

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 7/08

British Car Fayre September 6, 2008 Norcross, Georgia



The weather for British Car Fayre 2008 was gorgeous; sunny and balmy the entire day. This was the ninth year of the event which is held annually on the first Saturday following Labor Day each in the small borough of Norcross, GA.

The venue provides a chance for car enthusiasts to gather in a convenient location and admire the unique characteristics of the many distinctive automobiles that have originated in Britain.

It was the largest attended event held to date with 153 cars, up from the 110 that came last year. The main comment from folks in attendance, outside of the great cars, was the love everyone has for the setting, the ambiance of historic downtown Norcross. The show is always referred to as having a friendly and fun atmosphere. One can even pop into the local tavern for a pint which was conveniently located across from where MOGSouth set up headquarters—did someone understand Morganeers?

A lot of credit for the Fayre must be given to Ray Gilbert, Executive Director of BABBG for the outstanding collaboration between the British American Business Group, Taste of Britain, Iron Horse Tavern and, of course, the attending British iron.

The Ballybeg Band provided hours of wonderful Celtic sounds for the folks displaying cars and the many onlookers.



Report and photographs courtesy of Lenn Nelson

~ Continued on Next Page ~

This is always a nicely informal gathering of fellow minded souls, and the organizers always encourage all owners of British cars to participate; any car of any age, even motorbikes! The streets were literally packed to the gills with both new and vintage iron represented by a multitude of makes such as Mini, Jaguar, Bentley, Rolls Royce, Triumph, MG, Aston Martin, Lotus and Austin Healey to name a few.



Oh, and let us not forget our favorite marque, the Centenary Morgan which, as expected, was a great hit with crowd. MOGSouth's contribution, thanks to the organizing skills of MOGSouth President, Randy Johnson, was represented with 4-wheelers that ran in to the double digits. Keep it on the calendar and we'll come out again next year!



Lenn

Article and Photographs Courtesy of Lenn Nelson



For those occasions when more horsepower is needed...



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MOGSouth Fall Meet

Savannah, Georgia October 31st - November 2nd, 2008

[Plans for the MOGSouth Fall Meet are nearly final. Randy Johnson has put forth a yeoman's effort getting the meet together from afar, and should get a hearty thanks, or at least a free beer or two, from us all. Ed.]

The MOGSouth Fall Meet 2008 will be centered around **Savannah Georgia**. The meet Headquarters will be the **Country Inns and Suites** in Savannah, GA. The hotel is located at 320 Montgomery Street, Savannah GA 31401. <http://www.countryinns.com/hotels/gasahist>

Recent reports from the hotel indicate that they are filling up rapidly for the weekend of our Fall Meet, 10/31-11/2. The hotel will hold the rooms until **October 1**, so if you are planning on attending, better make your reservations now. There was a block of 22 rooms reserved for MOGSouth. Rates are \$139.00 per night, double occupancy, which includes a full buffet breakfast each morning. Parking in the adjacent parking garage is \$10.00 per night per car. For reservations call (912) 921-5300 and mention **MOGSouth**. The Club will as usual provide a Hospitality Room stocked with liquid refreshments and light snacks (chips, etc) on Friday and Saturday nights.

On **Friday**, a re-enactment of the **1908 Savannah Grand Prix** is scheduled for the newly reopened Hutchinson Island track, so you may want to arrive early. Hutchinson Island is next to downtown Savannah.

The weekend activities will be centered around the **Hilton Head Concours d'Elegance on Sunday, November 2**, as this is the first Southern celebration of the Morgan Centenary activities with a **Morgan Class** representing the various models through the first one hundred years. There are a number of our Morgan friends from the MOGSouth region, as well as, many coming from as far away as Texas to display their cars.

The **Concours runs 9AM to 4PM** so I expect that will occupy the entire day for many of us. We can schedule a caravan on Sunday from Savannah to the Concours site or you can make your way there at your leisure. Tickets are required and may be ordered at: <http://www.hhiconcours.com/index.php?page=tickets>

We have decided to leave **Saturday as an open day** without planned events, except for dinner Saturday evening, as there are many things to see and do in Savannah, <http://www.savannahvisit.com/index.asp>, including the Mighty Eighth Air Force Museum <http://www.mightyeighth.org/word/index.php>, The Ships of the Sea Museum <http://shipsofthesea.org/>, or perhaps a visit to the beach, Beaufort, SC for antiquing and sightseeing or just touring historical Savannah.

Dinner **Saturday night** in Savannah will held at a local seafood restaurant - **The Shell House**. The restaurant comes highly recommended from many of our MOGSouth racers who have eaten there while racing at nearby Roebling Road raceway. We will have a private dining area and will be able to order from their extensive menu. Dinners range from \$15 - \$35 and we will be billed separately with an 18% gratuity added. In addition to their seafood, they also offer chicken and steaks.

We will arrange for a caravan from the hotel to the restaurant, **departing the hotel at 6:30PM** for the 10 mile drive to the restaurant. The restaurant is located off I-95 at exit 94. Web site is www.shellhousesav.com and phone number is (912) 927-3280.

RANDY NEEDS TO GIVE THE RESTAURANT A HEAD COUNT BY SUNDAY, OCTOBER 26, SO PLEASE EMAIL HIM AT randy@therandalgroup.com OR CALL (770) 729-8786 TO LET HIM KNOW HOW MANY ARE IN YOUR PARTY SO HE CAN ADVISE THE RESTAURANT OF THE ANTICIPATED HEADCOUNT.

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Morgan Centenary Celebrations 2009

Latest News!



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Hotel Bookings

We are delighted to announce that the Morgan Centenary Hotel on-line booking system will be going live on Monday 15th September 2008. If you have already registered your interest on the Centenary website, you have priority and will be able to access the accommodation booking site from 12:00 GMT on Monday 8th September 2008. We apologise for the delay in getting to this point but hope you will be pleased with the selection of accommodation on offer. Anyone interested in camping facilities at Cheltenham Racecourse for the Festival Weekend will be able to book a pitch through the on-line events booking system at a later date.

Events Bookings

A list of the events already planned is shown in the Centenary section of the Morgan Website. We are constantly adding to this, and will set the events booking system live in due course. Rest assured that you are not missing anything! Again, advance notification of a "live date" for events bookings will be given in good time.

Don't forget that the best way to keep up to date with developments is to register on the web site at www.morgan-centenary.co.uk or www.morgan-motor.co.uk and you will then receive information as it is released. Our apologies to those of you who are on AOL as we have experienced some difficulties with sending our information to you. Hopefully we have now overcome this and the system should now be operating correctly. Go to www.morgan-centenary.co.uk or www.morgan-motor.co.uk to register and book.

Accommodation queries should be directed to accommodation@morgancentenary.co.uk For registrations or bookings by post please send a SAE to: Morgan Centenary Celebrations Ltd, Pickersleigh Road, Malvern, Worcestershire, WR14 2LL For any general enquiries please contact enquiries@morgancentenary.co.uk

Soggy, Windy, No Gas, and a Band-aid

The SVRA Fall event at VIR started out in a downpour. But hey, any day at the race track is better than a day at the office. Poor Stacey burned her hand the night before we left. So, along with the challenging elements, we had to take good care of our driver as well as our race car. We never even got the car out of the trailer until Saturday morning. If we had put up the canopy it would have ended up in the next county.

When we finally got on the track it was what the NASCAR boys call "very green". All the rubber had been washed off and there was very little grip where there weren't any puddles. Conditions led to some very expensive agricultural excursions including a Spice Ferrari that was making its debut after a complete restoration. But not our Stacey. She smoothly piloted the Morgan to seventh overall in her qualifying race. Not too shabby considering that there were two SCCA champions, the current Bonneville land speed record holder for our class, and a fire breathing Lister Jaguar, among those in front of her. I began to feel guilty that we had elected to go with old tires to offset the crazy fuel costs of the day.

Sunday, race day, dawned warm and sunny and the morning warmup was uneventful. Our fuel strategy was based on having three empty containers to fill with diesel so we could dump it in the truck and make it all the way back to Atlanta without the anxiety of a fuel search in the middle of the night. That worked out fine as Stacey and the Morgan finished 6th in the feature event and even beat the Lister!

Our little Citroen 2CV performed admirably as a gas gopher and we had fun tooting around the paddock getting smiles and waves inversely proportional to our top speed. Some day I gotta find out who painted this thing the same color as our race car. Your loyal crew chief, *Super Dave*



Race Report and Photos Courtesy of Dave Bordon.



Hand-Built and High-Tech

by Phil Scott Jul 2 2008

Morgan Motor Co.'s custom cars may look classic, but with fighter-jet bodies and fuel-cell innards, they're far from throwbacks to a simpler time.

Eric Sturdza was always intrigued by Morgan Motor's sexy, lowslung cars. "I've seen many times the traditional models from Morgan, and I always thought the aura was beautiful," says the president of Banque Baring Brothers Sturdza. "But I thought the chassis was in wood, and I heard the suspension was terrible, so I never looked into it."

At the 2000 Geneva Auto Show, Sturdza got a look at Morgan Motor's Aero 8, the company's first new design since 1948. But he wanted a few minor changes to the features - left-hand steering instead of right, for instance. That wasn't a problem given that Morgan, a privately owned British automobile manufacturer, builds all its cars by hand. But it does have a reputation for making its customers wait. And wait. "They told me I would receive it in one year's time," he says. "And, of course, I waited three."

Founded by H.F.S. Morgan in 1913, the company's annual output is minute. In 2007 Morgan assembled just 640 cars, compared with Ford's 6.5 million. "It's a bespoke car, built to the customer's order," explains Mark Ledington, Morgan assistant sales manager. "We treat every car as a one-off. If you want it metallic orange and a pink-color leather, we can do it."

For the roughly \$52,000 to \$130,000 base price, buyers get Morgan's standard graphite wheels, leather steering wheel and gear knobs, and quilted leather upholstery. And although 10 of the 14 car models Morgan makes haven't changed in looks since they first rolled out the factory doors, not everything is a throwback to the early 20th century. Morgan's two Aero lines are made using the same technology as fighter jets and feature a 4.8-liter BMW engine, optional automatic transmission, and airbags. And the company is pressing the frontiers of automotive technology with its prototype LIFECar (Lightweight Fuel-Efficient Car), a fuel-cell-powered vehicle capable of hitting 100 miles per hour and going from zero to 60 in 7 seconds, while not putting a scratch on the environment.

"We can do everything, from hydrogen cars to four-cylinder roadsters," Ledington says. "We're a small company, but we punch above our weight." At the tiny factory near Worcester, the company's home since 1920, 160 craftsmen painstakingly build each automobile one at a time, with a handmade frame molded from ash and bodies hammered from sheets of aluminum. Each craftsman, Ledington adds, serves an apprenticeship that lasts five years.

The Aero 8 and AeroMax are built a little differently than Morgan's usual fare. To shape the body's aerodynamic, compound curves, each panel of high-grade aluminum alloy - about the hardness of soft steel - is fed into a mold that's heated up to 500 degrees centigrade (932 degrees Fahrenheit). Air pressure is blown in, pressing the aluminum over the mold. Once it's cooled, the craftsmen assemble the pieces around a 4.8-liter, 370-horsepower V-8, capable of zero to 62 m.p.h. in 4.5 seconds, with a top speed of 170 mph.

And never fear wrecking a hand-built car—besides for your personal safety. "If you got a [Morgan] bought 50 years ago involved in accident, we have the patterns to recreate it," Ledington says.

For American buyers, there's one small problem: Some current Morgan models don't meet Department of Transportation or Environmental Protection Agency standards. For instance, the production 4/4 (shorthand for four wheels, four cylinders) lacks an airbag. Put another way, Americans can't legally purchase a brand new 4/4. But other models are available in the States, including the Aero 8. [[This is Dated. No Morgans are currently legal in the US. Ed.](#)]

Sturdza has one of them - and then some. His bank ended up sponsoring the Morgan team at the 2004 24-hour Le Mans, and he received the first AeroMax, a hardtop coupe prototype, and the racing version of the Aero 8. Sturdza now owns four AeroMax automobiles, along with 11 other Morgans. Among other reported Morgan owners are Jay Leno (who once feared he'd been busted speeding his 1934 Morgan three-wheeler on Mulholland Drive, only to discover he'd been doing 35) and British actor Rowan Atkinson [with] an Aeromax.

(www.portfolio.com/culture-lifestyle/good/cars)



1998 Plus 8 NAS 4.0, Photo courtesy of William Lamb

ADDITIONS TO THE LIBRARY . . .

Morgan: 100 Years: The Official History of the World's Greatest Sports Car (Hardcover) by Charles Morgan, Gregory Houston Bowden

Hardcover: 224 pages, **ISBN-10:** 1843172674 **ISBN-13:** 978-1843172673

Morgan 1909-2009: Celebrating 100 years of Morgan cars (Hardcover) by R. M. Clarke

[Lists for \$195 but Amazon has it for ~\$125, Ed.]

ISBN-13: 978-1855208421

Product Dimensions: 10.6 x 7.9 x 2 inches

Product Description

A special 'hardcover limited edition' to mark 100 years of Morgan Cars with contributions by Charles Morgan and Jake Anderson. The book, which has 840 pages, including 320 in color, tells the story of Morgan from the first 3-wheelers to the Lifecar - a fuel cell-powered electric vehicle project.

Morgan Plus 8: Haynes Great Cars Series (Haynes Great Cars) (Hardcover) by Michael Scarlett

Product Description

The first book to focus solely on the history and development of the Morgan Plus 8. The author provides a unique and insightful look into Morgan's unconventional production methods and the many engineering developments that have taken place during the 38-year production span of the Plus 8.

Hardcover: 160 pages

ISBN-10: 1844253546, **ISBN-13:** 978-1844253548

Product Dimensions: 10.8 x 8.2 x 0.7 inches

Morgan, Malvern and Motoring by Martyn Webb

Product Description (from Malvern Gazette Aug 24, 2008)

Twenty years' work is finally published

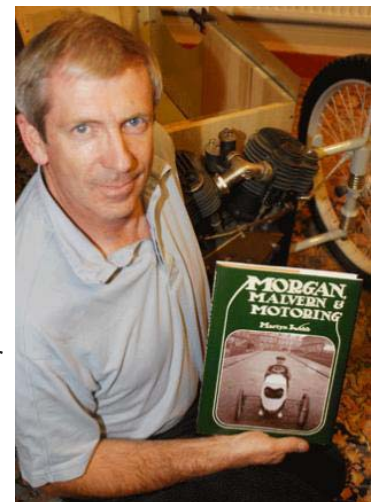
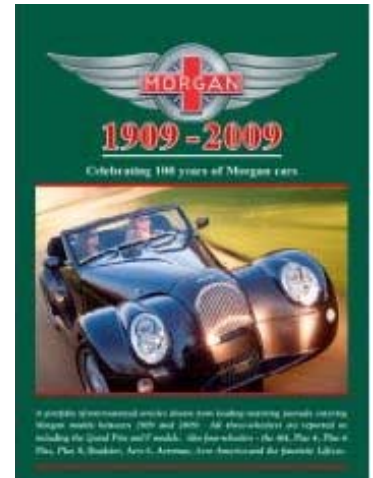
A MORGAN owner and lifelong Malvern resident has written a book celebrating the famous car manufacturer's history in the town. Martyn Webb had the idea for his book Morgan, Malvern and Motoring more than 20 years ago, when he started doing some research into the very early years of the company.

The 288-page book focuses mainly on the Victorian period, and as well as Morgan looks at the general history of motoring in Malvern, which was also home to the famous Santler company. "I've always had an interest in classic sports cars and motor racing, and having lived in Malvern since my childhood I grew up with Morgan on my doorstep," said Mr Webb.

"Back then I was in the RAF, and I started doing my research when I was on leave in this country. "A lot of hard work has gone into it, and now it has finally come to fruition."

He is also working on another labour of love, a recreation of Morgan's first ever production car the 'Runabout', which he hopes to have completed before next year's celebrations. Due to be published in Sep 08, on sale in Beacon Books, Worcester Road.

[This may be a bit hard to get. Ed]



Two Morgan Three Wheelers for Sale!

Rick Frazee has two three wheelers to sell. We have created a web page of information and photographs at

<http://www.mogsouth.com/RickFrazeesTrikesforSale.htm> .

Here's a bit of information from Rick, if you can't get to the internet . . .

1932 Sports with a water cooled MX engine. The engine # is MX/873 and the trike was last registered in the UK as AGN 201. The engine appears to be ready to run but I have not had time to try to start it yet. It still has a 6 volt system with a new battery which easily turns over the motor when the compression release is used. The lights work, brakes appear to work and the drive train is complete. I had the gas tank welded and pressure tested. The body is not original but fits well, paint is OK, and the wood coach work is pieced together but sturdy. The interior is in useable shape. It has a black tonneau cover and small vinyl cover over the storage behind the seat. The wiring is all newer wires and seems to work. Asking \$18,000.

The copper colored trike is a **1935 Super Sports** with an air cooled MX2 engine configuration, but with a MX4 block. Engine # MX4 830, and the trike was last registered in the UK as OC 5815. It is a complete rolling chassis, all the body parts appear to be in good condition but are not fitted. The engine appears complete and has compression. The drive train is all there, front brakes work. The seats are leather and with a bit of cleaning will perhaps have nice patina. There are no lights with the car and the windshield is a single Brooklands windscreen. No wiring. The chassis looks to be in good condition but the wood coach work is really patched. Asking \$21,000. Will work a deal for both. Cheers, *Rick*

Contact Rick Frazee, (H) 407-647-1188 or (C) 407-620-0507 , Email - mog4@earthlink.net



1932 Sport



1935 Super Sports

1992 Morgan 4/4 1600 for Sale!

- Rare high-cowl
- Straight, clean, garaged
- 5-speed
- Left Hand Drive
- Propane with 22,500 miles, 1,000 since second-owner
- BRG alloy/steel exterior with khaki leather, tonneau, top and side-curtains
- \$10K 2008 restoration/upgrades
- Isis air scoop, Motolita steering wheel, luggage rack, polished aluminum bonnet undersides, ribbed rocker cover, cooling fan, and new Vredestein tires, Koni front/rear shocks, panhard rod, wind deflectors, bar-mounted mirror, kingpins, brakes, tie-rods, belts, hoses, and more.



Contact Sandy Waterman (757)223-4567 awaterman@pwhd.com \$34,995 OBO

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Phil Hill (1927- 2008) *By Denise McCluggage* (www.autoweek.com)

Phil Hill died Aug. 28 in a Monterey, Calif., [[at the age of 81](#)] as a result of respiratory problems.

Whenever I say that my friend Phil Hill was one of the most underrated drivers of his time, I get disbelief. "But he was the only native-born American to be world champion! He was one of the best endurance sports-car drivers ever. He won Le Mans, Sebring and Argentina three times each."

Before the Grand Prix of Italy at Monza, the last race of his championship season, he led by only one point. Shooting off the line, he claimed a lead he never lost. But his good friend, teammate and rival Wolfgang von Trips crashed on the second lap, rushing to make up for a botched start, and died. Thus, some dismiss Phil's championship as the result of tragic happenstance.

Phil was a driver's driver, known for his ability to overcome agonizing driving conditions-biblical rains and oven-hot cars-and for his general kindness to machinery. His mechanic's sensibilities enabled him to nurse ailing cars to a finish. Alas, that ability did not boost his reputation with the general public. Colleagues, when confronted with a car going sour while leading, might hold their pace. If the car died, it was the car's failure. Phil would baby his car and drift back in the field. The public better understood dramatic DNFs.

For someone who judged both social gatherings and business meetings by how "tension-free" they were, driving for the Ferrari team was a masochist's delight. He survived that, too. He also drove Jaguar, Ford, Chaparral, Cooper and MG. He won his very first race in his MG TC (1947) and his very last (1967) in a Chaparral at Brands Hatch. He was inducted into the International Motorsports Hall of Fame in 1991.



Paul Newman (1925 - 2008) *Excerpts from Paul Newman 's Racing Endeavors*

By SHAWN COURCHESNE (<http://www.courant.com>)

Paul Newman's racing endeavors were sparked during the filming of the 1969 movie "Winning." To prepare for the part of a driver of Indy-style race cars, Newman attended a racing school and found himself quite comfortable behind the wheel after extensive lessons.

"I'm not a very graceful person," Newman told The New York Times in 2002. "I was a sloppy skier, a sloppy tennis player, a sloppy football player. The only thing I found grace in was racing a car."

Newman, *who died Friday at age 83*, took his zeal for competition in the sport to its highest levels. In 1972, driving a Lotus Elan, Newman won for the first time in an event at Thompson International Speedway. In 1976 he won a national title as an amateur competing in the Sports Car Club of America, and three years later . . . Newman and driving partners Dick Barbour and Rolf Stommelen, finished second at the 24 Hours of Le Mans.

In 1983, Newman found his way into major open-wheel racing as a team owner by forming Newman-Haas Racing with [Carl Haas](#). The team, now known as Newman-Haas-Lanigan Racing, competes in the Indy Racing League's Indy Car Series. In 1995, Newman was part of a team that raced a Ford Mustang to its GTS Class victory in the 24 Hours of Daytona sports car event, making the actor, then 70, the oldest driver to win the event.

"He was so passionate about racing," Lime Rock Park owner Skip Barber said. "Not many people have had more fun going racing than him. **He liked to win.**"



In this July 4, 1978 file photo, actor Paul Newman sits in a C production Datsun 280-Z at the Lime Rock Park Track in Lakeville, Conn. (Associated Press)

MOGSouth Christmas Party !!

Inn on Church Street Hendersonville, NC 28739, **December 6, 2008**

We have arranged to have our Christmas party at the historic **Inn on Church Street in Hendersonville, NC**. The inn is holding all of their rooms for us. There is a flat daily rate of \$139.00 plus tax for any room, except that there is one 2 bedroom suite which can be rented for \$200.00 nightly. The rate includes a full breakfast.

We'll have dinner at the Inn's award-winning restaurant. Tentatively, we are working on a menu which will cost \$25.00 per person plus tax and gratuity.

The Inn is the heart of vibrant downtown Hendersonville with excellent shopping, galleries, dining, and entertainment. Nearby attractions are: the Biltmore House with the very popular Christmas at Biltmore; the Flat Rock Playhouse which will be presenting a seasonal play; and Connemara, the home of Carl Sandburg. If you want to extend your stay in the area, the hotel will honor the group rate for additional nights before or after the MOGSOUTH party.

To reserve your place, contact the hotel directly at 800-330-3836 or 828-693-3258 to book your room. Refer to MOGSOUTH to get the club rate. The hotel will hold our block of rooms until November 5.

Also, please contact Gene Spainhour and indicate how many are in your party and whether you're staying at the Inn or elsewhere so we can plan for our hospitality suite and dinner. You can email gene.spainhour@charter.net and please put MOGSOUTH CHRISTMAS in the subject line or phone 828-345-1908 and leave a message.

Make your arrangements early so you'll be assured of a room at the Inn. We are looking forward to seeing you at the Fall meet and at our Christmas party.

Cheers, Gene Spainhour & Pat Harris

Useful links: Inn on Church Street <http://www.innonchurch.com/> Downtown Hendersonville <http://www.dhinc.org/>
Flat Rock Playhouse <http://www.flatrockplayhouse.org/> Biltmore Estate <http://www.biltmore.com/>

Dear all,

I thought that you would like a preview of the new badge in vitreous enamel and chrome from my employers (with a little help from me) especially for Dennis Glavis at Mog West from whom they will shortly be available.

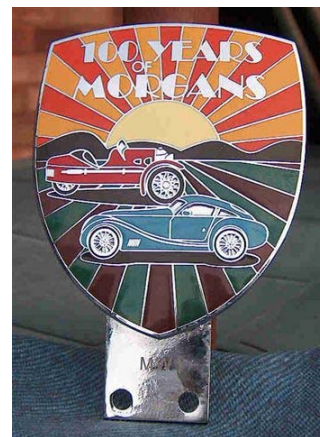
You can contact him dennis@morganwest.net if you are interested.

The design shows a 1933 Super Sports and an AeroMax against a traditional MogWest style of background and in my (totally unbiased) view, a really nice badge.

If you like it, spread the news!

Best wishes, *Jim and Karen Baker*

Christmas Presents ??



Another new badge on the market is the Factory Commemorative Badge for the Centenary.

This badge is available through the factory web site <http://www.morgan-motor.co.uk/shop/product.phtml?id=221&cat=5&offset=16>
At £25.53 . (Item number MMM0145)

It is a Limited Edition of only 2009 badges, so I would think that at that quantity, they will soon be gone. Better get yours now!



A unique blend of tradition, performance

Dan Jedlicka August 23, 2008 Chicago Sun-Times Auto Editor (<http://searchchicago.suntimes.com>)

Morgan Plus 8: agile handling, potent V-8

The sexy hand-built Morgan sports car has been an institution in England, like warm beer and pubs, almost since the first one was built in 1910 in a small storybook factory in the tiny town of Malvern Link in the pastoral county of Worcestershire, where the sauce comes from.

Morgan always has been a family operation. It's now headed by Charles Morgan -- great-grandson of the automaker's founder, H.F.S. Morgan. Of all Morgans, the 1968-2003 Morgan Plus 8 model is an exotic blend of traditionalism and high performance.

Morgan is such a traditional automaker that its rakish Plus 8 looks as if it's from 1930s England, with a long hood, swooping fenders, cut-down doors and an outside spare tire at the rear. The MG -- a popular British sports car here from the 1950s into the 1970s, stopped making classic-look autos after 1955.

Morgan always has gone its own way since H.F.S. Morgan founded Morgan Motor Co. and built his first car in 1910. First-generation Morgans had three wheels with a motorcycle engine up front where you'd normally find a grille and a single wheel at the rear -- a design that provided a tax advantage in tax-crazy England. The small car was a thrill with its potent engine and superb road-holding. Amazingly, it was made alongside four-wheel Morgans until 1952.

Morgan began offering four-wheel models in 1936, when it introduced the 4/4 model (four wheels, four cylinders) because it was losing sales to new, low-cost sports cars such as MG in England. But Morgan maintained the three-wheeler model's sliding pillar independent front suspension (one of England's earliest) for even the Plus 8 -- one reason why Morgans always have had a firm ride. The old joke was that Morgan drivers could run over a coin on a road and tell if it was heads or tails.

But never mind the dated design and construction of four-wheel Morgans, which called for craftsmen fitting precisely formed aluminum body panels to ash wood framework, using old tools. The Plus 8 had agile handling. Its potent V-8 was developed by General Motors for the small 1961 Buick Special. GM sold the 3.5-liter V-8 three years later to England's Rover auto outfit, and Morgan soon got it from Rover. Except for British SU carburetors, the Morgan V-8 was nearly identical to the ex-GM V-8 and had nearly 50 percent more horsepower than the Triumph four-cylinder sports car engine it replaced. The V-8 initially had about 155 horsepower, but that figure rose to 190 by 1985 and to 225 by 2003. The Plus 8 didn't weigh much at 1,875 pounds, so it did 0-60 mph in 6.5 seconds.

Visitors to the 1968 London Motor Show felt that, as usual, Morgan hadn't changed much. But the V-8 transformed the \$2,800 Plus 8 from a moderately fast car into a hot rod.

The Plus 8 looked much like the 1955-88 Morgan 4/4, and that resembled the 1950-68 Plus 4 -- and *that* model resembled the 1936-50 Morgan 4/4. Until 1955, Morgan gave its sports cars a vertical "flat" radiator and grille, but switched to a curved grille and headlights faired into front fenders for a sleeker look from 1954.

Morgan offered a 1963-66 coupe with a modern body on a Plus 4 chassis, but only 26 were sold. Arriving here for 2004, Morgan unveiled its first essentially new model in 50 years, the \$95,000 Aero 8. Designed by Charles Morgan, it replaced the Plus 8 here and had streamlined neo-classic styling and a 282-horsepower BMW V-8 that let it do 0-60 mph in 4.2 seconds. Few were offered here, but the Plus 8 (and other Morgans) continue to be sold in other countries.

"Morgan isn't selling cars here this year because it's more profitable to sell in other world markets," said British classic car expert Norm Bries, owner of Northshore Import Sportscars in Lake Bluff. "We may not see Morgans return until 2010."

Bries began selling Morgans in 2001 and is one of only six Morgan dealers in America. He says the Plus 8 was sold mainly to "professional people in their 50s. It isn't flashy, like a modern Ferrari or Lamborghini, but buyers know its colorful history and appreciate it."

Morgan used engines from other automakers, and the light Plus 4 had the rugged Triumph four-cylinder. A modified Morgan Super Sports model with that engine won its class at the 1962 24-hour Le Mans race in

France -- a major achievement for tiny Morgan. Morgans were successfully raced in America by big-name drivers.

Morgan switched to the ex-GM V-8 after Triumph dropped its four-cylinder and began using a longer six-cylinder, which didn't fit in the Morgan. But the aluminum V-8 was compact and lighter than the Triumph engine. The Plus 8 was Morgan's first really fast car and became a cult object in frenetic, trend-setting 1960s London. Usually traditional Morgan even offered Dayglo Green, McLaren Racing Orange and Hot Sin Yellow colors. It was making more than two cars daily -- and had a nine-month waiting list.

The Plus 8 was essentially a Plus 4 with some changes. The wheelbase was stretched 2 inches and chassis side members were set farther apart for a wider track and better handling. Modern cast alloy wheels replaced old-style wire wheels. But components -- from front disc brakes to the sliding pillar front suspension -- were left alone. Fenders were widened to cover larger wheels and tires, and new U.S. safety regulations caused the interior to get dashboard rocker switches instead of protruding toggles.

The old Moss four-speed manual gearbox was replaced by a better Rover four-speed manual in 1972, and the V-8 got more power. Another higher-horsepower version of the V-8 arrived in 1977, along with a five-speed manual. And a fuel-injected 190-horsepower V-8 and better steering came in 1985.

A two-seat roadster was the only Plus 8 offered. It had the usual wood-framed, steel-paneled bodywork, although some had aluminum panels. A Plus 8 could beat a heavier 265-horsepower XK-E sports car to 90 mph, but poor aerodynamics then worked against it. However, it could hit 125 mph.

A 1968 Plus 8 is valued at \$22,000, and a 2003 model is at \$49,000. It's a precious car, and nothing like it will be built again. *[I question his assessment of current Plus 8 values, especially for the early narrow bodied cars, but we all have our opinions . . . Ed.]*

~ The End ~

William (Bill) Perry Phillips of Fountain Inn (1933 - 2008) Published in *The Greenville News*: 09-25-2008

[Long time MOGSouth member Bill Phillips has passed away. Bill was always a great participant in MOGSouth activities and will be sincerely missed by the club and his friends. Our prayers are with Mary Ann and the rest of the family. Ed.]

William "Bill" Perry Phillips, 75, passed away on Tuesday, September 23, 2008.

Born in Spartanburg, he was the son of the late Guion Loxie Phillips and the late Naomi Thompson Phillips. He was the husband of Mary Ann Reeves Phillips for 52 years. Bill was a graduate of Spartanburg High School. He graduated from Wofford College and continued to be supportive of all of Wofford's programs. Bill retired as Senior Vice President of Operations of Quincy's and Hardee's. He was an active member of Trinity United Methodist Church. He was a former member of the Board of Trustees for Wofford College and a Palmetto Bank board member.

In addition to his wife, he is survived by two daughters, Kelly Kathleen Phillips Willingham of Fountain Inn, Mary Ashley Phillips Case and her husband Roger of Fountain Inn; one son, William Shawn Phillips of Fountain Inn; seven grandchildren, Jon Paul Phillips, Anna Kathleen Phillips, Thomas Perry Case, Molly Reeves Case, Mary Hannah Willingham, Kathleen Rose Willingham, Nichole Case all of Fountain Inn; one great-grandson, Bryan Childers of Fountain Inn; and one brother, Guyon L. Phillips and his wife Jeanne of North Carolina.

He was predeceased by one brother, Ralph Phillips.

The burial was on Friday, September 26, 2008 at 10 a.m. in Cannon Memorial Park. The memorial service was on Friday, September 26, 2008 at 11 a.m. at Trinity United Methodist Church in Fountain Inn. The family saw friends at 25 Lafayette Avenue in Fountain Inn.

In lieu of flowers, memorials can be made to Trinity United Methodist Church, 403 South Weston Street, Fountain Inn, SC 29644; Haven of Rest Ministries, P.O. Box 466, Anderson SC 29622; and The William P. Phillips Family Scholarship Fund, Wofford College, 429 N. Church Street, Spartanburg, SC 25303





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FACTORY NEWS

It has been reported that import of Morgans into the US has ceased completed. Most know that the traditional bodied cars were no longer imported when the last of the certified air bags was used on limited number of Roadsters that came in the US. Now it is believed that any additional import of the Aero 8 has ceased. There are discussions about grandfathering cars in manufacture and the Aeromax, but in general, it would appear that we will have few new cars in the immediate future. Ed. The following is an excerpt from www.mogwire.com

OVERSEAS AERO SUPPLY SUSPENDED Malvern, August 08, 2008

The supply of Morgans to the United States and other overseas countries has been suspended indefinitely. The 3 year exemption granted by the US governing body for failure to conform to bumper standards expired in May 2008. Though structural modifications were made to the Aero, crash testing and certification was not completed. A return of the Aero 8 to the US is now indeterminate. Aeromax certification will be done under the NHTSA Show & Display rules with special costs and application per car and limited annually mileage permitted. This has caused the cancellation of some of the US Aeromax orders. [I would ask one of our advertising dealers for the latest, if I were in the market for a new car. Ed.]



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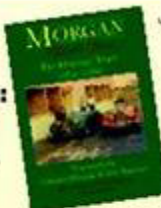
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2008 PLANNING DATES

We are now into the second half the Morgan Year, but there are still lots of great Morgan activities to participate in and the weather is getting perfect for top down motoring! Get the car out and enjoy! Also, we continue to track the US events for the Morgan Centenary in 2009. If you have contributions to this year's calendar or to the Morgan Centenary in 2009, please send them along to series1@bellsouth.net or mogsouth@yahoo.com. Thanks!

- **Petite Le Mans**, 1 - 4 Oct 2008, Road Atlanta, Braselton, GA
- **EuroAutoFestival 2008**, 17 - 19 Oct 2008, BMW Zentrum, Spartanburg, SC
- **Winter Park Concours d'Elegance**, 2 Nov 2008, Winter Park, FL
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 2 Nov 2008, Hilton Head Island, SC
**** Featuring a Special Morgan Class ****
- **MOGSouth Fall Meet**, 31 Oct - 2 Nov 2008, Savannah, GA Hosts
- **Daytona Continental Historic Races**, Nov 6 - 9 2008, Daytona Speedway, Daytona Beach, FL
- **MOGSouth Christmas Party**, 6 Dec 2008, Hendersonville, NC Hosts - Gene Spainhour & Pat Harris
**** See Details in this Issue ****

2009 US CENTENARY EVENTS

- **Orlando All British Car Show**, 4 Apr 2009, Winter Park (Orlando) FL (**Morgan** Featured Marque)
- **VIR Gold Cup Race**, 12 -14 Jun 2009, Danville, VA, (**Morgan** Featured Marque)
- **Pebble Beach Concours d'Elegance**, 12 - 16 Aug 2009. Monterey, CA (**Morgan** Class)
- **SVRA Watkins Glen**, 10 -13 Sep 2009, Watkins Glen, NY (**Morgan** Featured Marque)
- **VSCDA Elkhart Lake Fall Festival**, 18 - 20 Sep 2009, Elkhart Lake, WI (**Morgan** Featured Marque)
- **MidWest MOG Concours d'Elegance**, Sep 2009, Auburn Cord Duesenberg Museum, Auburn, IN
(**Morgan** Featured Marque)
- **EURO Auto Festival**, 16 - 18 Oct 2009, BMW Plant in Greer, SC (**Morgan** Featured Marque)

**** For UK Centenary Events see website ****

MOGSOUTH
EVENTS
2008
2009



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4.8 Automatic! Bentley Porcelain pearl metallic/Black leather seats with Red Ostrich leather diamond pane quilted seat inserts, upper door panels, upper steering wheel and steering column surround and transmission cover; Black mohair top; six louvred (as in Series 3, non Aero America) front wings, fully louvred bonnet halves, silver finish wheels with polished outer rims, body coloured side mirrors, Factory side exhaust or place your own personally commissioned Aero 8 Series IV!

'05 ROADSTER BRG, Muirhead Mulberry leather, dark green carpets piped in Mulberry, badge bar, build book, Roadster Clock, stainless steel prop rods, Lucas driving lights, 35th Anniversary stainless mesh grill, stainless luggage rack, Alpine Stereo CD Green Mohair weather equipment, 4,189 miles, Factory front bearing suspension, anti dive brake reaction rods. Most sought after!

'05 AERO 8 Rolls Royce Garnet, Tobacco leather, sold new by Morganwest to local owner; all Factory updates, 4.4 liter BMW V8, stunning Rolls Royce Garnet exterior w/ burgandy mohair top, tobacco leather interior w/cream piping; burgandy carpets piped in tobacco leather; burgandy windpiping; Factory side exhaust. Alpine stereo CD; stainless steel mesh trim; stainless badge bar w/ Aero Squadron badge.

'05 AERO 8 All Factory upgrades done at the Morgan Factory! Ferrari LeMans Blu Mettallico, Dove Grey Leather w/dark blue piping, dark blue mohair top, Factory side exhaust, stereo CD, Black Ravenwood ash trim; stainless steel inside rear view mirror, 3,300 miles. Stunning example!

'03 Plus 8 35th Anniversary Edition, Ivory/Black, 5,700 miles, One owner car from new. LeMans'62 overriders; Kenwood stereo CD; stainless steel wire wheels, badge bar.

'03 Plus 8 35th Anniversary Edition, Vin# R13153, 6650 miles, red with tan leather, factory lightweight alloy wheels, luggage rack, tan factory spare

tire cover, badge bar with 3 badges, tan mohair top, bonnet strap with mouton, hood/bonnet prop rods, Pioneer stereo, tan mohair tonneau, tan mohair side curtain bag, car cover. Very collectible Plus 8s.

'02-'03 Plus 8 Mulsanne BRG/Tobacco leather piped in Magnifico Cream, 2003 cream faced instruments; Green mohair weather equipment, stainless wire wheels, round exterior mirrors; 3,413 miles; MotoLita wood rimmed steering wheel, badge bar w/Club badges; Alpine stereo CD; wind wings, stainless luggage rack.

'02 Plus 8 Polaris Silver exterior/Medium Blue leather piped in light grey; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless steel wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless steel mesh grill, Morgan logo inscribed double eared knock offs, badge bar; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build record; stainless steel luggage rack.

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

'67 Plus 4, BRG/Black leather, painted 72 spoke wire wheels, beautiful 17" Nardi wood rimmed steering wheel and restored wood dash; fresh top end of motor, recent clutch, new radial tires, New brake seals, pads, shoes, fluids, luggage rack, bonnet strap, wind deflectors, fresh front end rebuild, 72 spoke wheels just completely rebuilt. No. Calif car most of it's life/So Cal car the last 6 years.

'67 4/4 Chassis #B-1325 Fully restored 2002. Emerald Green Red Interior & matching Red Wire wheels. Less than 4,000 miles on restoration. New chrome/stainless wire wheels, New mohair twilfast top, New alloy competition valve cover; Factory Red leather interior New Floor mats and padding Green & Red Full Tonneau and Newer Style Side Curtains Black Vinyl top Lined Leather Bonnet Strap Restored Wyre Wheels All receipts Since Purchase.

'66 Plus 4 Drophead Coupe, one local owner from new, LHD, newly rebuilt:

engine inc. cam, pistons/liners, crankshaft turned and balance, camchain, valves, springs; HD four cell radiator (always runs cool); new master cylinder; brake cylinders rebuilt, brake lines; new gemmer steering box, new stainless steel/chrome wire wheels w/new Dunlop radial tires; new front end kingpins, bushings, dampners and springs. Car drives as new! Acceptable but patinaed original BRG paint/black leather!

'62 Plus 4 SuperSport Roadster BRG/ Tobacco leather Super Sport Bucket seats; restored twice, early in life by original selling dealer, Fergus Motors, last time, mid '90s by Morgan dealer in Ontario; 14th SuperSport built, LHD, alloy high body, beautiful looking/beautiful driving example.

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

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

'55 Plus 4 Four Passenger Drophead Coupe Blue with tan interior, US supplied, 3 owner car from new; all number match, LHD, "Snohmog"; 1 of 51 ever constructed Beautifully kept example

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

other marques

'72 BMW 3.0 CS Green coupe

'65 AUSTIN-HEALEY 3000 Mk III Blue Metallic

'59 TRIUMPH TR3a Black, The most spectacular TR3 ever!



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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

The new Name Tags are in! Randy ordered an additional 50 MOGSouth name badges and they are available for current paid up members. They are \$8.50 per badge plus S&H. Randy will accept orders via email. Once badge is engraved, it will be mailed and invoiced.

Call Randy!



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. 7/08
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