



SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 8/08

MOGSouth Fall Meet October 31 - November 2, 2008 Savannah, Georgia

It's Saturday the week before. Need to make sure the Morgan is ready to go. Out to the garage to check the tire pressure and oil level. I'll spend a few hours playing in the garage to get the Plus 8 ready for the MOGSouth Fall Meet, coming up in a week . . . or, so I thought. Damn, the car won't start.

Nothing, no power, no juice, nadda . . . must be the battery. Out with the charger. Connect the clamps. Well, the meter says it's dead. Set it on trickle charge and back to the house.

Fast forward 10 hours . . . the meter on the charger hasn't moved and there is still nothing, not even a click when I turn the key. A new battery, I thought. Too late tonight. I'll do it in the morning.



Article and Pictures by Mark & Andrea Braunstein Except As Marked

~ Continued on Next Page ~

Sunday morning. Just enough time to run to the auto parts store and get a battery. Out with the old one and into the truck. Back in a half hour with the new battery. Quickly installed and a twist of the key . . .

Nothing, no power, no juice, nadda . . . CRAP! Now there's no time. I have a flight to catch in two hours. Gotta go. Business trip and out of state all week . . . coming home just in time to leave for the Meet.

Well, the drive up to Savannah in the Mustang was uneventful. I took a nap. Good thing Andrea likes to drive. It is a simple drive for us (um . . . Andrea), just a few miles over to the Florida coast at Daytona, and go north up I-95. We arrived in Savannah mid-afternoon and quickly found the hotel. There weren't any MOGSouth folks around, so we headed to the room to clean up and ended up taking a short nap. Couldn't sleep too long, not with all the excitement of seeing everyone, so I washed up and headed downstairs.

Gary Bocard had graciously stocked the hospitality suite with all the necessary beverages and nibbles. The convoy from Atlanta arrived around 5PM. Randy and Scott Johnson, Eric Cummins and others rolled in. Then members from all over arrived. A good turn out, actually quite good.

Many of us, especially those that live somewhat apart from the epicenter of the Club, haven't seen too many of the other members for quite a while, so there is always a bunch of chit chat, and the like. We all caught up with necessary courtesies and then got down to the important stuff . . . Morgans . . . and of course Andrea's favorite topic . . . auto parts.

A few cold beers and some very nice appetizers (thanks Gary!) and we were off to dinner. A walk towards the river front with a dozen or more MOGSouth folks. We actually lost a few along the way. Some found a nice Hamburger shop and Ice Cream Parlor and opted for that instead of the walk towards the river.

Finally we arrived at Churchill's Pub and, although they were a bit crowded, they had a roof-top garden with space for us all. I really didn't understand the crowds until I realized it was Halloween. I should have had a costume, however there were plenty of folks around that were dressed for the occasion. The fellow in the diaper seemed a bit chilled by the cool fall air, and the pregnant Nun with the beard, was certainly out of place. I really don't think Nuns should frequent Pubs. It just isn't right.

Then it was back to the hotel for a few more beers in the Club's hospitality room and off to bed. (I remember the days when we stayed up drinking beer into the wee hours of the morning and then got up at the crack of dawn for another round of the same . . . oh well, the 'lift a dot' has much more to lift these days.)

Up early again. It was Saturday and we headed down for breakfast. Good thing we ate early as there was a parade forming in the area of our hotel and if we didn't get out soon, we'd be stuck. We followed Randy and Cyril out of the hotel and wound our way around the barriers to get on the highway. We were off to Hilton Head Concours to see what the auction offered and get the lay of the land. I had to judge on Sunday and wanted to know where everything was. Once at Hilton Head Island the others headed directly to the Concours and we peeled off going to the local Marriott. We changed locations to preclude an early rise on Sunday for Andrea.



Bill Metcalf's Plus 4 at Saturday's Show

Saturday afternoon and it was back to the hospitality room at the hotel and wouldn't you know it, there was a big screen television and it just happened to have the Florida - Georgia football game on. Well the various camps arranged themselves appropriately and much beer was consumed. A bit of a lopsided game however. A quick clean up and off to the Shell House for the big MOGSouth dinner. The Shell House was typical of the region with seafood as the specialty. They did their best with our large crowd but even though we waited a bit longer than we would have liked, we all had a great time visiting and catching up. Then it was back to the hotel in Savannah for most, with Andrea and I headed to the hotel at Hilton Head Island. We weren't alone and had a small convoy with us.

Sunday came and we were up early, again. I had the prescribed uniform for judging; tan slacks, light shirt with Morgan tie, blue blazer and straw hat. It turns out that there was transport provided from the hotel so Andrea needn't have gotten up at all. She was a little perturbed . . .



The Judges convened for last minute instructions on the nuances of the Hilton Head Island Concours d'Elegance and met the other Judges assigned to the classes. Each Class had two judges, and the Morgan contingent was split into two classes, the three-wheelers and the four-wheelers. It turned out I was to only judge the three wheelers. Well, being allowed to judge is certainly an honor but how do you rank one car over another? They are all so wonderful. There were no real losers. Just being asked to show our cars at an event like the HHI Concours is quite an honor.

We all are very passionate about our cars, and we bring them to events like these to show them off, and share our passion. It really isn't about winning ribbons or the recognition (although, we all do crave the public acknowledgement.) That being said, this was as fine a display of Morgans, whether on three wheels or four, as I have seen anywhere. Absolutely beautiful cars, all. Those who were on the lawn should be justly proud.

Morgan and Cassie Bondon's early Plus 8 won best of the 4 Wheeler-Class and Duncan and Lee Carlton's Mx2 Barrel Back Aero won best of the Three-Wheeler Class and Best Morgan on the field. Congrats !!

I only wish we could have recognized a few more of the special cars on the field. It's really not fair to single folks out, but I have to say Bill Boyles lovely +4+, Ray Shriver's DHC and Andy Leo's 4/4 were some of my personal favorites. Again, all the cars contributed to a wonderful display of Morgans and this was a really appropriate way to start the Centenary. I'm sure everyone attending the event was highly impressed with the marque; and a really big thanks to everyone who participated. Go to <http://www.mogsouth.com> for more pics.

MOGSOUTH FALL MEET 2008

SAVANNAH GA / HILTON HEAD ISLAND SC

Graeme & Emma Addie ***
Bill Scot (Graeme's Cousin In Law?)
Peter & Myrna Ballard *
Gary & Sandy Bocard *
Dave & Marilyn Bondon *
Morgan, Cassie, Timmy and Maddie Bondon *
Bill & Judi Boyles (TX) *
Dreyers (Friends of Bill & Judy)
Mark & Andrea Braunstein
Cyril Brown *
Pat & Judy Buckely *
Duncan & Lee Charlton (TX) *
Chris White (Duncan's Car's Original Owner's Son)
David & Sarah Chiles *
Tom Coryn and Daughter *
Eric Cummins *
Rich Fohl *
Lee Gaskins *
Randy & Scott Johnson **
Gordon King *
Dwight & Jackie Kinzer *
Andy & Ann Leo *
Gene & Betsy McOmber *
Bill Metcalf *
Charlie Miller *
Ray & Susan Morgan
Stu & Judy Mosbey (Almost had a Morgan)
Perry & Ritamarie Nuhn *
Pete Olson *
Jim & Sandi Prior *
Charlton Shriver
Ray & Ginger Shriver *
Gene Spainhour & Pat Harris
Joe & Cynthia Speetjens *
Glenn & Dorothy Moore *
30 Morgans (Indicated by *)



Courtesy of Dave Bondon

Elegance, the order of the day . . .



Grandkids . . .



Roadster Tail . . .





Morgan & Cassie Bondon's 1970 Plus 8



Graeme Addie's F4 Trike



Duncan and Lee Charlton's Barrel Back Mx2 Aero



Bill & Judy Boyles +4+



Jim & Sandi Prior's Plus 4 - 4 Seater

Hilton Head Island

Concours d'Elegance 2008

The Fall Meet turnout was great, with 30 cars running around the Savannah and Hilton Head Island. There was the potential for a few more cars as well . . . If it weren't for those Morgan gremlins. There was the documented Braunstein starting problem, the Mosbey's run-in with a sign post at the Vet, the Frazee's schedule conflict and John Bigler's troubles with . . . well, flames . . .

Mark

Hi Mark --

I had planned to attend the Hilton Head show and was greatly disappointed that I had to change my plans at the last moment.

Just the week before Hilton Head, I coaxed my '48 out of the rental storage and drove it to the annual Charleston British Car Club show. The car hadn't been run for nearly a year, and I thought I had things sorted out OK. I had hoped to clean it up and give it a shake-down run on Friday, the day before, but the rain didn't let up until shortly before the show.

The attached picture shows the car in front of the Registration tent at the show, as I was attempting to restart -- apparently, the carburetor stuck open and the fuel pump continued pumping fuel onto the combination intake/exhaust manifold, a very hot iron casting, where it burst into flames and created quite a scene, as the flames came through the bonnet louvers!

So, I was awarded the largest trophy at the show -- even bigger than the Best of Show trophy -- although somewhat more tacky... luckily, I was also awarded a legitimate 2nd in Class trophy for being second in the Morgan class, behind a fine yellow 1970 Plus 8... my large trophy reads Hard Luck Award and includes 3 extraneous spur gears.

The car seems to have suffered no real damage -- unfortunately, the towel didn't stop the fire, so the car was hosed down with a chemical fire extinguisher that left nasty gritty white stuff all over much of the car, especially in the places that are difficult to clean - - and I was still sick with a sore throat for much of the next week, delaying the clean up -- I cleaned things up a couple days ago and have only some soot and dull under-bonnet paint to mark the event... no paint blistered.

John



MOGSouth Christmas Party !!

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

The MOGSouth Christmas party will be at the historic **Inn on Church Street in Hendersonville, NC**. The Inn is SOLD OUT so if you still need accommodations call Gene for suggestions.

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.

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.

If you're planning to join the MOGSouth Christmas dinner in Hendersonville (December 6) but you're NOT staying at the Inn on Church, you must let Gene know by November 24 so the dinner reservation can be confirmed with the dining room. If you're staying at Inn on Church, we already know that you'll be there.

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/>



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Travels to New Zealand and Back

There are a few occasions relating to my employment that seem to escape from the day-to-day normality and offer a bit of interest. International business travel is often the reason but of late, my travels have been to places I long to forget. This time, however, the requirement had a sense of adventure and, unlike many others, the chance of a Morgan meeting. This time I was to go to New Zealand for two three day events, separated by a free long weekend *oh darn . . . just what will I do?*

Thursday - Saturday 2 - 4 October 2008 - 24 hours in Flight

Saturday 5 October 2008 – Christchurch, New Zealand

I landed at the Christchurch airport at 2:50 PM on Saturday afternoon. I processed through customs and was picked up by my business associate, Pete and whisked off to the Crowne Plaza. I checked in and was escorted to my room. A quick thanks and a tip to the bell boy.

I threw my bags in the room, changed my clothes, as I had literally been wearing them for days, and headed downtown armed with naught but an address. I had sent out a few missives on the eMog internet chat about my pending trip and, when I mentioned I was to be in Christchurch for a day, several of the local folks said not to miss the local Morgan dealer and his premises, Fazazz. It was a 15 minute walk or so I reckoned so I hurried. I was really unsure when Fazazz might close or if they were even open on Saturday.

I found the address but the shop door was closed and it was quite dark inside. It was 5 minutes past 4 PM. I spotted a 'Store Hours' sign and it showed 4 PM as the closing time on Saturday and 'Off to the Races' was scrawled across the 'Hours Open' on Sunday. I was screwed.

When I peered in the window, it confirmed my suspicions. I was absolutely screwed.

Through the darkness I could see an absolutely 'wondrous' collection of automotive 'bits', mostly British, but with a few Italian things thrown about. It was quite dark inside and I feared this would be my only view of the place. I was reluctant to leave and kept looking in the various shop windows. Then in the back, I spotted a shadow moving about. I soon found a side alley and headed towards the back of the building. I found a rear entrance, sort of a parking lot, with a garage door opening. There was a younger man loading a car at the back of what appeared to be the shop next door, and I asked about the Fazazz showroom. To my amazement, he said it was his dad's place, and then out came Gavin Bain. I introduced myself and he graciously offered to show me around.

This place was truly magical - an aggregation of automotive wonderment. Gavin showed me in and left me alone in the dimly lit shop . . . alone with nary a sound but my hastened breathing. It had the feeling of some of your most memorable car events . . . a bit like visiting the Morgan factory or going to Goodwood.

Scattered about were the cars of your dreams: Austins, Jaguars, both the sexy E-Types and the large elegant saloons. There were several Bentleys and a Rolls Royce or two. Even a shiny red Allard J2 in lovely shape. Two Morgans were on hand, a 1989 4/4, BRG with tan leather interior was for sale on consignment and a +4 4-Seater from the mid sixties, belonging to one of the staff. There were automotive books and videos everywhere and many, many rusty bits showing the scars and patina of days gone by. Grills, bumpers, manifolds, carburetors, and many things that defied recognition. I stood motionless for a what seems an eternity, just trying to absorb it all.

Gavin indicated that the Morgan trade in NZ was quite good, with new cars coming in and being sold. Fazazz is a dealership with no real shop for repairs. Gavin said the repair and restoration work was done by his brother in another location.

Not wanting to take up too much of Gavin's time, I snapped a few photographs and thanked him for allowing me to look around. (Fazazz, 82 - 84 Lichfield Street, Christchurch, New Zealand 8001, New Zealand, telephone: 00643 365 5206, fax: 00643 366 624, email: FAZAZZ@IHUG.co.nz, <http://www.fazazz.co.nz/>)

I then headed back through the town to the hotel. Time to reflect on my visit to Fazazz and to sample the local brew. I tried the hotel atrium bar, but as they had nothing on draft, I was disappointed until the waiter pointed to 'sports bar' in the corner of the hotel lobby. They had the local offerings on draft. Two glasses of local NZ ale, quite good with sufficient body and flavor not to



insult. They did, however, contribute to my sense of fatigue. I was tired, very tired. Some 24 hours in the air, not to mention the time between flights in Atlanta, Los Angeles and Sydney. I headed to the room. It was 7PM. I laid down and was out for 12 hours.

Sunday 7 October 2008 – Christchurch, New Zealand

Up early and a shower. Almost human, again. A light breakfast and emails to attend to. I wanted to get the necessary bits out of the way as Pete offered to show me a bit of the South Island. New Zealand is really two Islands aligned basically end to end, oriented in a north to south arrangement. They imaginatively call them the North Island and the South Island. Go figure . . . Christchurch is on the eastern shore of the South Island. Pete picked me up and took me over the hills and down to Sumner for a cup of coffee. The views were unbelievable, really stunning. And as the weather was quite brisk but sunny - New Zealand is just coming into their spring - the mountain bike riders were out in force. Inching their way up the hills, only to exit the public roads and rocket down the dirt paths and trails. The roads were not terribly crowded and were quite suitable for spirited Morgan driving (but we were in a Honda . . .) We traversed the hills, stopping to look down towards the coast and finally found ourselves in Sumner for a coffee and a chat about the coming week.

Monday - Wednesday 6 - 8 October 2008 – Wellington, New Zealand

On Monday we took a short flight to Wellington on the North Island and checked into our next hotel. A few hours of business and off to one of Pete's favorite Asian Restaurants for dinner. Firecracker Chicken and Tiger Beer. Well, Tiger is not one of my favorite beers but as they didn't spare the chili in the Firecracker Chicken it tasted good, very good. I had a few. Back to the hotel and to sleep. Up for our meetings and out to dinner with a potential partner and back to bed early. On Wednesday, Pete headed home to Christchurch and I was on my own. I opted for the hotel restaurant for a light dinner, some work and again to bed. Thursday was the big day, however and I was ready . . .

After much emailing and logistics planning, things eventually sifted through the mill. I had a plan to link up with the NZ Morgan Club on Thursday. I was to ride the local commuting train to the Paraparaumu, a coastal community on the west side of the North Island, some 60 minutes north of Wellington. Murray Hilsop was to meet me in his '76 4/4 Morgan and take me over to the Southward Museum.

There we met Allen Freeman. Allen, it turns out is an icon in the region, having raced his Morgan, as well as other cars, during the 50s, competing with all the regional greats and others racers of note who found their way to New Zealand to compete. He is often mentioned in Jake Alderson's book, *Morgan: the Early Years*. When we entered Southward, Allen greeted the proprietor as an old friend and secured us a visit into the restoration workshops out back. But first we wanted to wander the museum.

The Southward Car Museum (<http://www.southward.org.nz/>) comprises some 250 vehicles, with half on display at any one time. It features a few rare and valuable exhibits, including an 1895 Benz which was imported in to NZ in 1900. In addition there are tractor engines, motor cycles, cycles and a wide variety of stationary engines, working models and early motoring curios. There were two Morgan Three-Wheelers in the collection. An early Standard with JAP power and the 1935 Matchless Super Sports. Both were



Murray and Kay Hislop's Lovely 1976 4/4 4 Seater



1935 Morgan Super Sports Barrel Back with an Air Cooled Matchless MKII - Twin



1921 Morgan Standard Air Cooled JAP

nice cars, but there were no Morgan 4 Wheelers.

At the rear of the museum is a fully equipped engineering workshop where the restoration work is carried out. As I said before, Allen was able to get us into the workshop and we spent a good hour with John Bellamore, the manager of the shops, just looking at the bits under restoration, such as a lovely Alfa 6C 1750 and a post war Maserati 250F, striped to its tubed chassis.

Amazing to see the details involved in these restorations and to see the cars waiting their turn. The museum had garages full of rusty hulks just waiting for a slot in the restoration shop, however, John indicated that some might be sold to other private collectors or to public buyers.

John also showed us a treasure trove of automotive bits (brass era gas lights, radiators, grills, etc.) that are used in the restoration process. A collection that would be the envy of any noted auto jumble. All work is carried out on site except chrome plating and some component manufacture. They even made the overly complex and expensive chrome bonnet latches for the Alfa Romeo.

Touring the museum with Allen and Murray was very special as they really knew the cars, they knew each car's local history and in many cases knew their prior owners. The vintage or classic car community in New Zealand is obviously quite a close society.

After a good number of hours, we were finally able to pull ourselves away from the museum and the shops and headed over to Allen's to see his famous Flat Rad Plus 4. Allen's home was just a mile or so from the Museum and we were there in no time at all. Up a sloping drive to a lovely house overlooking a rural valley. Allen quickly opened the garage, and the car fired right up. He backed it out for us to look at. A well kept 4-Seater Flat Rad, British Racing green with tan interior.



The Southward Museum Collection

Allen had obviously done a bit of tinkering, as the car now sported a Moss box, Jaguar Over-Drive 5-speed conversion. Unfortunately Allen couldn't drive the car on the public roads as the New Zealand bi-annual 'Warrant of Fitness' (WoF) had just lapsed. None the less, the car sounded good and started easily. This car is the same Morgan that Allen ran competitively in the early 50's.

After a good look at the car, and the historic photos on Allen's garage wall, we headed to Murray's to see his retirement projects. Murray has 1937 Series 1 Climax sharing a new garage with two Formula Fords. Now that Murray has retired, he assured me that these cars will soon be on the road.

Murray also has a few lovely Jaguars, but we didn't dally over long over these. We were soon off to see Warren and Jan Corkin and their two Morgans in Manakau. Warren has a 1961 +4 and a mid thirties Supers Sports Aero trike hiding in the back of his garage. The Corkins are quite into the vintage car scene and if the trike wasn't enough, they added a prewar Chrysler to the family fleet.

Interesting that the three 4-wheeled Morgans seen, were all 4-seaters. The 4-seater is not scarce in the US, well certainly the 4/4 4 Seater is a bit rare (and late models like Murray's 1976 are never really seen), but they are not all that plentiful. I understand there have been some regulatory issues in the past. Just seems



Pre War Alfa Romeo 6C 1750 - Partially Assembled - Front View



1954 Maserati 250F

interesting. Also, no Plus 8s. It seems in the US, you see a good number of Plus 8s these days. It was nice change.

After a good visit, taking cars, we were off. Dinner at a lovely pub, a 1920s historic country hotel with Warren, Jan, Murray and I and then Murray took me back to Wellington, via the



scenic route. Over the hills for a look at the Kapiti coast at night. Amazing view and great end to a wonderful day. My visit to New Zealand, apart from the business, was just enough to make me want more. Lots of Morgans, really warm people that I can never thank enough, and a truly beautiful countryside.

Murray and Warren alluded to a US trip with their wives this coming August or September and I would hope that we can welcome them warmly when they arrive at our shores. I have certainly offered what ever service I can provide from the East Coast and, if possible, I hope I can join them there next year.

There were also a great number of other folks that I just wasn't able to link up. My thanks to them all for their generosity as well. The Morgan World is truly a very small and wonderful place !



Allen Freeman's Car Now ↑ and Then ↓



Warren and his 1961 Plus 4 4 Seater



Murray's 1937 Series 1 Retirement Project



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Rare Morgan For SALE
Recently Completed
1936 F4 Racer

Folks, I've decided to sell the 1936 F4 Morgan trike. It's a totally new car with new tub, skin and lots of other new components. Selling Car with Spare Block and many other spares. Let me know if you know anyone if you are interested. **Price reduced to \$25K.** Thanks, Bill Stelcher - (941) 928 0006



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. 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 Sports



1935 Super Sports

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2008 CAROLINA TROPHY

One More Time by Ellis King

The Carolina Trophy is definitely addictive and should probably be listed as a controlled substance requiring a prescription to enter. Norris Haynes and I have the habit and could not stop ourselves from entering again this year. We entered Merlin, my Morgan Roadster, in special interest car Class D with Norris as driver and me as navigator. As a non-vintage entry we were not eligible for overall trophies, only class awards. Again, we chose the “competitive” category within Class D. For this year the rules for the competitive category were much stricter than in previous years and this category was far more challenging than the “touring” category. Merlin has been wired for a Timewise 547B Rally Odometer and we felt that we were well prepared. The Timewise has two resettable odometers that measure distance to a resolution of 0.001 mile, a quartz crystal clock that gives the time of day to the nearest hundredth of a minute, and a speedometer that is accurate to the nearest mile per hour. The Timewise has no calculating or computing capabilities. We spent two days calibrating the Timewise and practicing using it. Our practice was based upon past rally rules and procedures and our experience for the previous two rallies. The Timewise was a great improvement over our former stop watch and inaccurate odometer/speedometer.

RALLY DAY ONE began with a two-hour drive from Blowing Rock to Lake Lure where the rally was based at the historic Lake Lure Inn. We were somewhat concerned when we observed that the service stations in the area were either closed for Sunday or had bags on their pumps indicating that no gas was available. However the Inn had purchased a nearby station (or so we were told) and its gas supply was reserved for the rally participants. After checking into the Inn we drove to the parking lot where Merlin was given a walk-around inspection and then fitted with the required rally plates, car numbers, advertising decals and transponder. The transponder would record our times as we passed by the checkpoints during the rally. In the afternoon we attended an introductory meeting during which we were informed that the scoring rules had been changed for this year. The traditional European style rally is generally conducted with a morning and afternoon stage separated by a lunch break. The timing is from beginning to end of each stage with several intervening checkpoints. In order to discourage speeding between checkpoints to make up for lost time, the new rules would essentially begin a new stage at each checkpoint. The more experienced rallyists immediately voiced concerns that the rule change could cause significant problems, but it was too late to return to the old European system of previous years.

RALLY DAY TWO began with Norris attending a driver's briefing, while I picked up our road book and made the necessary calculations to determine our times for each section within the morning stage. The competitive cars were started at one-minute intervals and as car number

2, we would always start one minute after car number 1, an Austin-Healy 100-6. The morning stage began with a gentle drive through some lowlands southeast of Lake Lure and then into hillier regions to the northwest. After passing through Hendersonville, we travelled up Bearwallow Mountain for lunch at Grand Highlands, a recently-opened resort community. During the morning stage we learned that the Timewise, which was designed for traditional European style rallies, was far less suitable for the new scoring rules. We spent most of our lunch break trying to figure out a way to use it more effectively. After lunch we drove further north and then turned back south to some of the most twisting and precipitous roads included in the past Trophy rallies. Many of the roads included hidden switchbacks, decreasing radius curves, negative banking, and sharp edge drop offs. Merlin's relatively long wheel base was not helpful on the sharp curves and switchbacks. Norris struggled with the driving while I struggled with the Timewise, developing a new operating procedure. At the end of the afternoon stage, we were more comfortable with the Timewise but feared that our day's performance had suffered badly.



RALLY DAY THREE began with the usual driver meeting where we learned that our previous day's score had been very high and we were in next to last place. This morning's stage was a short but scenic climb out of Lake Lure to Little Switzerland, where we had lunch. The roads were quite twisting and challenging but the required speeds were modest. Following lunch the afternoon stage carried us to Rutherford, NC. The roads were again twisty and a higher required speed made for a considerably more exciting drive. The scenery was beautiful, but we found little time to enjoy it. At the end of the day we felt that our performance had improved considerably over the previous day.



RALLY DAY FOUR began with a lengthy group convoy to Highlands, NC, where we had lunch. There was no scoring during the morning and we enjoyed the scenery during this leisurely drive. The afternoon stage carried us south to some unknown location just across the South Carolina state line and then a very long drive back to the Inn via New Prospect, SC. This stage was probably the most technical of the week with numerous road changes, hairpin turns, narrow bridges, unmarked roads, and hidden checkpoints. It was a very demanding afternoon for both driver and navigator.

RALLY DAY FIVE included two relatively short stages. The morning stage began with a particularly scenic climb up White Oak Mountain and ended at the BMW Zentrum, near Greer, SC, for lunch. This stage was short but it did include the usual technical challenges. After touring the Zentrum and having lunch, the afternoon stage carried us back to the Lake Lure Inn, where the cars were put on display in the parking lot for an informal Concours d'Elegance. Rachel and Susan had driven down from Blowing Rock that morning to join us for the evening awards banquet. Their lunch at the Inn included a full bottle of wine and they seemed to be enjoying themselves immensely when we arrived.

The food for the four-course awards banquet was excellent and we viewed videos of the past days' rallies during the meal. Norris and I were hopeful but not overly optimistic. The new scoring rules had not been anticipated and our first day of rallying had been a disaster. We had continually improved throughout the following days and this gave us some glimmer of hope for a class award. However, we also knew that ours was the largest class this year. We were both surprised and delighted when we received the trophy for second place in Class D.

As in past years, Norris and I worked well as a team for the rally and, true to his namesake; Merlin seemed to perform a bit of magic for us on several occasions. We had high expectations for the Timewise rally odometer, but the change in scoring rules lessened its value to us. Since the rally, I have developed a rather complex operating procedure for it that may make it more useful. Won't know until we try. Maybe next year?

Ellis

EuroAutoFestival Greenville Spartanburg SC Oct 18, 2008

As usual, the Euro Festival at the BMW Zentrum, between Greenville and Spartanburg, was blessed with great weather. On Friday, it rained for about 18 hours straight. On Monday, at 7:30 a.m. it was 37 degrees. But for Saturday's show and Sunday's rally and outdoor lunch the early mornings were in the high 50's, with the afternoons in the high 60's.

The show was the biggest yet, with over 500 cars in attendance, a wide selection of vendors and a steady stream of spectators. As the name implies, the show is open to just cars that were manufactured in Europe, and the registrars try hard to exclude replicars. That makes for an interesting assortment of machinery that ranged from a Vespa microcar to a Ferrari sports racer to a Hudson Italia prototype.

Morgan participation was down this year with just five cars. Lee Gaskins, Gene McOmber and I had Plus 8's; Richard Kingston had his burgundy and black '64 Plus 4; and one North Carolinian whose name I didn't get had a blue 4/4. Norris and Susan Haynes had a booth in the vendors' tent and Gene Spainhour and Pat Harris (wearing some really nifty gold driving shoes) stopped by to visit, but their cars remained at home. Besides a Best of Show trophy, Euro presents a Crowd Pleaser award for each make, which is voted on by all participants, and class awards, which are voted on only by entrants in that particular class. This year, Richard Kingston's Plus 4 won the Morgan Crowd Pleaser's prize while my Plus 4 took the class award. That really means that one Morgan owner voted for my car instead of his own, but what the heck; the plaque will cover another scuff on the garage wall.

Next year, the featured marque for the Euro show will be **Morgan**. Gene McOmber stuck his neck out by promising that at least 30 Morgans will show up for the show. I've already heard that some of the Euro organizers are betting that we won't get 25. I think we should be really ashamed to end up with less than 40. The show-related events normally occur from Friday to Sunday on the third weekend of October, so everyone should have plenty of time to get ready and to help keep Gene's head off the chopping block.

We'll be providing more details as 2009 rolls by, but start planning now. We'll need everyone's participation to make the show a success.

John





FACTORY NEWS

Per a note from Chris Towner - "Philip Dean at <morgan@headleyinsurance.com> has arranged insurance cover for non EU Morgan owners for a 3 month period next year. It is with National Insurance and Guarantee Corporation and, in addition to the registration detail of the country of origin, the chassis number is also required. Phil will also arrange for breakdown cover for the UK and Europe." *The information should also be on the Centenary web site soon.*

Also from Chris Towner is this photo outside the Factory, taken when he was back for the 3 Wheeler AGM. It appears to show the full range (left to right) with an Aeromax, a 4/4 Sport, another traditional bodied car (Plus 4 or Roadster), the Aero 8 and a F4 Three Wheeler in the foreground. What a super photograph. Thanks Chris!



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2008 PLANNING DATES

We are all about ready to close out 2008 and go into 2009, the Morgan Motor Car Centenary; but first there's our Christmas Party in Hendersonville, NC! And, it's turning out to be quite the event, thanks to Gene and Pat. We will have our Mother Courage Award along with a host of other activities, so you won't want to miss it! If you have additions to the MOGSouth Club Calendar or US events for the Morgan Centenary in 2009, please send them along to series1@bellsouth.net or mogsouth@yahoo.com. It is also that time again to send Randy our dues money (\$25) to refill the coffers for the coming year. Thanks!

- **MOGSouth Christmas Party**, 6 Dec 2008, Hendersonville, NC Hosts - Gene Spainhour & Pat Harris
** See Details in this Issue **
- The **MOGSouth Calendar of Events for 2009** will be Published In MOGSouth Christmas Party Issue of Southern Fours and Eights, To Be Published in Mid December.

2009 US CENTENARY EVENTS

- **Orlando All British Car Show**, 4 Apr 2009, Winter Park (Orlando) FL (**Morgan** Featured Marque)
- **Wine Country Classic**, 29 – 31 May 2009, Infineon Raceway Sonoma CA (**Morgan** Featured Marque)
- **VIR Gold Cup Race**, 12 -14 Jun 2009, Danville, VA, (**Morgan** Featured Marque)
- **Ault Park Concours d'Elegance**, 14 Jun, 2009, Cincinnati, Ohio (Special **Morgan** Display)
- **Keeneland Concours d'Elegance**, 16-19 July 2009, Lexington, KY (**Morgan** Featured Marque)
- **Meadow Brook Concours d'Elegance**, 2 Aug 2009, Troy, MI (**Morgan** Featured Marque)
- **Pebble Beach Concours d'Elegance**, 12 - 16 Aug 2009, Monterey CA (**Morgan** Class)
- **The Masterpiece Concours d'Elegance**, 22-23 Aug 2009, Milwaukee WI (**Morgan** Featured Marque)
- **SVRA Watkins Glen**, 10 -13 Sep 2009, Watkins Glen, NY (**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)
- **Winter Park Concours d'Elegance**, 25 Oct 2009, Winter Park FL (**Featured Marque**)

** For UK Centenary Events see website **

MOGSOUTH EVENTS
2008
2009





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'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 Metallico, 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, black leather bonnet strap backed in black mouton.

'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 Plus 8 Polaris Silver/Medium Blue

leather; 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, restored wood dash; fresh top end, 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 twifast 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.

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

'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, early-mid '80s by Morgan dealer in Ontario; 14th SuperSport built, LHD, alloy high body, beautiful looking/beautiful driving example.

'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, "Snobmog"; 1 of 51 ever constructed Beautifully kept example // SALE PENDING

'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.

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'66 AUSTIN-HEALEY 3000 Mk III

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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!



**It's that time again.
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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.

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