

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 8/07

MOGSouth Fall Meet Savannah, Georgia 2 - 4 November 2007

Article Courtesy of Perry Nuhn

Late Friday afternoon, November 2nd, the Morgans began to gather at the Hilton DeSoto Hotel in downtown Savannah, Georgia. The Morgan enthusiasts came from Georgia, Florida, North and South Carolina, and Virginia. They represented MogSouth and the Gator Mogs. Their venue included fun, Friday night's gathering and supper at the Crystal Beer Parlor, more fun, a drive thru downtown Savannah and the



All Photographs Courtesy of John Tuleibitz

~ Continued on Next Page ~

South Carolina countryside, a visit to the Hilton Head Concours d'Elegance, more fun, an afternoon with Charlie Miller at his home, more fun, dinner at Belford's fine restaurant in downtown Savannah, more fun, then home or another day as each desired.

Obviously, the beginnings at the hospitality room in the Hotel set the stage for what was a grand weekend. Over drinks and snacks, Ritamarie and I renewed old friendships with the (Dave) Bondons, the Gaskins, the Zimmerman's, the Frazees, the Bands, the Stegans, the (Morgan) Bondons, Gary Bocard and Sandy Fisher and many others. Overall, about 40 Morgan enthusiasts sipped wine, beer and soda, munched on snacks and talked of family, friends, and Morgans past and present. At the hungry hour, we all walked to the Crystal Beer Parlor for low country seafood, burgers, and more. With the arrival evening ending, Ritamarie and I returned to our Callawassie Island home – a mere 30 minutes north – and went to bed for a few hours sleep.



Perry & Ritamarie Nuhn's 53 Plus 4

Early, Saturday morning, 0500 to be exact we were up, our 1951 Morgan prepared, and on our way to Hilton Head and the Concours. We were to be the only event-registered Morgan on display, parked with the Beaufort, SC, Classic Car and Truck Club. Saturday at the Concours is Car Club Day, and the field is filled with cars on display by various clubs. The featured marque was Italian and the featured club this year was Ferrari and there were many excellent examples of these expensive sport-cars. By 0700, Rita and I drove onto the field, cold from our 38-mile, top down, heater-less, fresh air drive. It was in the low 40's. Shortly after, we were sipping coffee by an open fireplace at the exhibitors' pavilion.

Once warm, Rita and I headed to the auction tent to survey the cars that were to be auctioned. Some were nice examples and commanded very high prices, but most appeared tired, over-priced, and needing redo or at the least some loving care. However, the most tired of those, an early Peerless Touring car that looked as if it had spent the past 85 years in a drafty barn, sold for over \$800,000: at least this was as listed as the price in the Sunday Beaufort newspaper. Though not mentioned, I surmised the Cleveland, Ohio, Crawford museum was the purchaser. Rita and I watched as the museum representatives gave the Peerless a detailed look. It is a rare find, and as Peerless' were manufactured in Cleveland, Ohio and as the Crawford Museum specializes in Cleveland-manufactured vehicles, I know why they were excited as they carefully surveyed the rusted wreck. I can only guess at what the eventual price of the car will be after restoration. By late mid-morning, along with the sun's warmth, the other 12 Morgans arrived at the Concours. They had departed Savannah around 10 am. As all were spectators, parking space in public parking was required, but the lot



was already full. The only available parking was across RT 278 in a large parking lot. Shuttle service was available, but not very acceptable to our group of Morganeers. The Concours representatives were uncertain where to direct the Morgans to permit them to park as a group in a controlled area. However, they readily accepted the suggestion of Gary Bocard, and several others, that a logical spot was an empty grass area at the end of the "show field." The choice was a plus-plus as not only did it accommodate the Morgans as a group but it also became an interesting extension of the "show Field" to the delight of the other spectators. So, the Morgans, including our Flatrad, were well received. For a time, we had a trike, a flatrad, a 4/4 or two, a Plus 4 (other than ours), numerous Plus 8's and an Aero 8 on display. By mid-afternoon, all the Morgans, except ours, had vanished and were headed to Charlie Miller's Hilton Head home for a splash of wine or beer, light snacks and more fun. Then they sped south to the hotel and Savannah to get ready for the evening's banquet.

And, a banquet it was. The selected restaurant was Belfords, one of Savannah's trendy restaurants in the Historic District. Being Saturday evening, the restaurant and all the other watering and feeding spots were jumping. Fortunately, we had a private room with great service, our own wine and beer station, and for after meal dessert there was an ice cream store just across the street. Marilyn Bondon and her grandchildren teased us all with their tasty ice cream. I'm not certain what the others ordered for a main course, but I had a great rib steak and Ritamarie feasted on crab stuffed grouper. It was Savannah pricey, but good and the service matched the food. After eating, most headed back to the hotel. Rita and I returned to Callawassie Island as we had a busy Sunday morning on tap.

On Sunday, most Morgans headed home following brunch at the hotel. A few returned to the Concours field for the Concours d'Elegance event. I too went back to the Concours and enjoyed looking at an almost different group of vehicles. However, on both days, all of the cars were really great examples. Based upon conversations with some Concours officials, there is a great possibility that Morgan may be one of the featured marques next year. This is yet to be confirmed, but if true, we may all do another, but different, exciting weekend in Savannah in 2008.



Graeme & Jenny Addie's Lovely F4



Gene's Tech Session



Noggin at Charlie's



Charlie Miller's 4/4



Graeme Addie's F4

MOGSouth Fall Meet, Savannah, Georgia 2-4 November 2007



Plus 4 Bustle Back



Rick Frazee's Plus 8



Morgan Bondon's Series 2 4/4

A great number of folks attended the meet and the better part of the Southeast USA was represented. MOGSouth members as well as others from the Morgan community attended and all reported a great time. The reports I received included participation by the following families - Band, Craig, Fryrear, Gaskins, Fisher, Hewitt, McOmber, Stegen, Tuleibitz, Nelsen, Addie, Frazee, Mckenna, Zimmerman, Nuhn, Bocard, Metcalf, Mclaughlin, Kinzer, Moore, Miller, Morgan, and multiples families from the Bondon clan. *[My apologies if we've missed some folks in this list. Ed].*

"NEVER SAY NEVER"

by Ellis King

2007 CAROLINA TROPHY

THE AMERICAN VINTAGE ROAD RALLY IN THE GRAND EUROPEAN TRADITION



You may recall the article that appeared in the Vol. 7/06 issue of Southern Fours and Eights in which I describe the experience of Norris Haynes and myself in the 2006 Carolina Trophy vintage car road rally and that the article ended with a statement that we would not likely enter the event again in 2007. I fear that I spoke with a forked tongue, it was too much fun and we could not resist temptation. Merlin, my 2005 Roadster, the only Morgan entered this year, was duly registered for the Special Interest class D. However, fate was not kind to us. While returning from the Triangle British Classic Car Show, in May, Merlin gave up the ghost and repeated efforts to bring him back to life were futile. He was carried by roll-back to Capitol Motors in Purcellville, VA, where he is now awaiting a new Morgan factory-made wiring harness to replace the one that melted where it was routed too near the exhaust system.

The Trophy event director was very understanding and allowed us to replace Merlin with Oscar, my 1969 MGC-GT. Oscar earned his name by being rather perverse at times. However, this posed some problems. Although Norris had completed Oscar's body and interior restoration in 2001, he had never driven the car. Oscar's speedometer is grossly inaccurate and the needle oscillates erratically between indicated speeds of 25 and 45 mph. In addition, the mechanical trip mileage counter, which reads only to the nearest tenth of a mile, cannot be reset to zero. Obviously these are not ideal conditions for a Time-Speed-Distance rally. We hurriedly scheduled two practice sessions with Norris as driver and me as navigator. During these sessions, we used a GPS unit to determine that the speedometer and odometer are off by 9.25 percent, close enough to 10 percent for quick in-the-head calculations. Our next problem came with our new rally classification. Oscar would run in Class A, vintage cars built between 1960 and 1973. Class A was then divided into two sub-classes, touring and competitive. The touring class operates under lax rules and can use any navigational device, including GPS units. The competitive class is for the serious rallyist and is accordingly subject to very strict rules and regulations. The majority of cars in the competitive class are equipped with precision rally meters that measure time, distance, and speed to the hundredth place.



All Photographs Courtesy of Terry Shea terry@drumhurrin.com

Norris and I decided to join the pros in the competitive class, using a GPS unit just doesn't seem to reflect the spirit of a vintage car rally.

RALLY DAY ONE started with Norris and me driving from Blowing Rock to Asheville where the 2007 Trophy was based at the Biltmore Estate. We arrived there around noon after an uneventful two-hour drive and we entered the 8,000 acre Estate where we promptly became lost while trying to find the Inn. We stopped at the Garden Shop to ask directions and were told that we were now as far away from the Inn as you could possibly be. Oh well, the grounds are beautiful and the ensuing scenic drive was enjoyable. After checking into our room, we drove to a reserved parking area where Oscar was scrutinized to ensure that he met safety requirements. We were then issued our numbered rally plates, door decals, and location transponder. We were car number 2. After affixing the plates, decals and transponder to Oscar, we returned to the Inn for an "Introduction to Rallying" class.

RALLY DAY TWO began with touring category cars picking up their road book at any time after 8:30 a.m. and rallying and time after 9:15 a.m. Competitive category cars were started at one-minute intervals and as



car number 2, we would always start one minute after the first car. We picked up our route book at 8:32 a.m. and left the start line at 9:32 a.m. During this one-hour interval Norris attended the driver briefing and I frantically punched the calculator buttons converting the given route section average speeds and given distances to section times, the critical value required for determining accurate arrival time at the various sections and finish. We had been previously warned that we were not being eased into this first stage in a gentle fashion, but were being “thrown right to the wolves,” and this was no exaggeration. The morning stage included the most tortuous climb of the entire rally. MGC’s are notorious for overheating but Oscar behaved and kept his cool at all times, as did Norris. During the second hour, our stop watch quit and our calculator came apart in my hand and we had to go to our back-up units. The calculator was taped back together during our lunch stop in Connestee Falls where the stopwatch miraculously recovered. We had an excellent lunch and of the four desserts, the apple pie was best. During lunch we sat with two female check-point operators who regaled us with tales of their experiences while manning their “hidden” station. After lunch I did the time calculations for the afternoon stage while Norris continued to talk to the check-point operators and ogled their BMW Z3; or was it the other way around?

Car number 1 was late to the starting line for the afternoon stage and we started as first car in the competitive category. The section roads were winding and our corresponding expected average speeds were low. After about 15 minutes, we saw a large garbage-laden dump truck ahead, followed by a BMW Z3, which we recognized as belonging to the check-point operators. This seemed rather odd since they were supposed to be at the next check-point to record us as we went by. After hurriedly reviewing our road book and calculations, we decided that the problem was (hopefully) theirs, not ours. The garbage truck seemed to go slower and slower and you could almost feel the panic of the check-point operators who were now fully aware of our well-marked rally car behind them. At the first opportunity (or near opportunity), they passed the truck and disappeared down



the road like the proverbial bat-out-of-Hades. Forty-five minutes later they waved at us as we passed their almost hidden check-point. That evening Lee Holman, of Holman Moody, was the guest speaker and Norris and I were fortunate enough to be seated with him and his wife during dinner. Before retiring for the evening, Norris and I reviewed our day’s performance and decided that perhaps our greatest achievement had been not getting lost. We knew that our finish time at the end of both the morning and afternoon stage was close to our calculated time, but we had no way of knowing our times at the hidden check points. All together, we felt good about the day, especially compared to the previous year’s first day.

RALLY DAY THREE began with the usual driver briefing where the prior day’s results were announced. We had placed third in class, close behind two rally-equipped cars and we were quite pleased. The morning stage began with a 30-minuted transition zone and after approximately 35 miles of additional travel; I calculated the speed required to reach our next section on time. We needed to travel approximately 9 miles in 6 minutes, for an average speed of 90 mph. Something was definitely wrong! I had made a mistake in the first time calculation after leaving the transition zone and it had accumulated through each of the following four sections until now. Fortunately the error was not fatal and we were able to compensate for it, as we crossed the state line into Tennessee and then back into North Carolina where the morning stage ended in Burnsville. During lunch at the Nu Wray Inn, clouds formed and a few rain drops began falling. Car number 1 was engaged in erecting his top at departure time so we were again the first car to leave for the afternoon stage. The scenery was grand and we traveled through a number of small communities where one boasted a roadside “flea market.” As we slowly passed by, a shaggy white dog decided to escort us out of town to the accompaniment of loud barks. This friendly creature was definitely frustrated when his even friendlier owner gave chase and called him back while berating him for having designs upon our tires. The afternoon stage ended with a number of narrow, twisting roads that were quite challenging. Again, we felt that our day’s performance had been satisfactory. Our confidence was now at an all-time high and our hats no longer fit our heads.

RALLY DAY FOUR, the longest day of the rally, began with a group drive to Dillsboro, NC. There were no results available for the previous day’s rally, but we were told that the competitive class car rankings were extremely close, and in view of this, all competitive cars would start before the touring category cars in order to avoid any interference. We were also informed that this was the most technical day of the rally and the Rally Master had privately warned me that our lack of dedicated rally equipment would work to our greatest

disadvantage on this day. However, after our previous two days' of self-perceived outstanding performance, Norris and I had total confidence in our newly-acquired rally skills. Oh, how the mighty do fall. The morning stage was a total disaster. We drove for what seemed to the endless miles behind a very large group of motorcycles and then a student driver education car. The crowning touch came when we took the first turn on a three-section "hidden loop" instruction and became completely lost. After spending considerable time trying to understand the ensuing "incorrect" section information, we realized that we should have traveled 0.2 miles further down the road and turned at the hidden second intersection with the loop road. Our lack of accurate distance measuring equipment had taken its toll and we now fully appreciated the Rally Master's warning. We vowed that, being forewarned, it would not happen again tomorrow. After crossing the state line, the morning stage ended with lunch at the Ridges Resort in Hiawassee, GA. The afternoon stage began with a slow paced 15-minute transition zone after which we turned onto Old Highway 64 East. The instructions for the next six sections routed us onto various local roads where we missed the turn at the end of the second section (navigator error) and once again became hopelessly lost. While trying to find our way, we somehow returned to Old Highway 64 East. We looked ahead in our driving book (something the navigator should have done earlier) and found that the sections that we should have been on were a series of hidden loops, far more complicated than the morning stage's single hidden loop. The final loop would have returned us to Old Highway 64 East. We cagily decided to make up our lost time by skipping the intervening sections and returning to Old Highway 64 East at this point. We congratulated ourselves for this brilliant solution to our present dilemma as we made our turn. After approximately two miles into this three-mile section, we rounded one of the sharp turns at speed and met rally car number 5 coming in the opposite direction. That red Jaguar XK-120 coupe appeared to be at least ten feet wide and stretched across both of the two narrow lanes. Quick maneuvering by both drivers prevented a head-on collision. We quickly concluded that we were on the correct highway, but headed in the wrong direction. After a reversal of direction, we caught up with car number 5 at the previous intersection where they were biding time. We sheepishly waved at them, made the proper turn and were once again back on course and almost on time. We felt that with today's two bad stages we were out of the running at this point.



RALLY DAY FIVE's drivers briefing confirmed our worst fears. We were now last in our class, even after our worst stage score was dropped. There was a 1,111 point differential between us and the first place car, no chance of overtaking him. However, there was only a 580 point differential between us and second place, and perhaps we could narrow that gap today and edge into third place for a trophy. I had double checked my time calculations and looked closely to identify any hidden loops and we were somewhat disappointed to find that there were none. The first 15 miles after the transition zone were truly twisting and steep and at the very summit we were stopped by road construction. There were three cars in queue ahead of us, a Ford Crown Victoria followed by two rally cars. The driver of the first rally car approached the driver of the Ford and explained that we were part of a rally and we needed to make up for lost time. He then politely asked the Ford driver to pull aside and let us go first. The answer was, "Hell No! You are going to have a hard time keeping up with me on the way down." He was correct. The Ford left in a cloud of construction dust and we never saw him again until we reached the end of the long, twisting downgrade where he was standing by his car at the side of the road, grinning broadly, and happily waving to us as we sped by. Later we learned that he was a State Trooper.

This final rally day concluded with a four-course awards banquet. We had completed today's single stage within seconds of our calculated time and we were hopeful that this would give us a chance at third place in class. You can imagine our disappointment when third place went to someone else. Susan and Rachel had joined us that and were commiserating with us when the second place winner was announced. To our surprise, it was us and we were elated. We later learned that we had turned in a near perfect score for this final day's stage. We were smiling from ear-to-ear as we accepted the second place award, an appropriately inscribed made-in-China silver plate. Our hats would never fit again.

Norris and I worked well as a team during the rally and Oscar ran flawlessly. This had been almost as much fun as running the lighted smudge-pot up our high school's flag pole in 1956! Will we do the rally again next year? Maybe. Could we do better with a properly instrumented rally car? Doubtful, but it would be fun to try. There is one thing for certain, we will never say **never** . . . again.



[A letter to the Gator Mog club membership, as forwarded to British Marque magazine, by Perry Nuhn with a history of the Gator Mog club. Perry, Thanks for your many years of service to the Florida Morgans and rest assured Gator Mog and MOGSouth will both benefit, in terms of spirit and the breadth of activities, with the combination of the two Morgan clubs. Ed.]

A SHORT GATOR MOG MORGAN TALE

BY PERRY NUHN

It has been my pleasure to serve you [\[Gator Mog\]](#) for the past 17 years. Since we started, the club has grown from a few Morgan families into well over 70 memberships and more than that many Morgans. The membership numbers continue to hold around 70 as our specific members change due to moves, deaths, and other life changes. Over the years, our newsletters have matured from my simple few pages of mailed copy to a well-read entry in the "British Marque." We have become an Affiliated Member of the Morgan Sports Car Club, and are a recognized, established Morgan club here in the United States and throughout the world. As a result, Ritamarie and I have enjoyed getting to know and hosting Morgan friends throughout the U.S. and Europe. But, when and how did this "long run" begin?

I initially became interested in Morgans on occasional business trips to the San Francisco area. Following open-heart surgery in 1981, I set myself on a regime of long walks: enjoyable at home, but even more so when traveling, whether for business or pleasure. At the time I had retired from the Air Force and was an executive working at an ITT research center in Connecticut. On one of my walks in San Francisco, I discovered Isis Imports, on the wharf, and my thirst for things Morgan began. On every visit Bill Fink would let me test drive his Morgans, and soon thirst changed to craving, but the price of a new Morgan was too high.

Then, one Saturday in 1984, Ritamarie and I went used Morgan shopping in Connecticut. A newspaper ad listed a used 1951 Morgan at what looked to be a reasonable price and, so began our now 23 years of Morgan ownership. Our 1951 Morgan Plus 4 flatrad purchase was probably not the smartest "buy" we ever made, but after many years it is now one of the family. The car was a mess as the body was rotted, the wheels were heavily modified for hill climbing, and the gas tank was filled with leaves and other debris. But, on the bright side, most of the mechanicals were good and with the exception of missing front fenders, a wood firewall, and no glass in the windshield, most of the parts were visible. I had no idea of what the cost of restoration would be. Looking back, the new Morgan may have been a cheaper option, but then maybe we "saved" a 1951 Morgan flatrad from the scrap heap.

I began with some backyard repairs in our garage in Madison, Connecticut, but soon discovered that our Morgan's restoration was going to involve some serious professional help. After contacting Peter Morgan at the "Factory" I began to understand where parts could be obtained, but I still thought that with local assistance the Morgan "would rise like the mythical phoenix," so I had our local expert to Madison body shop look at the wood rot. His remarks reflected little experience with carriage-built vehicles. I expanded my search, and soon came to know Bob Couch and Morgan Spares. Conversations with Bob convinced me that it was worthwhile to restore the car, but Bob was booked solidly for the future, so I put the restoration on the back burner.

Then change intervened in 1986, ITT, my employer, sold their telephony business sector and with it the advanced research center that I was part of. A facility that the French purchasers had no need of, so I like my fellow executives and researchers, I was shown the "door," albeit with remuneration. Rita and I listed our home for sale, thinking I had plenty of time to find new employment. But, within seven hours of listing it, we had a full-price buyer. And, we had to move within a few weeks. At the time we owned a condo on the Inter-coastal in Lantana, Florida, so we decided to move there, get our youngest daughter settled into school, and then sort out future employment opportunities. Fortunately, I had my 28-year Air Force retirement and the ITT settlement to fall back on while I looked.

However, what could we do with the Morgan? I called Bob Couch and he suggested that we store the Morgan in a barn owned by Hans Mark in Connecticut until he could begin the restoration process. Interestingly, Hans moved to the Stuart, Florida area, and he and I always had a chat at the local

Treasure Coast AACA club's Fall Festival car event in downtown Stuart. Anyway, I arranged to tow our "find" to Hans' storage, and with Bob's assistance ordered a new body, firewall, interior, dashboard and other parts from the "Factory." I had previously ordered two front fenders, which had arrived and were stored as well. Fortunately, the exchange rate was a "pound-to-a-dollar" so the price was right. Then for the next year, our Morgan sat in Hans' barn waiting on "Factory" parts and Bob's schedule. Then in late 1987, Bob called saying he, Dave Irwin and Ed Hausman had formed Lime Rock Motors Ltd. And, could begin work on our Morgan shortly. All I had to do was agree and send money. By this time, we were just settled in our new Florida home in Hobe Sound and I was traveling the country as a software technology transfer manager with an Aerospace Consortium headquartered in the Washington D.C. area. Money was available and our Morgan became the second restoration that Lime Rock Motors would undertake. The timing was great, as "Factory" orders made in late 1987, were finally ready as well. For the next year, as one of the Consortium's members was UTC in Connecticut, so I could and did visit Morgan regularly both in storage and while it was undergoing restoration. Finally, in 1989 our Morgan came home to Florida.

As our Morgan was in the skilled hands of Bob, Dave and Ed, I became aware of an effort being initiated by Drs. Alan and Ann Aker to form a Florida Morgan Club. In the spring of 1988, they organized a picnic meeting of interested parties at the Spanish River Park in Boca Raton, Florida. Rita and I went and met other interested Morgan owners. Following this meeting, Alan and I began contacting Morgan owners around the state of Florida. By early summer 1990, we had an interested group that Rita and I hosted at our community clubhouse in Hobe Sound. The love bugs were out in mass, so our meeting became a "greet, meet and car cleaning" affair. We had fun and on the business-side decided that an informal Florida Morgan club was possible. Later that year, at Moroso Raceway, West Palm Beach, Florida, owners and 27 Morgans, including ours, attended the vintage races and established the Gator Mogs – Morgans of Florida as the newest Morgan Club. A vote was taken, and much to my surprise I began my 17-year career as Gator Mog President and Editor.

In 1991, Frank Arthur designed and implemented our club's badge and other club items. More recently, Rick Frazee and Bill Stelcher made available newly designed club badges as our original badges were no longer available. And, while our many gatherings over the past years have been scattered, large and small, we all have enjoyed many friendships and experiences. Our participation in the various All British events, Concours d'Elegances, eastern U.S. Morgan Owners Gatherings, Vintage Racing and other sporting car doings has been great fun. I am certain these good times will continue with everyone's support. The Gator Mogs are your Morgan club and the club's future depends upon your enthusiasm and participation. And, the future is sound, with the Gator Mog's integration as a sub - regional club within MogSouth region.

For me, the Gator Mogs has been a "great run," a wonderful volunteer assignment that now comes to an end with Ritamarie's and my move to South Carolina. With this final column, I bid you a fond farewell as your former Florida Morgan-guy. But, I hope we will continue to see you at the many MogSouth events throughout the Southeastern U.S. I hope you too look forward to the beginning of this new chapter in the Morgans in Florida history with Rick Frazee's steering and Gator Mog's news inclusion within the outstanding MOGSouth newsletter.

Perry

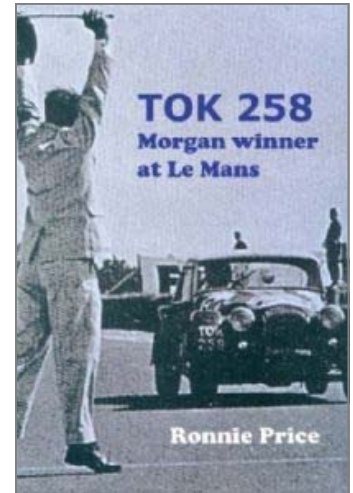
Hey Morgan Regalia Junkies!! Want a piece of history and a true collector's item??

Rick Frazee made a commitment for the Gator Mogs and underwrote the purchase of new Gator Mog club badges. These are unique and will not last long. Some are still available. So, if you do not yet have a Gator Mog badge, contact Rick Frazee, email mog4@earthlink.net or 407-647-1180. These badges are also offered to "the world," so if they are all gone before you act, it will be too late for you to have yours. The badges are numbered from 1 to 100. Numbers will be reserved on a first come first reserved basis. Checks for \$67.00 should be made out to "Rick Frazee" and sent to him at the following address: Rick Frazee, 1921 Englewood Rd., Winter Park, FL 32789. Badge number(s) reservations must be accompanied by a check, or if you reserved a number by phone or email, paid for within 2 weeks of reserving your number(s). You can call Rick at 407-571-7128 to see if the number(s) you want to reserve is available. All badges (unless you can pick them up in Winter Park, Florida) will be shipped in a padded envelope, postage paid, and insured for \$67.00.



Morgan Books Make Wonderful Holiday Gifts!

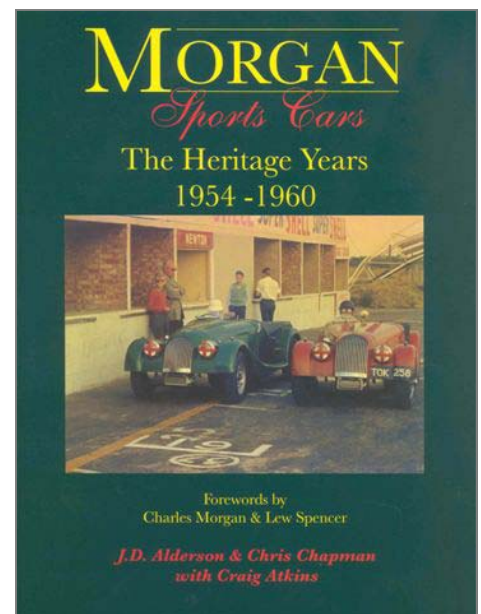
MX Publishing has a sale on "TOK258 - Morgan Winner at Le Mans." It is being offered at a 50% discount off their normal rate, with a flat \$5.10 shipping fee for any quantity. Order online at <http://www.mxpublishing.co.uk/tok258---morgan-winner-at-le-mans-12-p.asp> Please use the voucher/discount code **MOG50** to get the discount.



And a note on other recent Morgan related literary works from Chris Towner "As the Centenary approaches, one can be assured of several new books on Morgans. I can confirm three or perhaps four. In no particular order, Martyn Webb's effort to write about HFS Morgan and the early family history has found a publisher. Copies, hopefully by Christmas. The long awaited autobiography by Chris Lawrence is about ready. On my recent MMC visit I heard Greg Bowden had been round for some research (?) His earlier book still is my all time favorite: *Morgan, First and Last of the Real Sports Cars.*"

Jake Alderson, Chris Chapman, and Craig Atkins have just published a new volume - ***Morgan Sports Cars: The Heritage Years 1954 - 1960*** and it's available at Melvyn Rutter's at £37.95 plus delivery. Let Melvyn's parts department know if you want a copy, they can be reached via email at the following address mogparts@melvyn-rutter.net

Also, Rumor has it that Tcherek at ISIS is hard at work on a Morgan 'coffee table' book for the 100th Anniversary.



Oldest Operational Morgan ??

There is some question as to whom is the current care-taker of this early Morgan three wheeler. My records show it as Sarah Duffin's 1912 Runabout DeLuxe. Regardless, it is a wonderful piece of Morgan history.





A few great photographs from this year's Morgan Three Wheeler Club Annual General Meeting (3WAGM) in Malvern, courtesy of Jim Baker. The red and white three wheeler in the upper photograph is a BSA Trike.

I couldn't identify the silver and burgundy two toned car in the foreground of the lower photograph, so I asked Jim. His reply;

*Hi Mark,
It is a Buckland, built by Dick Buckland who used to race an 'F' type. It has a 1500cc Ford Cortina engine and the body is styled upon the GP Delage' of the late 1920's. Badge by yours truly. They are all beautifully executed and I'm told, great to drive. (I've only had brief run in one as passenger).
Best wishes, Jim*



Morgan: Three Wheels Are Enough - Ken Gross, Contributor (<http://www.edmunds.com/insideline/do/Columns/articleId=116269>)

My car had the optional electric starter, but even with the valve lifters up, it only spun a cold engine in short, painful jerks. The Mog would sometimes start at the press of a button when the engine was very hot, but it was far more satisfying to hand crank it. "Daddy, wind up the car and let's go," my two then-little boys would say, and off we'd motor. The trike's factory ID plate was a St. Christopher medal (really!) with the chassis number stamped on it. That tells you something.

People were always asking, "Did you build it yourself?" I'd reply that if I had, I'd have used four wheels. "Is this a German car?" was another popular query. I'd say, "No, it's English. The Germans would never have tolerated such a contraption."

Morgan Factory Tour - Bob Mullner, Moss Motors LTD, British Motoring Winter 2007

While you might think of the Morgan as quaint or even antique it's quite clear that the employees are truly craftsmen of the highest order. Every piece of the car is fitted by human hands and surprisingly the Morgan crew is much younger than I expected. [\[A short report on the Moss Motors organized tour of the Morgan Factory. One note, it mistakenly refers to a winning Prudence Fawcett Le Mans attempt in 1937. Prudence actually didn't run at Le Mans until 1938 and only finished in 13th place. The car was, however, a 1937 4-4. Ed.\]](#)



Title Photo Courtesy Jim Baker



FACTORY NEWS

In a recent posting on eMOG (www.emog.com) entitled, 'A New Trad' by Lorne Goldman indicated that there was confirmation of the factory's desire for a hybrid Morgan, one with early an Aero chassis but a body along the lines of the traditional Morgan. Lorne wrote:

"I have just had the third confirmation that Charles Morgan (now one of the 4 managing executives of the MMC) has informed different sources that the company hopes to come out with a series I Aero chassis bodied as a trad for 2009. As you may recall, the tightening compliancy net is supposed to effect the remaining market in Europe by then or soon after. An earlier trad-on-an-Aero-I project, started in 2005 by the previous administration was canceled in late 2006."

In response to a query if there were differences with the later Aero chassis' Lorne replied:

"Yes. The later Aeros (Series II and III) increased the width of the first chassis from the bulkhead back as well to mitigate the width of the front wings. Ergo, they are not compatible at all with a trad body, front or back, and would require much more to modify."

As to what it will take to modify the front end of the old Aero series I chassis, I do not think that the modifications themselves will cost much.

The question is what the compliancy costs will be. (They must also work on the rear end of the all Aero chassis to allow them to meet rear end regs.) The company declared it spend some millions on US compliancy alone a couple of years ago and in this case the European compliancy is even more important. They do not have the resources they once had.

The weight of any result will, of course, increase to trad weight by an extra 25%. That will affect performance."

[The entire idea about a traditional bodied car, with the Aero chassis and suspension is very interesting, but what seemed to be missing was any discussion of what this new car might mean for the US market. (I could have missed it, as I was in India.) Would this mean the 'legal' return of some sort of traditional bodied car or would the US market still be limited to the Aero? Speculating on the potential, what would a new Aero/Trad Morgan cost in the US? More than a Roadster, less than the Aero 8? Certainly it would make sense to give the US market a car at a lower price point than the Aero 8 and I would suspect one with less power than the Aero 8.

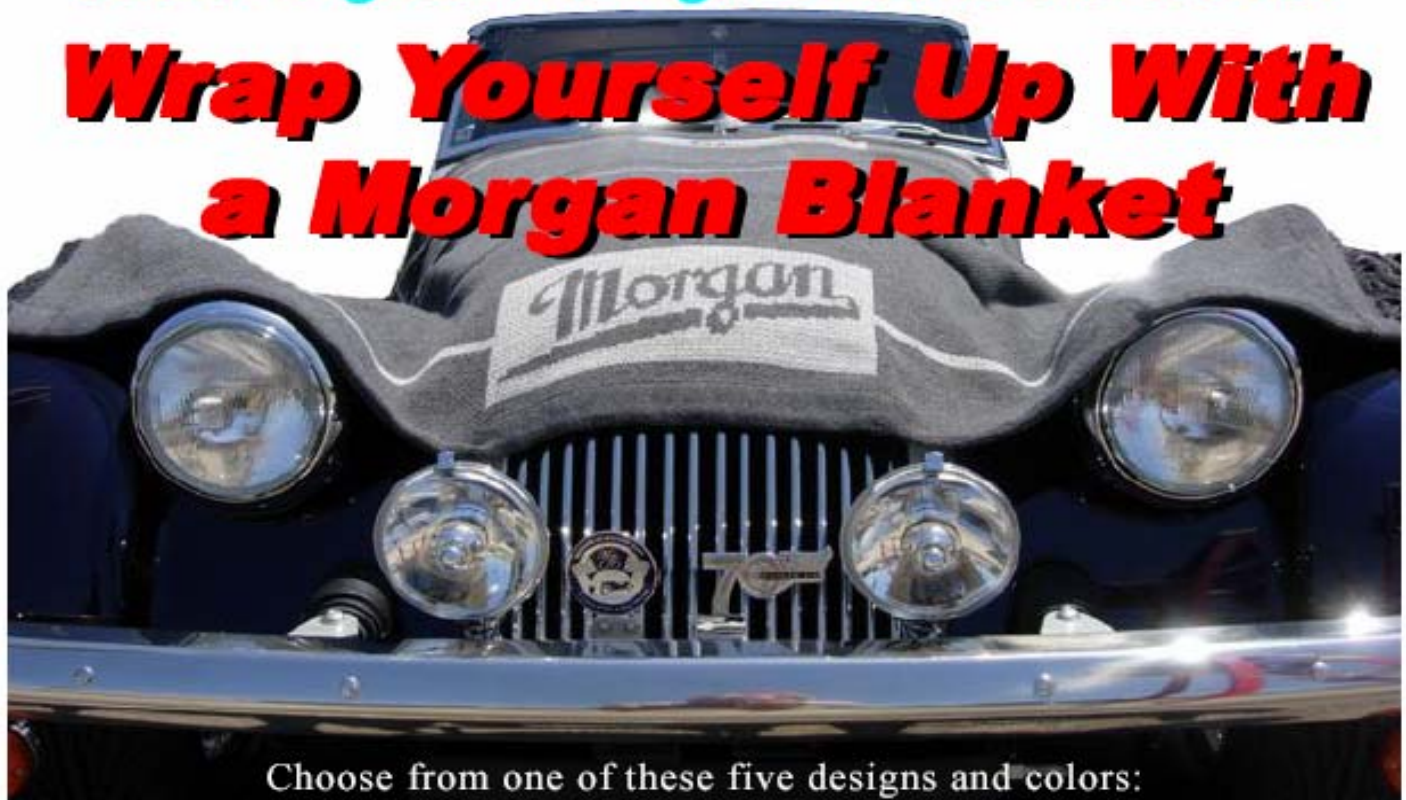
This would ensure that the upper end of the market is preserved for the Aero, else they would risk cannibalizing sales at the upper end. If the trad cars satisfy one market and the Aero 8 satisfies another, will the Aero/Trad be targeted at one of these existing markets or a totally new market, altogether?

Then, there is the question of whether an Aero/Trad would actually sell in the US. In my opinion, much of what makes the traditional Morgans so appealing is the road holding and handling which are a direct result of the sliding pillar suspension. This would most certainly be lost with the Aero chassis and suspension. Or in other words, would a Aero chassis'd trad be a real 'trad' Morgan? Perhaps not, in the traditional sense, but as they say, we must all evolve . . . Too much to ponder, I think I'll go have a beer. Ed.]



Cooler Nights Are Right Around the Corner

Wrap Yourself Up With a Morgan Blanket



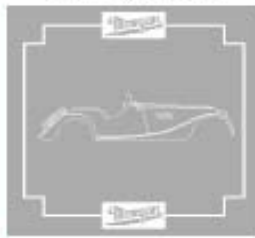
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Morgan Vintage



Green & Tan

Silhouette

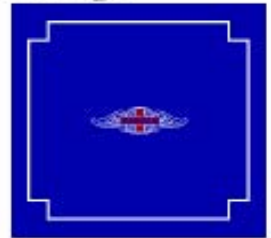


Dk Gray & Lt Gray

Morgan Wings



Navy & White



Navy & White
w/Berry Cross

Blanket details:

- Design is **knitted in** — not embroidered or screen printed
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Key Planning Dates

The MOGSouth Christmas Party this year is historic Clayton, GA and is hosted by Glenn and Dorothy Moore. See the details provided below.

The 2008 Schedule of Club Events is in work, and if you have any contributions (whether North or South), please send them to Mark.



HSR Continental Historic Races, 8 - 11 Nov 2007, Daytona Speedway, Daytona Beach, FL

HSR Historic Fall Classic, 30 Nov - 2 Dec 2007, Sebring International Raceway, Sebring, FL

MOGSouth Christmas Party, 1 Dec 2007, Clayton, Georgia, Hosts - Glenn and Dorothy Moore

Vintage Drivers Club of America, 7 - 9 December, Roebling Road Raceway, Savannah, GA

MOGSOUTH Christmas Party, Saturday, Dec 1 – Sunday Dec 2, 2007

Old Clayton Inn, Clayton, Georgia, Toll Free: 1-800-454-3498, Phone: 706-782-7722, FAX: 706-782-2511

The historic Clayton Inn is in Rabun County in the foothills of the Blue Ridge Mountains. It is just less than 2 hours away from Atlanta or Greenville, SC. During the filming of the movies Deliverance and the Great Locomotive Chase, members of the cast and crew stayed at the Inn. A Christmas Shop is located directly across the street from the Inn which is on South Main Street where a number of other shops are located. The kids among us might enjoy the Clayton Pharmacy for an old-fashioned soda. Prater's Main Street Books has a wide selection of books from regional authors. There are also art and antique shops for browsing and two vineyards for wine tasting. The Rabun Gap Crafts is an outlet for the creative works of students at the Rabun Gap Nacoochee School and is just 6 miles north of Clayton on US 441.

More MOGSOUTH Christmas Party Details

We have booked the entire 29 room Inn for our MOGSouth Christmas Party, so we will have the lobby with fireplace and TV and the adjoining card room for our hospitality area.

The Clayton Inn is a country lodge dating from the mid-1800's. Each room is individually decorated, all with private baths, (some with Jacuzzi), ceiling fan, telephone, AC and cable TV. To see pictures of the rooms, etc visit www.oldclaytoninn.com

Reservations must be in by Friday, November 9; any remaining rooms on that date will be released to the general public, so we hope we fill them all. Please make certain when you make your reservation you tell them you are with the MOGSouth group. Our group Coordinator/Innkeeper at the Inn is Latisha Vaughn and the owners we have been working with are Dottie and Ian McFarland.

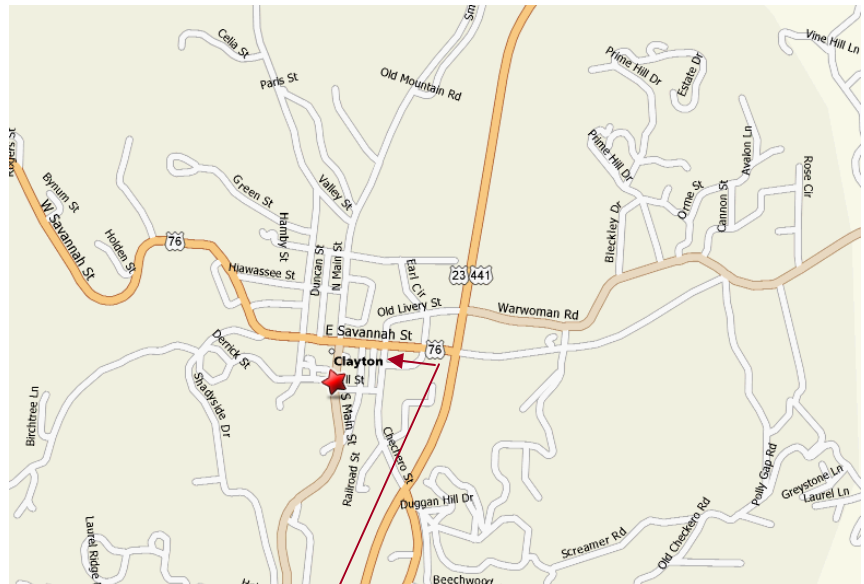
A full hot breakfast for Sunday morning is included with the room rate. If you are going to join us for the dinner (prime rib and chicken buffet), please let them know at the Inn when you make your reservation and they will add the number of dinners you need to our total reservation. Dinner will cost \$25.00 per person which includes tax and gratuity, but not alcohol served during dinner. The Hollingers and Moores made a trip up to Clayton to sample the food and found the prime rib to be delicious.

If you will not be staying at the Inn, but joining us for dinner and/or breakfast, please call the Inn and make your meal reservations before the Nov 9 deadline. You will need a credit card for your meal reservations as they will have a list for us. Be advised there are only 5 guest rooms on the lower floor, all other rooms are on the second floor and there is no elevator.

Glenn & Dorothy

MOGSOUTH Christmas Party - Directions

Old Clayton Inn
60 South Main Street
Clayton, Georgia 30525
Phone: 706-782-7722
Fax: 706-782-2511
Toll Free: 800-454-3498
Email:
info@oldclaytoninn.com



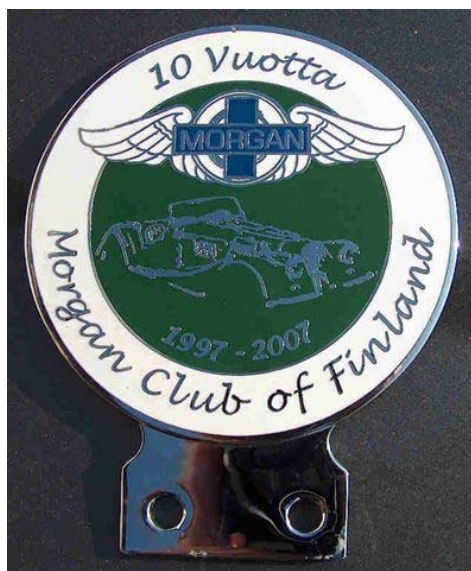
To Atlanta

Directions from Atlanta.

- 1: Merge onto I-75 N / I-85 N / GA-401 N / GA-403 N via the ramp on the LEFT. (3.2 miles)
- 2: Keep LEFT to take I-85 N / GA-403 N via EXIT 251 toward GA-400 / GREENVILLE. (28.3 miles)
- 3: Keep LEFT to take GA-365 N via EXIT 113 toward GAINESVILLE. (52.7 miles)
- 4: Merge onto US-23 N / US-441 N / GA-15 N. (22.9 miles)
- 5: Turn LEFT onto E SAVANNAH ST / US-76 / GA-2 / COURT HOUSE ST. (0.2 miles)
- 6: Turn LEFT onto S MAIN ST. (<0.1 miles)
- 7: End at Clayton, GA US

Total Est. Time: 1 hour, 49 minutes **Total Est. Distance:** 107.85 miles





Jim Baker has just crafted a wonderful new badge for the 10th Anniversary of the Finnish Club. The centre logo is from the club's magazine with the blue cross in the Morgan wings and white background of the Finnish Flag. The price including postage is £54.00 GBP



Gilt or Nickel Plated Cast Buckle - £17.00



This pin is of the original Climax engined 4-4 as exhibited at the Olympia Motor Show in 1936. Size - 1 5/16" @ £4.12 plus post & packing.

The Morgan Three Wheeler Club has designed a new pin commemorate the late John & Bridget Leavens of CA. The design is the stained glass window at Stoke Lacey Church, reduced to 1 3/16" in 9 colours and nickel plate. They are available from Pat Cross, the MTWC's regalia officer and it would be easier to get an MTWC member to buy one for you. Price is undetermined as yet.

Jim Baker

www.bakerbadge.co.uk
or Call - 011- 44 -1543 379 000



Silver Cuff Links - £25.00



Hall Marked Silver with 18" 'box' silver chain - £20.00.



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New 2007 AERO AMERICA Rosso Bordeaux Pontevicchio/Charcoal Grey leather with dark red leather diamond pane inserts and piping; Burgandy soft top, side exhaust, black ash wood trim.
ORDER BEFORE THEY'RE ALL SPOKEN FOR!

New 2005/06 AERO 8 SERIES II The very last Series II ever built; one of a kind with Factory removeable carbon fibre hardtop, black softtop; genuine honey colored ostrich leather interior; 370 HP spec motor, stereo CD, Emerald Green metallic exterior. Just featured at: The Quail, A Motorsport Gathering and at the McCall Motorsport Revival, Monterey, August 2007

'05 AERO 8, Silver Blue Metallic Shark/ Navy blue leather, Ravenwood stained ash cockpit trim, Blue wool carpets, blue mohair top, Factory side exhaust, every Factory update done! Complete bargain pricing—about the same as a mid to late '90s Plus 8! We must be crazy!!

'05 ROADSTER Rolls Royce Garnet metallic/Yarwood Chocolate leather piped in dark red; red carpets, Chocolate mohair weather equipment inc. top tonneau; stainless luggage rack, fog lamps, photo build album, stereo CD, 3,600 miles. Stunning combination!

'03 +8 35TH ANNIVERSARY EDITION, 550 one owner miles, Connaught green, Tobacco leather piped in green, Dark Green mohair weather equipment, 5 speed, Dealer installed options inc fog lights, hood prop rods, carpet on cross brace, bonnet strap, luggage rack straps, double eared knock offs.

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

'98 +8 BRG/Black leather Sport Seats, ultra rare Centre Lock Alloy wheels

'71 +8 Famed automotive sculptor, J. Paul Nesse - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, coil over shocks, adjustable ride height, custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, Stunning!

'66 +4 FOUR PASSENGER ROADSTER Red body/black wings/red leather interior; top is black w/red piping; new chrome wire wheels. So. Calif. Owned since late '80's; nice.

'65 +4+ #23 OF 26 ever built! Fully restored 5 years ago, almost zero miles since. 44,000 orig. kms (approx. 27,500 orig. miles), Silver exterior/Blue leather interior. One owner since 1967. Beautiful restoration, incredibly tight, quiet driving example-no wear, no play anywhere!

'64 +4 Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca and 2.02 at Sears Point. Recent vintage race victories, highest standards

'63 +4 FOUR SEATER Battleship grey/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k original miles! >\$10k just spent with a Factory Authorized Morgan dealer including rear Koni telescopic shock conversion, major tune, new tank, gauges repaired, rebuilt front end...

'58 +4 BRG/Black, correct disc wheel with chrome trim embellishers, badge bar with Club badges, bonnet strap New: soft top, water pump, radiator, front end rebuild, generator, tires, tachometer, LHD, S. Cal. car, very clean.

'33 THREE-WHEELER Super Sports "ANA 587" imported from England in the late 1990's after a complete professional restoration and only two previous owners. It had been originally owned and raced in the UK by "Sammy" Sampson.

'33 THREE-WHEELER JAP powered Supersport, Pozzi navy blue, Poppy Red Muirhead leather. Just completed a 2+ year complete restoration to the highest standards. Owned by 3 wheeler guru Ron Garner, who did most of the restoration to the highest standards, Lacewood dash, stainless spokes w/painted outers and hubs; All chassis wood stained opaque red

other marques

'65 MGB GT Motor blueprinted 15" chrome wire wheels

'60 AUSTIN-HEALEY 3000 Mk 1 Old English White exterior/Black/red interior, wire wheels

'59 TRIUMPH TR3A Black, The most spectacular TR3 ever!

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

MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. We ordered a re-run of 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. That is, the car in profile on top of two horizontal lines with the word MOGSOUTH between the lines. On the back of the cap you can have your name, MOGSOUTH, hometown, etc. (or nothing). These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. 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.

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 new 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. 8/07
296 LAKESHORE DRIVE, BERKELEY LAKE, GEORGIA 30096-3030

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