful as hoped for and ended its run with just 26 built. Check out our gallery below and pick out your favorite.”



Morgan For Sale !!!

1958 Plus 4 SN 3752

Near perfect past show winner. Detailed engine compartment. Beautiful two tone blue paint with leather interior, cream face instruments, new Brooklands wheel, rebuilt carbs, approximately 20k miles. Asking \$29,000



OBO. Questions ?? Call SuperDave Bondon at (770) 330-6210, dbondon@bellsouth.net

Keeping it in the Family

Words and Photographs
Courtesy of Dave Bondon

Virginia International Raceway in June, The Gold Cup, Morgan Centenary Race, ... Stacey shows us all the quick way around. If you weren't there you missed a great bunch of Morgans and Morgan folks all gathered in the paddock for racing, picnicking, and renewing friendships. It was a great day as SuperDave joined daughter Stacey on the podium to celebrate her win and a 1-2 finish in the all Morgan race.

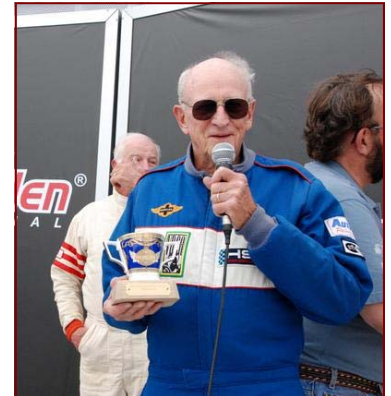
Fast forward to Watkins Glen in September. This is the biggest vintage race on the East Coast and this year Morgan was featured marque as well as the final race for the Morgan Centenary Cup. The plan was for Stacey and SuperDave to challenge front runners Jack Poteet, Peter Dunn, and Gene McOmber for enough points for one of us to win the cup. But as they say, "The best plans of mice and men oft times go awry". Mrs. Schepens (now an assistant principal and pursuing her Doctorate degree) had to attend a conference in Atlanta on the same weekend. Since the Hendrick Motorsports airplane was already spoken for by the other #24 driver, we had no way to get our driver to the race. Secretly, the other drivers weren't too disappointed, since none of us has beaten her yet. Heavy responsibility now rested on the shoulders of Splinter Group Racing senior (but slower) driver SuperDave.

The weekend was a total blast with over 50 Morgans showing up to cheer on fifteen racers scattered around the paddock. As Lynn St James waved the green flag, we got to drive the original race track through Watkins Glen and the surrounding country side (in our race cars, in the rain) wildly cheered on by very large crowds along the route. Marilyn was nearly drowned in her minimal "passenger" seat and with no wind screen. What a hoot!

Let's just say that SuperDave used old age and treachery to win the Morgan feature race and climb the podium to squirt champagne on Jack Poteet in 2nd and Craig Seibert in 3rd. Jack was faster but he couldn't find his way around the very wide #100 and we crossed the finish line with only inches between us. Lee Gaskins drove a heck of a race in his cycle fender Plus 4 to win the pre-war group. Poteet earned the Morgan Centennial cup and graciously presented it to Gene McOmber as Gene announced his retirement after 47 years racing his wonderful 4/4.

Too bad we won't be around for the 200th!

Dave



MOGSouth Christmas Party

Dorothy and Glenn Moore have confirmed the dinner plans for our upcoming Christmas Party at the Old Clayton Inn in Clayton, Georgia. (<http://www.oldclaytoninn.com>) on 5 Dec 2009.

The buffet dinner is set and the price is again \$25.00 per person, including tax and gratuity (same as 2007) The menu is as follows:

Prime Rib or Chicken, Green Beans, Carrots, Mashed Potatoes, Rolls, Salad Bar, Apple Cobbler, Ice Cream and Coffee

When you make your room reservation, you will need to tell the front desk how many people will be having dinner. . . the dinner charges will be on your bill when you check out.

Should we confirm 18 rooms; the Inn will give us a 10% discount on the room rate (which includes a breakfast buffet on Sunday morning). Please note: There are only 4 rooms on the lower level so folks who cannot do stairs are urged to call early as there is no elevator.

The Inn has already set aside a block of rooms so you may contact them to make your reservations: 706-782-7722 or Toll Free 1-800-454-3498.

The Club will again host the Hospitality Suite on Saturday afternoon/evening with adult beverages (beer and wine and soft drinks) and light snacks. I expect we may have enough wine to offer everyone a glass or two with their dinner should you so choose.

For folks who prefer NOT to stay at the Inn there are a number of choices of nearby B&B's and name brand hotels, but everyone must call the Inn to reserve a place for dinner and have it charged to your credit card. You will be given a receipt when you arrive for dinner. This is imperative so that the Inn can be prepared.

There will be a Christmas parade on Sat afternoon Dec 5th...so arrive early so you will not be blocked from approaching the Inn during the parade. (We will try to determine the time of the parade and let you know.)

Some folks have already made plans to come in on Friday night Dec 4th...since the prices are so good at the Inn...and there will be a group going out to dinner locally on Friday night...so please know that Friday night is also an option. As mentioned previously, there are a number of antique shops, art galleries and other shops in downtown Clayton as well as great Morgan driving roads.

Dorothy and Glenn are looking for donations for our door prizes for the evening. If anyone has anything for a prize, have it wrapped/bagged and they just drop it off during the cocktail hour... fabulous, tiny or white elephant; it does not matter...the more creative... the more fun...they do not have to be Morgan related...but if they are so much the better.

We had a great time in Clayton two years ago and expect that this year's party will be just as much fun. Please plan to join us and thank you to Dorothy and Glenn for organizing this year's party.

See you in there! **Randy**

P.S. Update Just In - The price for children under 12 years old for dinner on Sat Dec 5. will be \$12.50 Let the reservationist know how many children on your list. The price for hot breakfast buffet is included for those staying in the inn. If you are not staying in the inn the price for breakfast in the a.m. will be \$7.00 per person.

That's the latest from Clayton!

1909



The **Morgan Centenary** was a great year, but don't feel let down. The celebration continues and we 'Party On'!

The calendar for 2010 is coming together and it should be a great one!

We have lots of new cars in the region and with them come ideas for new adventures. If you have ideas or events we need to participate in, tell us!

2009 US CENTENARY EVENTS

2009



- **MOGSouth Christmas Party**, 5 Dec 2009, Clayton GA, Hosts: Dorothy and Glenn Moore

Morgan For Sale !!!

SuperDave's 1967 Twin Cam 4/4 SN B1483

UK and US race winner, One of four original aluminum cars that left the factory with Lotus twin cam engine and heavy duty "Cobra" wire wheels. Also includes all road equipment: top, side curtains, seats, windshield, bumpers, mirrors, lights, etc. to return to concour winning street form. Will deliver either form. "Bolt in" roll bar easily removed. \$70,000 invested, interesting trades and offers considered. Questions ?? Call SuperDave Bondon at (770) 330-6210, dbondon@bellsouth.net



SOUND



MORGAN IN THE PRESS OR ON THE WIRE

BYTES



The Morgan Centenary continues to be referenced in the written press and on the internet.

The MOGSouth Fall Meet in South Carolina and the Morgan presence at the Euro Fest didn't escape the local press.

This article was found on line and quote some of the club's more notorious members!

European cars well represented at Upstate auto festival, October 18, 2009, JOHN CLAYTON, The Herald-Journal as seen on <http://www.Goupstate.com>

The Morgan Motor Co. and its group of loyal followers took center stage under cloudy skies Saturday at the Euro Auto Festival held on the BMW Manufacturing Co. grounds near Greer.

About 50 Morgan owners attended the event with their automobiles in celebration of the 100th anniversary of the Malvern Link, England-based company.

"They're just very interesting cars," said Pauline's Lee Gaskins, who bought his first Morgan in 1972 and brought three classic Morgans with him to Saturday's festival. "From 1909 to about 1936, they only made three-wheeled vehicles. They started making four-wheel cars in '36. This is probably the largest collection of Morgans to ever be in South Carolina."

Among the automobiles Gaskins brought to the festival were a 1971 Plus 8, a recently restored three-wheeled 1935 MX4 Super Sport and a 1952 Plus Four he recently raced to victory during a vintage weekend at Watkins Glen, N.Y. In addition to historic and racing Morgans on display were the new Morgan Aero 8, which is powered by a BMW-produced V8. "The Aero 8s go away from the traditional body style," said Gaskins. "It does have the very distinctive Morgan grille. ...It's a very high-tech, very complex car."

That is a marked change from the vintage models, which Gaskins said are relatively easy to work on because they are light and mechanically straightforward automobiles. "You don't have to be a genius to work on these cars," he said.

The Morgans were among several groups of European automakers and their collectors assembled at the BMW complex. Mini also celebrated its 50th birthday and BMW's 8-series marked its 20th anniversary. Austin Healy, Jaguar, MG, Volkswagen, Bentley and Porsche also were among the European manufacturers represented. But few if any parents have named their children after a Volkswagen.

That could not be said for Morgan Bondon of Duluth, Ga. His father, Dave Bondon, is a longtime member of MogSouth -- a Morgan owners group -- and named his eldest son after his favorite car.

"My mom and dad put me in the back of the car I'm named after and rode me around when I was my daughter's age," said Morgan Bondon. "And we've done that with my daughter, so we just keep it going."

The Morgan is not a status symbol, and Bondon said the car has always been accessible to most anyone who wanted to buy one. "It's just the opposite (of a status symbol)," Bondon said.

"Most people say, 'What? You own one of those?' I've known people in the car club for 20 years, and I still don't know what they do for a living because that's not what it's about. "It's a passion around the people. We love the cars and we enjoy them whether it's good weather or bad because everyone just likes to have a good time with them."



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JUST ARRIVED!

2009 Allard J2X Mk II



2010 MORGAN AERO SUPERSPORTS // order yours now! As few as 150 will ever be built to meet US import compliance. Certainly one of the most beautiful, sensuous new cars ever designed and offered by any manufacturer at any time. Breathtaking to behold, breathtaking to drive. Own one!

2007 MORGAN AERO 8 Blue Sprint Metallic Series III, 1 of 8 US cars. 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 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 Jaguar Merlot/Grey leather, Grey Mohair top and weather equipmnet, ultra rare Factory A/C, badge bar, Lucas fog lights, high end stereo CD system, beautiful color combination! // Arriving Soon!



100 Years of Morgan by Toye, Kenning and Spencer, est. 1635 AD, makers of the finest enamels and cloissene and chrome. Limited number 001-100! US \$145.00 + P/P + sales tax To order, email: Suzanne@morganwest.net

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. 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.

1965 MORGAN PLUS 4 Sage/Champagne wings 5513 miles since rebuild. 2.5 litre GM 4 cyl. two 45 Webers added by Robert Couch as well as all aluminium body aft of doors. 160 bhp. New chassis and tub in 1988. Five speed.

1964 MORGAN PLUS 4 British Army Drab exterior/green interior, new green top. Recently fitted with dual Weber carbs w/ velocity stacks, Derrington style stainless headers, big bore exhaust, full fron LeMans alloy belly tray, dual Lucas SI 576 driving lamps, burl dash, virtual one owner car from Northern California.

1964 MORGAN PLUS 4 Raspberry Brown Leather, Alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

1961 MORGAN PLUS 4 Four Passenger Family Tourer Red body, black wings Black interior with red piping. Fiat 2000 DOHC 4 cylinder engine Automatic. MOGWEST Class winner restored in tradition of the mid-'80s classics.

1955 MORGAN PLUS 4 Roadster Twin Spare Serial Number 3390, commissioned October, 1955, dispatched from the factory December 10, 1955

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!

1953 MORGAN FLAT RAD FOUR Frame up restoration with new rubber, leather, top side curtains and tonneau. Yellow with black wings.

1948 MORGAN 4/4 Series 1 Roadster BRG body/dark BRG wings/Black leather; recent restoration by Light Car and CycleCar Company, Birmingham, UK; correct EZ clean 17" wheels

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.

other marques

- '95 FERRARI 355 Spider
- '75 ASTON MARTIN V8 Coupe
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- '73 CITROEN SM
- '65 AUSTIN-HEALEY 3000 Mrk III
- '57 PORSCHE Speedster Custom



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12PM Oct 21 2009



SuperDave's Garage
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Dave also has a few odds and ends available, such as a complete Accusump system. Used once before conversion to dry sump \$200.00

Roadster and Plus 8 European bumper conversion. Lower your American/DOT front bumper to the original height. Uses your bumper (modified) and gets rid of the ugly motorcycle direction signals.



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→ After



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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

Ok, we give up. No more solicitations for 2009 Dues. That's the good news! The Bad News is that it's time for 2010 Dues. Drop it in the mail today!

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. 6/09
 296 LAKESHORE DRIVE, BERKELEY LAKE, GEORGIA 30096-3030**

Not a Member of MOGSouth? It's Easy to Join!!!

Dues for the calendar year are \$25. They are due and payable January 1st. To join us, please mail your check payable to **MOGSouth** to:
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