

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/05

Morgan Aeromax

(March 1 2005) Press Release from the Morgan Motor Company

[The Aeromax Press Release has been reprinted here for those not up on the world wide web. Press Release and Photos (except as marked) Courtesy of the Morgan Motor Company Web. Ed.]

The Morgan Aeromax is a unique Morgan commissioned by Prince Eric I. Sturdza, President of Banque Baring Brothers Suisse.

Based on the requirement for a comfortable long distance Touring Coupe, drawings by Matthew Humphries were discussed with the customer to define the total concept. Particular requirements such as the "gullwing" boot openings, hardwood and traditional pleated leather interior and a large flat load area behind the seats were particular requirements.

Matthew Humphries created a quarter scale clay model at the University of Coventry Automotive Design School. The model was required to harmonise with the Morgan Aero Eight chassis and incorporated the exterior elements of the car that were not to be specially tooled. The model was digitised and a file created on CATIA software to define the surface shape and boundaries of the metal and glass panels. Using data from the computer file simple jigs were constructed to build the ash skeleton, alloy sheet metal panels and toughened glass panels.



Brightwork features such as the door handles and the door mirrors were created by hand to unique sculptural designs. The split rear window allows easy access from either side to the custom built luggage commissioned from Schedoni of Italy. A substantial chassis beam protects heavy items from moving forwards into the cockpit.

The car is an illustration of flexible manufacturing at the Morgan Motor Company. Modern automotive technology is combined with quality craftsmanship. The beautiful finish of the bodywork is the result of the craftsmen's passion at Morgan.

The aluminium chassis has safety features which have surpassed the industry standards of the vehicle certification authorities of Europe and the USA during the approval process. Siemens electronic airbag systems protect the occupants and sensors are built into each wheel bearing to relay tyre contact information to the engine ECU and the ABS electronic brake control units. The car has reassuring driver features such as air conditioning, tyre pressure and tyre temperature monitoring and cruise control. Even with these features the chassis is the lightest V8 production platform in the world.

Charles Morgan commented, "The Morgan Aeromax demonstrates the wealth of talent in our small yet dedicated motor works. It took just 4 months from a sketch to being able to test drive a real finished car. The car is a showcase of the coachbuilding and technical skills of the whole team."

The ash frame is laminated for extra strength. This gives the potential for energy absorption in the cockpit and also ensures durability and safety. It is incidentally beautiful and each of the three backbones of the skeleton of the frame has nine laminates of wood visible from the inside of the car. The wood above the dashboard and doors is carved to display age and grain.

The light alloy bodywork has been hand formed from high quality alloy sheet. Each coachline is finely defined in metal. The car is powered by the latest version of BMW's N62 V8 which, with its combination of performance economy and modest emissions, perfectly compliments the design of the car.

The exhaust exits through the car wings and adds character to the V8 tone. The low unladen weight makes the Morgan Aeromax Coupe one of the fastest accelerating sports cars in Europe.

Technical Specification Below

Engine

V8 4398 cc

Power KW (Bhp) 245 (333) @ 6100 rpm

Torque Nm (lb/ft) 450 (331) @ 3600 rpm

4 variable timing camshafts chain driven

32 valves

Transmission

6 speed ZF manual gearbox

Hydraulic limited slip differential

DTCDrag Torque Control (deceleration anti lock)



Brakes

Electronic ABS with EBD (Electronic Brake Distribution)

Front; 6 pot AP Racing callipers 348mm vented discs

Rear; Twin pot AP Racing callipers 332mm vented discs

Separate rear handbrake calliper

Wheels

20" 3 piece split rim

BF Goodrich 245/30 20"

Performance

0 – 100Km 4.5 secs

Maximum speed – over 260 Km/h (160 mph)

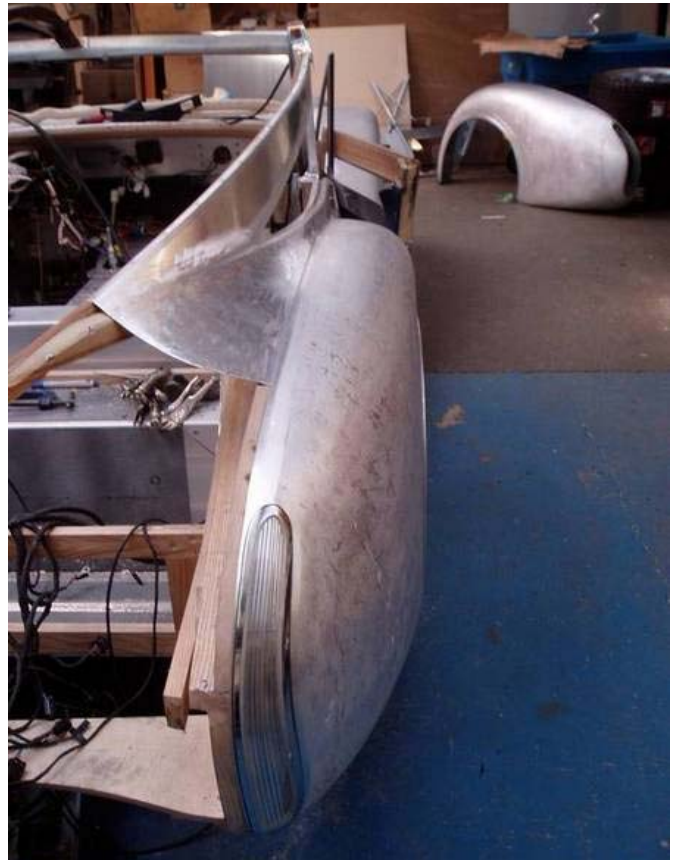
Fuel consumption

Combined 10.9 l/100km (25.9 mpg)

Urban 16.3 l/100km (17.3 mpg)

Extra Urban 7.9 l/100 km (35.75 mpg)

Co2 : 264 g/km



MORGAN AEROMAX



Photos Courtesy of Lorne Goldman - eMog

Morgan Motor Company Design Exercise

Headlight Comparison - Probably the most talked about aspect of the Aero is the headlights position. The Aeromax shown at the Top and an earlier Aero shown at the bottom.



MORGAN AEROMAX QUARTER SCALE CLAY MODEL AT THE UNIVERSITY OF COVENTRY AUTOMOTIVE DESIGN SCHOOL CREATED BY *MATTHEW HUMPHRIES*





T Spring Meet 2005

he planning for the Spring Meet is all set. Cynthia and Joe Speetjens have organized what looks to be a super club outing in **Natchez, Mississippi** in mid-April.

In addition to the regular MOGSouth crowd, rumor is that there are number of folks coming East from the Texas region. This should be a great event, don't miss it! (More details, next page.)

Key Planning Dates - 2005



15 - 17 April, 2005 MOGSouth **Spring Meet - Natchez, Mississippi** (Hosted by Cynthia and Joe Speetjens)



28 April - 1 May, 2005 HSR's **"Walter Mitty"** at Road Atlanta



7 May, 2005 British Motorcar Day, Chateau Elan, Braselton, Georgia



25 June, 2005 **Special** MOGSouth Event, Atlanta Georgia



MCCDC

1 - 5 July, 2005 MCCDC's Annual Morgan Meet - **MOG 35**, Shepherdstown, West Virginia



29 September - 1 October, 2005 **"Petit Le Mans"** at Road Atlanta



28 - 30 October - MOGSouth **Fall Meet - Aiken, South Carolina** (Augusta, GA) (Hosted by Graeme, Emma and Jenny Addie)



3 December, 2005 - MOGSouth **Christmas Party** (Hosted by Morgan Bondon and Family)

Spring promises to be beautiful as always in Natchez, Mississippi, home of the nationally reknown Natchez Pilgrimage. Natchez was, at one time, the home of the highest number of per capital millionaires in the country, and the cotton barons had homes to prove it, all in magnificent antebellum style, mercifully spared by the Yankees. Many of you will travel the lovely Natchez Trace coming in to Natchez; it was originally an Indian trail which is now preserved by the federal government.

We will be housed at the Eola Hotel in downtown Natchez which is within a few blocks of many of the magnificent homes and adjacent to shopping in the downtown area. We will have a hospitality room there Friday night, April 15, for your pleasure at arrival. You may want to visit their website at www.EolaHotel.com, or give them a call at 601-445-6000. They also have a toll free number which is 866-445-3652. The website will also give you a good idea of some of what Natchez has to offer.



The MOG South Spring Meet

Natchez, Mississippi

On Saturday, we will begin the day with a ride through history which will take us by many of the gorgeous homes, and one of the local antebellum homeowners has granted us a private tour. The ride through history will also provide a view of the Mississippi River; many of you will probably want to photograph your cars down "Under The Hill", a local restaurant and bar area adjacent to the river which was the site of many great gambling venues prior to the Civil War, and will end with a picnic lunch of fried chicken and crayfish potato salad on the grounds of Richland, another gorgeous antebellum mansion which will provide a fabulous opportunity for gorgeous pictures. Saturday afternoon will be "on your own", but many of the other great homes are open for touring. Some truly great architectural specimens are open that week-end, and there are numerous historical Civil War sites to view.

Saturday night is tentative as yet, but we hope to secure a room large enough to handle our crowd at "Biscuits and Blues", a local blues bar within a block of the Eola. This will depend on our confirmation of the group size, so let us know as soon as you can if you're coming, because we will need to confirm with the management if it will be possible to secure one room, two rooms, or not at all. I really hope this works out, because those of you "not from around here" might like to hear some of the local musical lore.

The Eola agreed to hold 30 rooms until March 16, and 16 of those rooms are now booked; however, there are plenty of available rooms at \$89 per night, so if you're coming, ya'll let 'em know!

Cynthia and Joe



CONCOURS D'ELEGANCE

13 March 2005
Amelia Island Florida

AMELIA ISLAND



The Morgan marque was represented at the tenth annual Concours d'Elegance at Amelia Island Florida, 13 March 2004. Being shown in the British Sports Car Class, was the 1947 F Super owned by Frank Rubino, from Pinecrest Florida. The car was nicely presented and showed the efforts of recent restoration, as well as some interesting modifications.



Also presented was a special display of rear engined coupes which were quite unique. Included was a Tatra from Eastern Europe, quite similar (if not the actual car?) to the car which was featured in last April's issue of Road and Track. In addition to the many American and European brass cars, pre and post war classics, there were quite a few interesting race cars. A number of cars owned by noted celebrities were also presented.

Also, in attendance was fellow Morgan owner, Bob 'Kermit' Wilson. Bob was showing his stellar 1947 HRG 1500, having previously presented Peter Morgan's own 1937 Series 1 race car at a past event on the Island.

As was to be expected the quality of the cars was superb. Alfa Romeo was this year's featured marque and that made the show even more special for me, as two of my first three sports cars were Alfas. There were several exceptionally restored SC 8300 and SC 6300's and quite a few superb pre-War Alfa Romeo road cars.

Bobby Alison was Honorary Chairman and many of his past race cars were present to include seven NASCAR racers, a Dodge Daytona and a rare Ford Torino Talladega in Coca Cola livery. Others included a Porsche 911 and a Mercedes 300 SL Gullwing. Other celebrity cars included an unpainted aluminum bodied Porsche 356, owned by Jerry Steinfeld and another of the very limited production of 17 Porsche Elva's, owned by Bobby Rahal, similar to, but not quite as nice, as Ray Morgan's. (If you haven't seen Ray's Elva restoration you are missing quiet a beautiful bit of automotive art.)

The event now features a classic car parade on Friday, open to all (fee paying) entrants, a collector motorcar auction, as well as the concours d'elegance just outside the grounds of the Ritz Carlton Hotel.

Even the trip down and back was an event. It's a short drive of about 5 hours but didn't seem quite that long in Ray's Denali SUV. I watched the SatNav for many a mile, and that thing didn't miss a beat. We took I-75 south and then cut over on Georgia 82 in Tifton. We stopped briefly at a vintage car brokerage there in Tifton called Auto Quest. We perused the numerous cars in the lot and on display. We spied a faded red Morgan bonnet leaning against the display room wall, and after a bit a investigation found a 1958 Plus 4, four wheeled drum brake car, sans motor under a tarp, up on jack stands out back.

It turns out the proprietor of the place, Bob Kennon, is a long time Morgan owner and this car had been his since his college days many years ago. He indicated that the car's engine is being redone and the car has not been on the road in quite a while. Amazing, what you find under tarps in out of the way places. On the way back we watched the in-flight movies, Victory By Design, the Alfa Romeo story, in honor of the featured marque. All in all a great weekend. Perhaps next year we can muster a group of like minded MOGSouth souls to make the trip to Amelia Island next year and make it a MOGSouth club event. Many great things to see and do for the entire family.



CAROLINA MOTORSPORTS PARK

KERSHAW, SOUTH CAROLINA FEBRUARY 25-27, 2005

Vintage Driver's Club of America (VDCA) begins its season each year with a weekend of racing at the Carolina Motorsports Park in Kershaw, South Carolina. The 2.2 mile track combines traditional turns and straights with technically challenging tight corners you either love or hate. In late February, our own Gene McComber carried the Morgan banner as the only Malvern creation to brave the competition, cold weather and threatening skies. Yet Gene without Betsy to cheer him on maneuvered through the maze of Formula Vee's, Sprites, Midgets, Couriers, and assorted small block entries by occasionally lifting the inside front tire for a demonstration of the dreaded Malvern dance. Those who dared to pass stayed clear of Gene in Turn 5 where he let it all hang out to power through the corner on the way to the next low banked turn. And the roar of his 1300CC English Ford engine resonated over the pitch of his running mates for what would be 10 laps of racing's best. Congratulations Gene for a great show.



Also competing was another MOGSouth member, Ray Morgan, although not driving his trike. Morgan campaigns a 1964 Merlyn Mark 6 sports racer. The next VDCA event is in April at VIR in Danville, VA. Now if these guys can just encourage Olson and Sisson to bring their trikes or maybe even Bondon to show everyone the fast way around this vintage circuit, MOG South will be very well represented.

Article by Ray Morgan with Photos, Courtesy of Sonny Williams Productions

You can now visit MOGSouth on the web at <http://www.mogsouth.com>. The Club web site is updated monthly, thanks to Adam Johnson with news and information about MOGSouth activities. The site contains a lot of club information, photos and the recent newsletters.

Thank you to the Morgan Motor Company, Ray Morgan, Mark Braunstein, Lorne Goldman (eMOG), Randy Johnson, Cynthia and Joe Speetjens, Graeme and Jenny Addie and Sonny Williams for their contributions to this issue of Southern Fours and Eights.

Articles and photos are always welcome and solicited. We also would like inputs for the new Web Site at <http://www.mogsouth.com>.

CREDITS

As many of you know, we are using the Email contact list for communication and distribution of our news letter. Although the email list is growing, there are still a number of members that are not yet on the list for one reason or another. We will continue to send these members a hard copy a hard copy of the news letter. To read the 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 (770) 944-9787. If you need to update your email address, send an email to mogsouth@yahoo.com.



From the Archives

Photo and Article - Mark Braunstein



1981 4/4

Circa Summer 1982

Rocky Mountains, Colorado

This was the second major trip for my new Morgan, but only my first. I was a young Army Captain, at that time, stationed at Fort Knox for training after returning from a three year assignment in Germany. When I picked the car up from Bill Fink's Isis Imports, I drove it down to Monterey to my parents house, and flew back to Fort Knox. I had to be back for training and left the car for my parents to drive some 2400 miles from Monterey, California to Fort Knox, Kentucky. They had a grand time in spite of a bit of weather and the unfamiliar propane. My next assignment was Fort Lewis, Washington, near Tacoma, and I took the southern route to the north, swinging down through Memphis, Dallas, and into El Paso to visit a friend, about 1500 miles. After a day's visit, the Morgan hit the road north, going another 715 miles, to Denver, Colorado. This picture was taken on that visit to Colorado. The car was so new that the ugly front Isis bumper is still evident, as is the bonnet belt, a gift from my mother. The car seems a little naked without the club badges it now displays. At that time I didn't know any another Morgan owner nor had any real contact with any Morgan club in the United States.

This trip was my first real trip in the (any) Morgan and I learned the smells, whistles, noises and pain that goes with driving a Morgan long distances. From Colorado to Fort Lewis, another 1300 miles. The Morgan was my only car in those days, and soon would have three more cross country trips on it's odometer; all this before it was even 5 years old. I even learned out how to sleep (comfortably) through the night in the car, which I did on quite a few occasions, but I'll save that story for another day!

Editors Note: This is the first installment of the 'From the Archives' feature article. With this feature we hope to capture some of the unforgettable moments that we have all had in our Morgans. If you have a photo and story to share, please send them via email to mogsouth@yahoo.com.



MOGSOUTH FALL MEET

The Fall Meet will be centered around the Town of Aiken South Carolina (Augusta, Georgia area) and will be hosted by Graeme, Jenny and Emma Addie. The rally accommodations have been arranged at the Carriage House Inn.

We have reserved 15 rooms for Friday, October 28, 2005 and Saturday, October 29, 2005. (If all rooms are not booked by September 28, 2005 they will be released.) They have various rooms guests may choose from when booking their room.

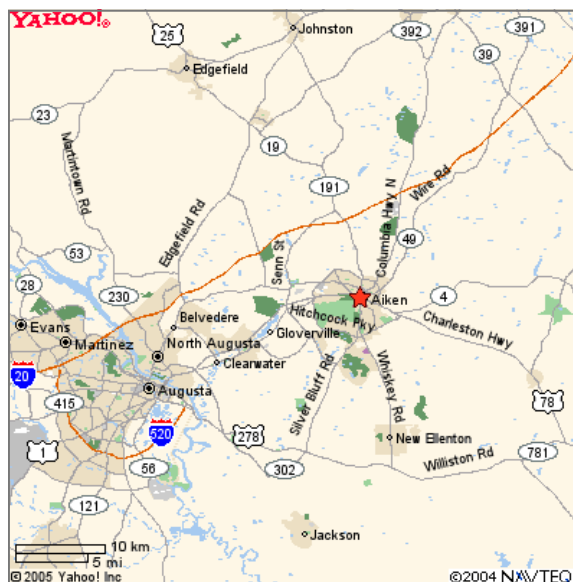
- **Carriage House Inn Standard Rooms** are queen guest rooms with other hotel amenities (rate \$95.00/night plus tax).
- **Carriage House Inn Deluxe Rooms** vary from king to queen guest rooms. Some have large whirlpool Jacuzzi tubs with a porch that overlooks our courtyard. Another has a private screen porch. (rate \$110.00/night plus tax)
- **Carriage House Inn Courtyard Suites** are located in our courtyard, each suite has a den, kitchen, bedroom, bathroom and, four out of the five have laundry areas (rate \$110/night plus tax).
- **Carriage House Inn Premium Suite** is a beautiful suite with a sitting area, balconies that overlook downtown Aiken and a Jacuzzi (rate \$125/night plus tax).

Each guest of the Carriage House Inn receives a complimentary breakfast which is served at 8:00 am. Also, all guests receive complimentary local phone calls and wireless internet access.

All guests are asked to reserve their room by phone at (803) 644-5888 or through their website at <http://www.aikencarriagehouse.com/>. Upon booking their room they will be asked the following information: dates of reservation, name of group, name, phone number, credit card number and estimated arrival time on arrival date. Tell them you are attending the Morgan Meet. As agreed upon, these rooms are being held until September 28, 2005.

The Carriage House Inn is located in historic, downtown Aiken, South Carolina at 139 Laurens St NW Aiken SC 29801. The Inn is located within walking distance to local stores and restaurants. There are approximately 10 local restaurants within walking distance from the Carriage House Inn. These restaurants range from Aiken Brewing Co. to Up Your Alley, all are wonderful restaurants with great food and nice atmosphere. Most local restaurants stop serving food at 10:00 pm on Friday and Saturday.

Backup accommodation is available at the Hotel Aiken 235 Richland Avenue West Aiken SC 29801 (803) 648-4265 or on the web at www.hotelaiken.com. The Hotel Aiken is dead downtown also and a two minute walk from the Carriage House Inn. Their room rates go from \$80 per night.



The format for the meet will follow the normal routine. A drive has been planned for Saturday morning finishing up at Graeme and Jenny's house for lunch. After lunch there will be a different drive back to Aiken going through Augusta. Back in Aiken a 90 minute Historical (by small bus) Tour of Aiken has been arranged that will be hosted by Judith D Burgess. A small charge will be asked for the Lunch and the Tour.

There will as usual be a hospitality suite set up at the Inn the Friday night from 5.00pm until 7.00pm that can serve as a gathering point before going out for Dinner on the Friday Night.

AIKEN, SOUTH CAROLINA OCTOBER 28-29, 2005

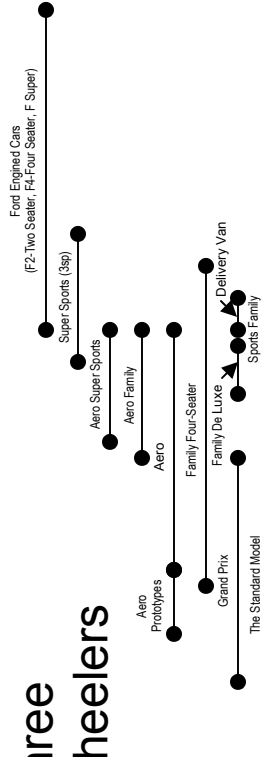




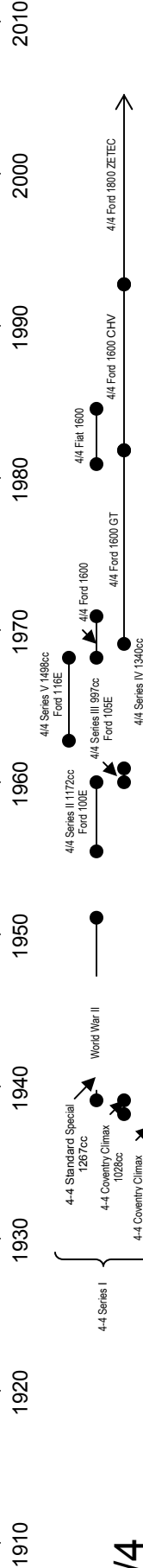
MORGAN MOTOR COMPANY

Information Compiled Primarily from Illustrated Morgan Buyer's Guide, Ken Hill, 1989. Other Sources include the Morgan Motor Company Web Site, The Cars and The Factory, John Tiptier, 1993.

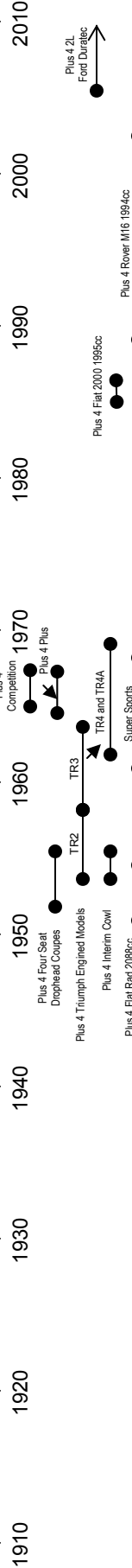
Three Wheelers



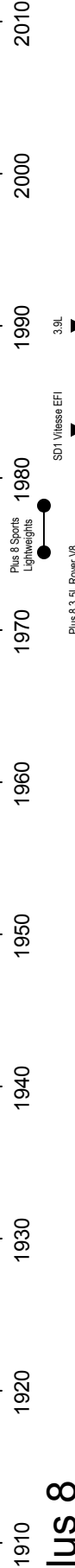
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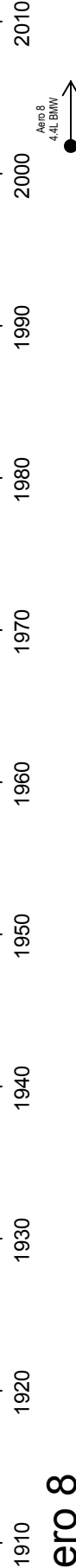
Plus 4



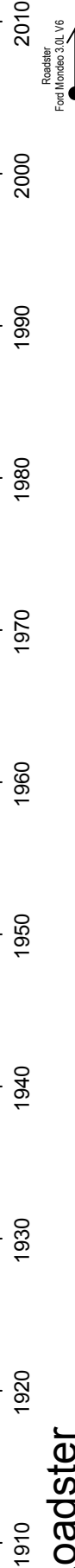
Plus 8



Aero 8



Roadster



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MORGAN AERO 8

Ralph Lauren

On a Certain English Bias - Road and Track - April 2005

"I love English things. I've been inspired by England, Scotland, the tweed jacket, the suede elbow patches, the original sensibility of English cars that came to America and what they represented. The Morgan with its top down and ruggedness. Those are romantic sensibilities."

BS Levy

A Most Mighty Mess of Morgans - Classic Motorsports - May 2005

"Owners of other more "modern" sports cars find the Morgans interesting but irritating. Why is that spindly old thing so damn FAST? And why do women swoon over it so when my brand-new _____ (fill in the blank as you like, but most anything German or Japanese will do nicely) is so much sleeker, more high tech and umm, well, NEWER? Why, the damn things are still made of wood, for gosh sakes."

SOUND BITES

SOUTHERN FOURS AND EIGHTS

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

Dues for the calendar year are \$25. They are due and payable January 1st.

To join us, please mail your check payable to **MOGSouth** to:

MOGSouth c/o Randy Johnson, 296 Lakeshore Drive, Berkeley Lake, GA 30096

