

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/07

## MCCDC's MOG 37 Shepherdstown, West Virginia 6 - 9 July 2007

**E**arlier this spring a few of us MOGSouth 'Gator Mogs' (Yes, there are Morgans way down here in Florida) were lamenting the driving time and distance to the MCCDC meet. Getting to the meet from Atlanta was a two day affair for me. One long driving day through Tennessee and another partial day up the Shenandoah Valley along US-81 to Shepherdstown, West Virginia. But now, I'm a day further south, in Orlando, Florida. This would make it a three day drive. Google shows it as just over 900 miles. Now, I like a good Morgan adventure every now and again, but I'm no Joe Speetjens, and to be honest, I really don't have the time to spend three days traveling in the Morgan, just to get to a three day event, and then jump back in the car for another three day drive back home. It didn't look like MOG 37 was in Andrea's and my future. Then, the subject of the Autotrain came up.

For those of you unfamiliar with the Autotrain it is, as its name implies, an automobile transporting train. You book passage for your car and only the passengers transporting cars or motorcycles are allowed to travel on the train. There is only one route for the Autotrain and it runs daily between Sanford, Florida, a northern suburb of Orlando, to Lorton, Virginia. (Coincidentally, and somewhat odd, is that Sanford is where I now live in Florida and Lorton was where I lived when I was in Northern Virginia some years earlier, before moving to Atlanta.)

Amtrak offers those accompanying their cars a lounge car, complete with bar, and a full service dining car. As the train takes some 18 hours to travel its route, the passengers are offered a variety of sleeping accommodations, from individual private 'Sleeping Compartments' with bunk beds for 2 or 4 people, private toilets and showers, or 'Roomettes' with reclining seats for one or two, to the 'economical' standard train seat.



Waiting to be processed in Sanford.

Packed and ready to go . . .

Rick Frazee had previously attempted to use the Autotrain once for the MCCDC meet, intending to take his Trike. Unfortunately he got turned away at the Sanford station as the trailer wouldn't fit into the train car. Rick was justifiably upset as he had had numerous prior discussions with Amtrak, exchanging measurements and the like, only to be assured that all would work. Finally, Rick ended up driving north that year.

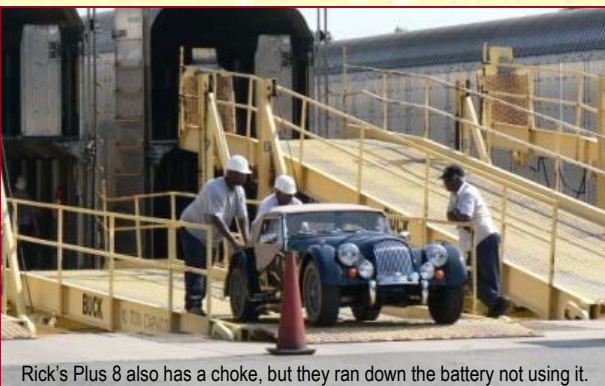
The Autotrain has been running for nearly 25 years and is principally traveled by those 'northerners' or 'snow birds' traveling back and forth, with the family car to escape the northern climes and enjoy the Florida sun.

Finally, three of us concluded that the Autotrain was worth the effort and booked our passage up to Lorton on Thursday, the 5th and our return on Tuesday, the 10th. Rick and Sam Frazee in their Black 1970 Plus 8, emblazoned with the appropriate pink flamingo, Bill Stelcher in his gorgeous 1965 Plus 4 and Andrea and I in the 1981 two tone 4/4, rendezvoused at our Sanford house for the short run to the station. We were all quite a bit apprehensive of the process and were a bit concerned over who would drive or how the cars would get driven onto the train. We proceeded to the Sanford Station in the midday heat and sat in line for processing.

Well, needless to say all the cars were quite unhappy with the heat, mine especially. My 4/4 began to run roughly and had absolutely no power as I inched the car up to the booth for processing. Once I was finally through the in-processing I decided to pull it out of line to let it cool down. The other two Morgans were quickly approached by Amtrak drivers who were instructed on how to start and drive the cars, and they quickly got the cars into the transporters. All this transpired while my car sat. Finally, a rather tall, and quite large young lady approached and indicated she would drive the car onto the train. Well, with the top up, she could hardly fit in the car and the steering wheel was buried deep into her lap.



Bill's Plus 4 being pushed off the train - 'what's a choke??'



Rick's Plus 8 also has a choke, but they ran down the battery not using it.

Her being comfortable was the least of my worries however as she just couldn't get the car to start. It was still quite hot and although it would sputter a bit, it just wouldn't rev. After some 20 minutes of fiddling around, I finally climbed in and got the car running myself. We quickly swapped places, and she rev'd the engine and slipped the clutch and the car lurched forward and she was underway. The car quickly disappeared into a transporter and onto the train, I was quite relieved as I feared we might not make this trip to MOG 37. It was nearly the last car loaded and we soon boarded ourselves.

Andrea and I opted for the Sleeping Compartment, as did Rick and Sam. Bill was by himself so he took a 'Roomette.' Once we got ourselves settled and our luggage arranged, we met in the lounge car. Beer and wine all around, toasting success on this first, albeit small, part of the adventure.

We dined together, in the dining car, at our designated sitting, 9PM, and had a surprisingly nice meal, and then it was off to our compartments for some 'sleep'. It had been a long day . . .

Just how much 'sleep' we each got was somewhat dependent on our compartments. Bill didn't fare well, as he seemed to be positioned parallel with the train so the lateral rolling was magnified and he repetitively banged into the window. Rick and Sam had a few issues as well. Alternatively, the bunks in our compartment were perpendicular to the trains travel and Andrea and I were able to sleep through the motion.



All three Morgans are ready to roll at the Lorton, Virginia Autotrain Station

After a few cups of coffee and a bagel, the train rolled into the Lorton Station. We were soon hustled into a



small waiting room where we were to sit, waiting for our cars to be unloaded. The Morgans came off early with my misbehaving 4/4 in the lead, and it was running. I was quite relieved, figuring it would be DOA. The other two, that had run well the day before, were both pushed off the train. It seems that those these young drivers are trained on manual transmissions, they are clueless about manual chokes. Bill's Plus 4 roared to life, when Bill applied the right amount of choke. Rick's Plus 8 was a bit more reluctant to start as the battery had been drained in previous attempts without choke, but it too started and sounded strong. We checked the cars over, loaded our gear, and we were ready. A short jaunt of some 90 miles and we are there . . .

Well, the best laid plans . . . our 4/4 started to run really rough again in the heat and I couldn't get any power, it did keep running and the only challenge was getting away from the toll both on the Dulles Toll Road, just prior to Leesburg. Leesburg was our planned stop, so I gave the car a bit of rest, and we found an appropriate English Pub for lunch. We left Leesburg and headed northwest towards the meet. We missed a turn while staring at horses' butts, but soon found our way again and rolled into Shepherdstown, running poorly, but a little smug after our leisurely drive up from Lorton.

MOG37 was held, once more, at the Clarion Inn and Conference Center in Shepherdstown, West Virginia. The MCCDC MOG meets have been held at this location for the last several years and I can certainly understand its appeal. The hotel is nice and clean. The bar has good beer on tap and the food's really not too bad. I do have to say that the service this year was somewhat spotty but to be honest, it really didn't matter. We were on vacation and didn't really want to get anywhere in a hurry. This location's proximity to Summit Point Raceway is another big draw. Having run MCCDC meets before, I can tell you finding an Autocross site is extremely difficult in today's litigious society.

The meet followed the traditional pattern with competitive events scheduled over an extended weekend. A Concours and Gymkhana were held on Saturday, at the lovely Morgan Grove Park, just a mile or so from the Clarion. The Concours was fun but seemed a bit smaller than past events. I was told there were some 52 cars on the field. There were several Roadsters, the featured model for the event, and a few Aero 8s, I believe courtesy of Capitol Motors. The usual vendors were there, Penny Bates from Old World Restorations, and Linda and Larry from Morgan Spares. Andrea and I chose not to participate in the Gymkhana as I wanted to figure out the source of the 4/4 problems, get propane and fix a sloppy steering gear. I was able to change out the electrics; points, cap, etc., and headed out to find Propane. The car ran well, so what ever I did fixed the problem. Back at the hotel, I tightened up the steering gear and called it a day. The Autotrain contingent headed out to dinner with old friends of ours, Richard Lipski and Peggy, at the Bavarian Inn. Great food, wonderful company.

The Autocross was an all day event on Sunday at one of the circuits of the Summit Point Raceway. Another portion of the track was used by the local Corvette club, and both clubs shared the ribs and fried chicken lunch. Dwight Kinzer ran well in the Plus 8 as did Bill Stelcher in his Plus 4.

This year, the Rally was two separate events. There was the typical route instruction (Time-Speed-Distance) sort of rally in the morning on Monday, and it was coupled with a less serious Poker run in the afternoon. Andrea and I enjoy the Rally quite a bit and were looking forward to a good run, but it was unbearably HOT! We passed a Bank reading 97° and it felt like 200°, but thankfully the rally was short. Given the heat, we chose not to run in the afternoon Poker Run. Bill and Rick were going to run together, but they too opted out. Good thing, as those that did run said it was excessively hot and way too long. They barely got back in time for the cocktail hour before the awards Banquet. The Banquet capped the scheduled festivities for the evening. (See event results later in this issue.) Oh, of course there was the evening noggin and bottomless beer keg. I did my best, but I don't have the stamina I used to have . . .



Photo Courtesy of Bill Stelcher

Bill Stelcher's lovely 1965 Plus 4 elegantly displayed on the Concours field, at Morgan Grove Park.



The trip back to the Autotrain on Tuesday was supposed to be anticlimactic, but, as always, there was the *Morgan* factor. Halfway back to Lorton, Rick and Sam's Plus 8 just died. They pulled to side of road and Bill and I doubled back to see what we could do to help. There was spark and what appeared to be fuel, and we checked all the normal culprits; fuses, etc. We finally attributed the problems to the Mallory Unilite electronic ignition, but had no spares. Just about then, the wife of Capitol Motors owner stops to see if we need help. A quick phone conversation with Morgan Fuller and then a flat bed was called. It was decided that Andrea and I in the 4/4 and Bill, in the Plus 4, should continue on and catch the train as scheduled. If Capitol could find the problem quickly there might be enough time for Sam and Rick to follow and make the train. If not, they'd reschedule for Wednesday. Bill, Andrea and I made it to Lorton with the two Morgans, had lunch, and waited at the train station for Rick and Sam. As luck would have it, however, they thought they had it fixed but a short ways down the road, the Plus 8 died, and again it was back to Capitol. More gremlins. We called them later on Tuesday evening and they were enjoying a nice dinner in a lovely restaurant in Leesburg.

Bill, Andrea and I arrived in Sanford, Wednesday morning, after a rather uneventful trip back south and, once the cars came off the train, we made the quick run back to our house so that Bill could get on the road back to Sarasota. It was great fun traveling on the train, and apart from the Plus 8 breakdown, we all had a great Morgan weekend. This Autotrain thing is really a boon to those of us too far south to contemplate driving. Perhaps next year we can get more 'Gator Mogs' interested. We'll see . . .



John Tuleibitz and Plus 8 Pre'ing for Concours



Dwight Kinzer at Speed - MOG 37 Autocross



Sam and Rick with the Plus 8 - Photo Bill Stelcher



Tom Warden's Best of Show 4/4



Plus 8 Acting Up - Photo Bill Stelcher



Plus 4 line up on MOG 37 Concours field - Photo Bill Stelcher



The Braunstein 4/4 Coming into Sanford

*[Editorial Comment - I understand all the good aspects of this location, however, I for one, would like to see a new venue. Part of the excitement of the MCCDC MOG events is the adventure that a new locale brings. I truly believe the low level of attendance at recent MOG events is due to the continued use of the same location, a few too many times. When you find you know all the roads, you've seen all the sights, and have eaten at all the restaurants, it's time to move on. Hopefully the MCCDC leadership will consider a change. Mark]*



Thirty-seventh Annual Morgan Owner's Gathering  
Hosted by MCCDC

# MOG37



Clarion Conference Center  
Shepherdstown, West Virginia - USA

**July 6 - 9, 2007**

## RALLY - ADVANCED

DRIVER	NAVIGATOR
1 Mark Braunstein	Andrea Braunstein
2 Rich Fohl	Ron Davis
3 Bruce Menkowitz	Shelly Menkowitz

## RALLY - NOVICE

DRIVER	NAVIGATOR
1 Tom Warden	Natalie Warden
2 Bernard Wolf	George Powell
3 Lorne Goldman	Audrey Goldman

## FARTHEST IN A MORGAN

DRIVER	NAVIGATOR
Joe Speetjens - Miss to WV via Canada!	Cynthia Flew In

# CONCOURS AUTOCROSS

### PLUS 8

- 1 Norm Hugo
- 2 Scott Willoughby
- 3 Fred and Connie (?)

### PLUS 4

- 1 Bruce and Shelly Menkowitz
- 2 David and Pat Burkette
- 3 Frank Huffman
- 4 Bruce Foster

### Peter Morgan CLASS

- 1 Tom Warden (Tied) **BEST IN SHOW**
- 1 Lee DeBrish (Tied)
- 3 Sheldon Hofferan

### EARLY 4/4

- 1 Javin Sharer (Sp.)
- 2 Andy Leo

### LATE 4/4

No Awards

### NEW CARS (Post 1996)

- 1 Lenny Mendell

### Roadster

- 1 Joe Topinka

### FOUR SEATER

- 1 Louis Amaratti
- 2 Elton Wright

### DRIVER CLASS

- 1 John Tuleibitz

### COMPETITION

- 1 Carl Shriver

### DHC

- 1 Ray and Ginger Shriver

*[My apologies for any spelling errors or incorrect listings. These results are believed to be very close if not correct. However, they were extracted from notes taken during the frivolities of the awards banquet. Look for corrections once I get the official results. Ed.]*

### Plus 4

- |                   |      |
|-------------------|------|
| 1 Bill Willoughby | 85.0 |
| 2 Bruce Menkowitz | ?    |
| 3 Rene Willoughby | 89.0 |

### Plus 8

- |                    |      |
|--------------------|------|
| 1 Scott Willoughby | 86.6 |
| 2 Lorne Goldman    | 91.6 |
| 3 Cassel Adamson   | 92.2 |

### Roadsters

- |              |       |
|--------------|-------|
| Don Smith    | 84.6  |
| Lee DeBrish  | 91.5  |
| Judy Buckley | 112.8 |

### Drivers 4/4

- |                |      |
|----------------|------|
| 1 John Adamson | 89.0 |
| 2 Tom Warden   | 92.9 |
| 3 Andy Leo     | ?    |

### Modified

- |               |      |
|---------------|------|
| Morgan Fuller | 79.2 |
| Graham Fuller | 79.5 |
| Jim Bentley   | 84.3 |

### Fastest Time of the Day

- |              |      |
|--------------|------|
| John Sheally | 37.1 |
|--------------|------|

## GYMKHANNA

DRIVER	NAVIGATOR
Scott Willoughby	Debra (?)
Andy Leo	Ann Leo
Roger Moran	Sam Lear

## POKER RUN

DRIVER	NAVIGATOR
Don White	Elisa ?
Bruce Menkowitz	Shelly Menkowitz

## RALLY YOU WENT WHERE?

DRIVER	NAVIGATOR
Judy Buckley	Bobbi (?)
They saw both <u>Virginia</u> and <u>Maryland</u> on this West Virginia only Rally	



Getting Ready! MOG37 Concours - Photo Courtesy of Bill Stelcher



# Scrapper - 3 , Morgan Trike - 1



## Vintage Racing at Blackhawk Farms

By Bill Stelcher

Last September I traveled to England to attend the *Morgan Three-Wheeler Club* annual general meeting. The weekend prior to the meeting I joined *Charles Pilbeam* at the Cadwell Park track to watch him compete in a three-wheeler race. In the UK *three-wheeled Morgans* race in the same group as vintage motorcycles with sidecars. The *Morgans* have to add a passenger or 'monkey'. This equalizes the competition between the bikes with sidecars and the *Morgans* and makes sure fear and adrenalin is shared with as many people as possible.

During the races I was able to ride with the tow truck or recovery vehicle, which in the UK is referred to as the "scrapper". Certain words sound and feel like what they mean and 'scrapper' is one of them. This word will appear later in the story. Spectators taunt the vehicles that are picked up by the scrapper with comments like, "The scrapers got him and his lap times will probably improve!"

Last year I attended an *SCCA (Sports Car Club of America)* driver's school in Miami at the *Homestead* track. I went through the classroom section and passed on to the track events. I made laps with my instructor and learned the lines and was ready for some track time. Then I climbed into my assigned *Mazda RX7* that was grouped for practice with some very fast cars. I hadn't noticed during the classroom part of the school that there were a lot of young guys in the class. At the track they showed up with fast *Mustangs*, *Corvettes* and other large powerful cars. But most disturbing was that they had a glazed look in their eyes. At that point, I decided to look for a group of older guys that don't need to go real fast.

Vintage racing in the U.S. has several organized groups. After spending some time looking for the best group for me, I found the *Vintage Sports Car Drivers Association* or *VSCDA*. They are based out of Michigan and race in the Midwest. Most important, *VSCDA* have a separate class for the older pre-war cars that don't go too fast. Perfect for me.

Group 1 cars include pre-war cars and some other models from the forties and a few from the fifties. Grouping has been decided on by a higher source and it works. Group 1 has two classes, 'A' for moderate speed cars and 'B' for faster cars. I'm not sure what speed is needed for a car to be a 'B' car but I was a happy 'A'.

There is quite a distance from my home in Sarasota to where they race but I knew that they were the right group. The first *VSCDA* School for *Group 1* drivers was to be held at Blackhawk Farms in South Beloit, Illinois in mid-June.



I had an uneventful drive from sunny Florida to the Midwest. I did notice one unusual thing. Most people don't see three-wheeled cars very often and when I stopped for gas or checked into a motel a crowd would gather to ask about the car, except in Georgia where the comment I heard the most was "nice trailer!" I learned to park under the portico where the car and trailer were very visible from the motel registration desk and asked that they 'keep an eye on it' while I was sleeping.

My powerful 1937 *Morgan F4* with a 933cc *English Ford* four-cylinder, side-valve engine arrived at Blackhawk Farms prepared for the event. I had been dealing with a chronic overheating problem. I had added the optional factory "export" water pump to help with cooling.

My first day of practice on Friday had four twenty-minute sessions. Great, lots of track time to get to know the car and the track without worrying about being run over.



Tech inspection found an exposed positive battery connection and my brake light wasn't working. A little black tape and reattaching a loose wire on the hydraulic switch and I was ready to go. By the way, in the UK "tech inspection" is called "scrutineering", another great word.

The Group 1 guys started arriving. An area was cordoned off with sticks and yellow tape and a long shelter was erected. The cars were lined up under the shelter and looked great. There were seven MG TC's, several of which had been driven in from the Chicago area. A couple of MG TD's and a TF arrived. The heavy metal arrived and included A 1933 Ford Indy Racer, a 1949 Lister MG, a 1932 MG J2 C-type and a 1933 MG 32 and finally a 1926 Type 37 Bugatti. I was invited to join the group and park my Morgan Trike next to the Bugatti.

Wow, I thought what a great group of cars and best of all, the drivers were very friendly and encouraging. In fact, I had a chance to visit with most of the guys who all let me know that they were aware that I had a new car on a new track and would be watching out for me.

I spent some time with my instructor, *Duck Waddle*. Duck had taken small marker flags to show entry points and the apex of each corner. We circled the track and he showed me the lines. He is extremely patient, warm and helpful. I couldn't have been more excited about day one of practice. One day I'm going ask him about his name.

**Day One.** The announcement to "Marshall group 1 cars for practice!" came over the loudspeaker. I had my driver's suit on. Incidentally, the temperature was near 90 degrees at ten in morning. This is a bad sign for overweight drivers. It means that the rest of the day is going to be really hot. The cars were sent out on the track and I was having a ball.

A problem developed during the first few laps. When I lifted on the gas, in third gear, it popped out of gear. This required me to hold it in gear. Then came a second problem. A hissing sound on about the fifth lap and then the engine sputtered and had no power.

I raised my arm to indicate that I was without power and steered the car off the track to a safe area. I could see the corner workers waving a yellow flag to alert the other drivers that I had stopped. Well, sometimes these things just happen I said to myself. After the session was over a tow truck or 'scrapper' came over to me and pulled me back to the pits. I wasn't embarrassed, this sort of thing happens to everyone.

I called my friend and mechanic, Rick Sanders, back in Sarasota and described the problems and asked him what he thought. The gearshift was solved easily by attaching a bungee cord around the shifter and attaching it to the rear so a constant tension was on the arm, but not enough to keep me from using the rest of the gears. We discussed the overheating and could not come up with a plan. I waited until the radiator had cooled down and refilled it with water and prepared for the second practice.



**Second Practice.** Again, started out great. Now I was able to concentrate on the lines, waving the guys by and really getting to know the car. Hiss – engine dies. The scrapper girls are now old friends and offer me a bottle of water as we wait for the session to end. Back to the pits and more discussions with other drivers and mechanics. I purchase some expensive additive to put in with the radiator water to make it "wetter" and then it will cool better. Statement like 'makes the water wetter' make me skeptical but the third practice session is about to start and I have no other ideas.

**Third Practice.** This is great. I feel much more comfortable and I know my lap times are improving. I finish the session without the scrapper. A major sense of accomplishment comes over me.

**Fourth Practice.** One of the first rules of racing is never get too confident when racing. I again started out fine but now the motor started sputtering when at full throttle. Then the engine dies. Could it be vapor lock? It must have been 100+ degrees on the track. The girls in the scrapper now are calling me 'Bill' and have given me two bottles of water. I'm sure that by tomorrow I will sort this out. Total of first day of practice:

**Scrapper - 3, Morgan Trike - 1.**

**Saturday.** I have no idea what to do. I change the plugs, points, and rotor and adjusted the Zenith carburetor. Several mechanics have commented that the motor sounds great. I add more water to the radiator and get ready for the first race. It's another hot day at Blackhawk.

**Race one.** We're on the grid and the flag drops. This is a lot of fun. It's pretty easy since I was second to last and only have one car behind me. My Morgan is not known for having a lot of torque and burning rubber off the line. After a few laps again the sputtering and the disappointment. This time I was able to come in the pit lane and off the track without the scrapper. As I get to my pits the engine dies. I had beaten the scrapper out of this one!

Water is now leaking from the new radiator. It's obvious that there are some problems with water. The carb is located close to the radiator. The car was overheating and water began misting out of a hole in the radiator and going into the carburetor. In addition, the lower radiator hose to the water pump is kinked and reducing the flow of water. I was finished for the weekend but I had a smile on my face!

On the trip back to Sarasota I dreamt that the scappers now had little Morgan Trike symbols on their fenders like fighter pilots in WW II. Now I've got to make the needed repairs to the radiator and register for *Elkhart Lake* in September. I'm hoping that there won't be any scappers in my future.

*Bill*



Title Photo Courtesy Jim Baker



## FACTORY NEWS

**MORGAN GAZETTE Internet Edition - Green light for Morgan car statue - Thursday 24th May 2007**

*"PLANS to erect a statue in Malvern town centre commemorating the founders of the Morgan Motor Company came a step nearer to reality this week. **Roger Moran**, founder of the Morgan Statue Foundation, said he was delighted that Malvern Hills District Council granted planning permission for the project on Wednesday. The proposal is for a bronze replica of a Morgan 4/4 with figures of company founder H F S Morgan standing beside and his son Peter Morgan at the wheel. It will be sited on the pavement outside the Abbey Gateway, which houses the town's museum . . . After the meeting Mr. Moran said: 'I'm delighted. What happens next is down to money in the bank.' The aim is to unveil the statue in 2009, the company's centenary."*

*[Roger Moran attended MOG 37 in Shepherdstown, WV and spoke briefly about the latest status of this wonderful project. The actual sculpture will be life size and visitors will be able to actually sit in the car. In addition, there will be a very few reduced scale models of the sculpture available, should you be so inclined. He did indicate that he has taken early retirement to pursue the completion of this project on a full time basis and has made a significant personal financial investment in its development. He is hoping for additional financial support from the Morgan community around the world. Should you wish to contribute or to find out more about the project, go to [www.morgan-statue.org](http://www.morgan-statue.org) on the internet. Ed.]*







# MOTRAH 2007

## MOrgan, TRiumph, Austin Healey Challenge 007

Vintage GT Challenge  
May 17-20 2007  
Road America  
Elkhart Lake, Wisconsin

Pos	CPos	Veh#	Class	Name	City,State	Yr.	Model	Disp.	Best Time	Best	Laps
1	1	0	10GTS1	Tom Hollfelder	Elkhart Lake, WI	03	Morgan Aero 8 GTR	7L	02:26.933	4	6
2	2	80	10GTS1	Norbert Bries	Lake Bluff, IL	96	Morgan GTR	6.0L	02:29.093	4	6
3	1	66	3EP	Dave Jahimiak	La Crosse, WI	66	AH Sprite	1310cc	02:42.925	2	6
4	1	222	4DM	Bill Babcock	Portland, OR	59	Peyote Special	2188cc	02:45.657	2	6
5	1	195	3CP	Tony Drews	Moline, IL	63	Triumph TR4	2138cc	02:48.395	4	6
6	2	28	3CP	Jeff Johnk	Lakeville, MN	59	Austin Healey 100/6	2920cc	02:48.647	5	6
7	1	50	3DP	Bob Wagner	Milwaukee, WI	60	Austin Healey 3000	2912cc	02:48.982	5	6
8	2	41	3EP	Jeff Snook	Bowling Green, OH	61	Triumph TR3A	2188cc	02:51.007	2	6
9	3	111	3EP	Gerald Allen	Granada Hills, CA	67	AH Sprite	1330cc	02:48.937	6	6
10	4	83	3EP	Patrick Starr	Minneapolis, MN	58	Morgan Plus 4	2138cc	02:51.716	4	6
11	5	27	3EP	Randy Williams	Towonda, PA	59	Triumph TR3A	2188cc	02:52.303	5	6
12	2	775	3DP	Keith Files	UK	62	Triumph TR4	2138cc	02:53.844	2	6
13	3	88	3DP	Bob Dillon	Winnetka, IL	57	Austin Healey 100/6	2912cc	02:56.599	6	6
14	4	59	3DP	Jack Drews	Geneseo, IL	61	Triumph TR4	2188cc	02:55.629	6	6
15	6	81	3EP	Mike Kaskie	Antioch, IL	57	AH Sprite MkI	1275cc	02:55.405	4	6
16	5	116	3DP	John James	Gig Harbor, WA	65	Triumph TR4	2188cc	02:59.732	6	6
17	6	197	3DP	Sean Alexander	Waterloo, IA	62	Triumph TR4	2192cc	02:59.513	6	6
18	1	611	8AP	Craig Seibert	Martins Creek, PA	68	Morgan Plus 8	3572cc	02:56.527	4	6
19	1	6	8CP	Allen Washatko	Cedarburg, WI	71	Triumph TR6	2571cc	02:48.774	4	5
20	7	74	3EP	John Fridirici	Brookfield, WI	57	Triumph TR3A	2188cc	03:02.146	5	5
21	7	07	3DP	Mike Fisher	Lake Leelanau, MI	60	Austin Healey 3000	2965cc	03:05.273	3	5
22	1	981	1FP	Jeffrey Porasik	Racine, WI	67	AH Sprite	1319cc	03:04.060	3	5
23	2	92	1FP	Randy Byboth	Minnetonka, MN	64	AH Sprite	1310cc	03:04.745	3	5
24	8	76	3EP	Dean Tetterton	Richmond, VA	62	Warwick GT	2138cc	03:07.514	3	5
25	9	31	3EP	Bill Lane	Winnetka, IL	57	Austin Healey 100/6	2660cc	03:08.102	2	5
26	8	317	3DP	Tim/Ryan Murphy	Fondulac, WI	61	Triumph TR4	2188cc	03:17.073	4	5
27	10	9	3EP	Larry Paterson	Okotoks, AB	55	Austin Healey 100M	2700cc	03:17.509	3	5
28	1	3	MPW	Marvin Primack	Wilmette, IL	35	Morgan F2 Trike	1172 cc	03:52.705*	4	4
29	2	583	MPW	Carlton Shriver	Sharpberg, MD	38	Morgan 4/4	1172 cc	03:51.813*	4	4
30	3	4	MPW	Bob Wilson	Lisle, IL	37	Morgan 4/4	1277 cc	04:08.037*	4	4
31	1	601	5CM	Nick Slevin	Newport Beach, CA	60	Austin Healey-Chevy	327cid	03:08.986	2	3

Notes: #3, #4 and #583 not detected, manually scored, times are approximate. Results provided by Blind Apex Software and Taken off the SVRA web site. www.svra.com

### SOUND BITES

[All reports from the field were extremely positive and it appeared to be great fun for the participants as well as for the spectators . . . Best I can tell, Carlton Shriver was the only MOGSouth member on the track! Go to www.svra.com web site for photos of the event. There is a good picture of Carl's Series 1 just in front of Bob Wilson in his own Series 1. Sort of a pre-war battle of the titans . . . Ed.]

#### Road America's GT Challenge, Classic Motorsports, September 2007, Bob Harrington

"The MOTRAH event had an eclectic mix of cars ranging from an 1935 Morgan Trike to a 2003 Morgan Aero 8 GTR. Specials including a Peyote, an Ambro and a Tornado Thunderbolt had a number of spectators scratching their heads . . .

For a while it looked like organizers had given Bob Wilson's 1937 Morgan 4/4 too much of a lead. By the finish the number crunchers were justified, as Henry Frye's 1962 Triumph TR4, which had started in third, took the win just 0.182 seconds ahead of Craig Seibert's 1968 Morgan Plus 8, which had started last."





## *Race Report* 8-10 June 2007. Gene McOmber

This was the biggest (and maybe the hottest) Gold Cup ever with 275 entries due to the 50th anniversary. Most of the race groups were large and the paddock was very crowded.

MogSouth was well represented by Dave and Stacey Bondon, Ray Morgan and myself.

Several celebrities were there including Carrol Shelby, Chris Economaki, Dr. Dick Thompson and Tom Yeager. Carrol received a special award at the Friday night "black & white" party as he was the grand marshal. He won the first race at VIR in 1957 driving a Maserati 450S which was there with its present owner.

Other cars of special interest were an original Scarab, a Ford GT40, both C and D type Jaguars, several Allards and many Austin-Healeys (the featured marque).

Speaking of featured cars, I asked the owner, Harvey Sigel to have Morgan as the honored car in '09 and he said "why not"? I think they will have an all Morgan race like the one at Road America in 2004. Hopefully we can get a good turnout for this.

The highlight of the weekend for Betsy and me was having our Florida family with us part of Saturday and all of Sunday which included our 2 1/2 year old grandson, Cole, who was very excited to be at his first race and to cheer Grandpa on during his race!

Again, I was very happy to have finished my race and enjoyed some good competition.



Stacey Schepens in the Morgan 4/4 Twin Cam keeping the vultures at bay.



*Gene*



Dave Bondon in the dark green Royale dicing with the big boys.

Photos Courtesy of Ray Morgan



# MOGLESS IN ATLANTA

Article & Photo  
Lenn Nelson

In Texas we had a '93 Plus 8 as a member of our family. We had lots of fun and shared many memories with her. She was also an excellent conduit for meeting many wonderful people from Houston (MOGMOG) and Dallas (Morgan Motor Car Club). We even hosted several Texas Hill Country road, BBQ, and wine tours for our fellow Texas Morganites. But, after many years of being of having Moggie as part of our family, circumstances beyond our control caused her to move on.

At first we didn't miss Moggie. But, as time passed, the pain of being a Mogless family became apparent. And, as time passed and moves to Iowa and Georgia, we decided it was time to fill this void in our family. We searched around and, lo and behold, found our beloved Moggie, but, alas, she was, and is, happy and content with her new family in Colorado. So, we went on the hunt, so to speak. But, the new addition had to fit within our budget (we already have an Alfa Romeo Spider Veloce, a MINI Cooper, and a Harley Davidson motorcycle not to mention the family truckster.

We searched in vein for a Plus 4 or 4/4. But, we wanted a later model (90's or newer) and these were proving hard to find in the color combinations Mary sought. But, shortly after joining MOG South we received an e-mail about a Morgan being offered for sale. It contained a short helpful message saying, "[FYI A Plus 8 For Sale in FL.](#)" Mary reads it and says to me, "a Plus 8, no way."

But, being one not to pursue a lead, I sent the owner a quick e-mail. He replied with data and a photo. It was an unmolested 2003 Morgan Plus 8 (Anniversary Edition) with less than 3k miles on it. Mary took one look at the Lotus Steel Blue color with Muirhead Nutmeg leather interior and she knew this was the car. It didn't seem to matter to her that it was a Plus 8 and that it far exceeded the budget we'd allocated. So, we grabbed a couple of AirTran tickets and flew down to Miami to see the car. Again, she took one look and this time was in love. She knew this was the one. The deal was sealed and I now was charged with getting the car back to Atlanta.

I had less than two weeks to get the car up here or wait until September when the owner returned from vacation. I tried several auto transport companies, but could not get any to give me a guaranteed pickup before the owner was to leave town. So, I had two choices: fly down and drive it back or drive down and trailer it back.

On emog.com, the consensus was to fly down and drive it back. Being an adventurer, this was also my first choice. But, upon good advice from Mary, I opted for the more prudent approach, namely to drive down and trailer it back. I quickly "boned" up on using an auto transport trailer, set up a U-Haul rental, hooked it up to the Suburban and drove down to Miami. After about 2 hours, I arrived in Miami, spent the night at the owner's place, loaded the car up the next morning and returned to Atlanta that evening. No adventure (sorry, e-mog), but no problems either (thanks, Mary).

On returning, though, I had to make it pass Georgia emissions. Unfortunately, I learned that the On Board Diagnostics (OBD) interface was incorrectly wired on all 2003 Plus 8 cars by MMC. Fortunately, the Morgan community is full of very helpful people and I was given the correct wiring diagram and assistance in rewiring the interface. Moggie II passed emissions, is registered and now on the Georgia's roads with a Georgia plate hanging from her rear. Now begins the process of personalizing her.

I've simplified the process of losing and finding a Morgan, but I don't want to in any way simplify the help from all the wonderful people in the Morgan community who made this possible. Special thanks go to Randy Johnson for pointing me to the car; Super Dave Bondon for advice on what to look for; Mark Braunstein for offering me his home in Florida should I need it; Lorne Goldman for "gomog.com" and his assistance over the many years in mentoring me on the Plus 8; David Poole for his seemingly bottomless pit of knowledge and unending helpfulness in sorting out the car; and finally to our dear friend Bill Wally who knew that we needed a Morgan to complete our family.



*Lenn*

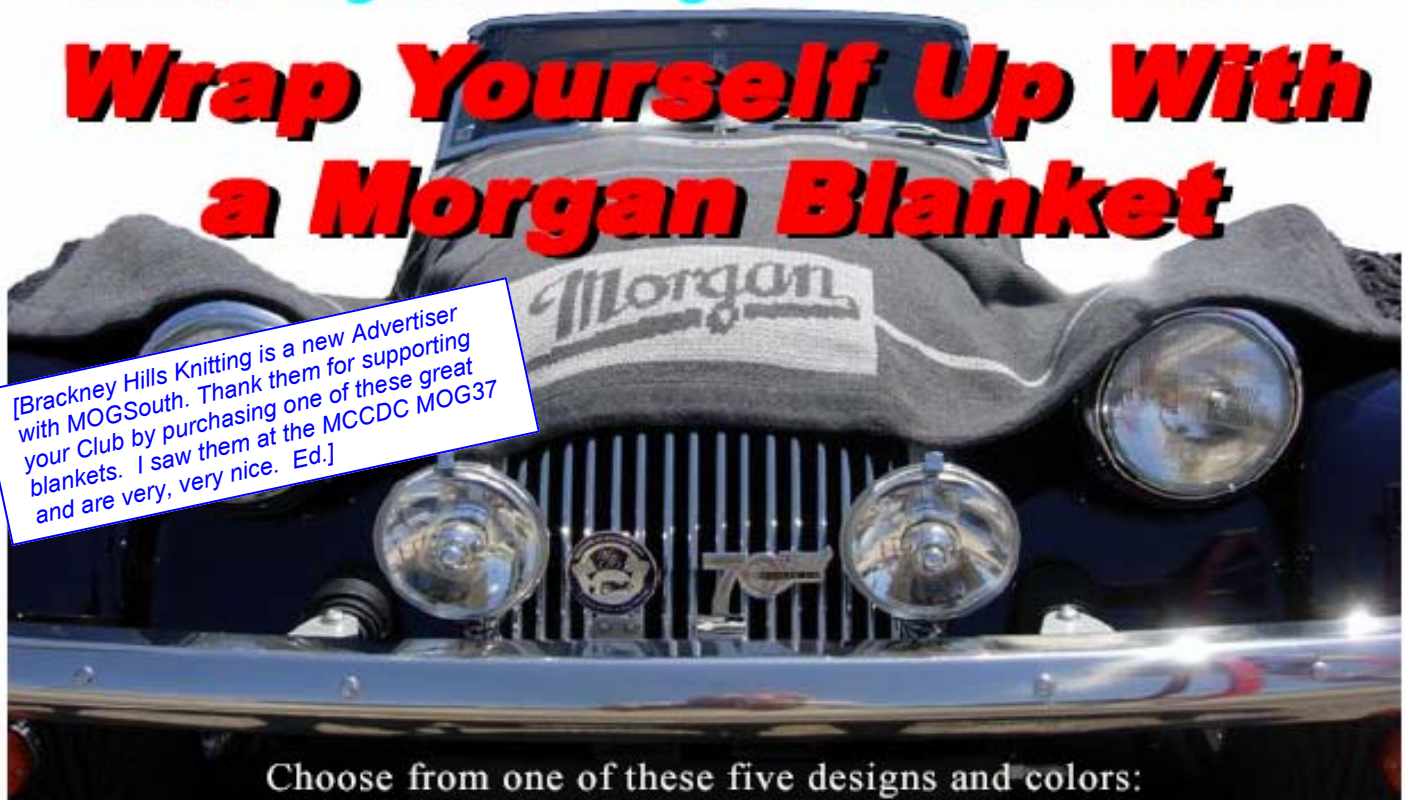
*[Lenn and Mary, congrats on the new car and welcome to the Club! MOGSouth.]*



Cooler Nights Are Right Around the Corner

# Wrap Yourself Up With a Morgan Blanket

[Brackney Hills Knitting is a new Advertiser with MOGSouth. Thank them for supporting your Club by purchasing one of these great blankets. I saw them at the MCCDC MOG37 and are very, very nice. Ed.]



Choose from one of these five designs and colors:

## Morgan Vintage

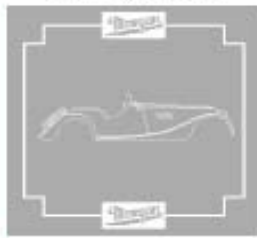


Green & Tan

## Silhouette



Berry & Lt Gray

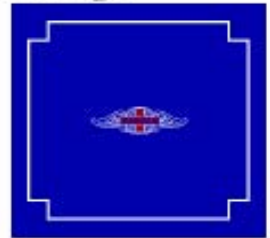


Dk Gray & Lt Gray

## Morgan Wings



Navy & White



Navy & White  
w/Berry Cross

## Blanket details:

- Design is **knitted in** — not embroidered or screen printed
- 60" x 60" (that's 25 square feet!)
- Heavy construction - weighs nearly 4 lbs
- Machine washable acrylic knit
- Fringe trim on the sides
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ChicMOG 2005 organized by SwissMOG in Geneva. 8/26-8/28 © Jean Kraus - Luxembourg 2005

## Key Planning Dates

The summer is upon us with lots of good racing and Morgan events. The Club is looking for a good turnout at the British Car Fayre in Norcross. It was a great event last year and is sure to be even better this year. Join in on the fun, if you can. Also, make sure to pencil in the Fall Meet and Hilton Head Island Concours 1 - 4 November. The next issue of the newsletter will have more details so you can finalize your plans.



**Goodwood Revival**, 31 Aug - 2 Sep 2007, Goodwood, UK



**2007 British Car Fayre**, 8 Sep 2007, 10am - 4pm, Main Street, Norcross, GA



**Vintage Driver's Club of America**, 8 - 9 Sep 2007, Roebing Road Raceway, Savannah, GA



**Virginia International Historic Races**, 27 - 30 Sep 2007, VIR, Danville, VA



**Petite LeMans**, 6 Oct 2007, Road Atlanta, Braselton, GA



**Winter Park Concours d'Elegance**, 19 - 21 Oct 2007, Winter Park, FL



**EuroAutoFestival 2007**, 19 - 21 Oct 2007, BMW Zentrum, Spartanburg, South Carolina



**MOG South Fall Meet**, 2 - 4 Nov 2007, Savannah, Georgia, Host - Gary Bocard



**Hilton Head Island Concours d'Elegance**, 1 - 4 Nov 2007, Hilton Head Island, SC



**MOG South Christmas Party**, 1 December 2007, Hosts - TBD



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

If there are other events that need to be added, send an email or call Mark or Randy with the details. Thanks.

## Still for Sale!



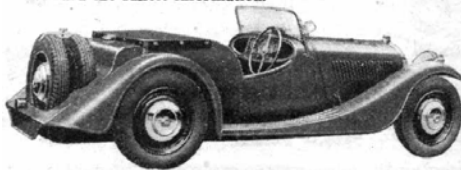
**1939 4-4 Series 1 #820 vic Orlando** -- Still need the space and the budget to get on with the restoration of the 1938 DHC. Contact **Mark Braunstein** via email at [series1@bellsouth.net](mailto:series1@bellsouth.net) or [mark.braunstein@lmco.com](mailto:mark.braunstein@lmco.com) or by phone (407)322-5060(H), (407) 306-2965 (W). See details and photos on the web at [http://www.mogsouth.com/1939\\_For\\_Sale.htm](http://www.mogsouth.com/1939_For_Sale.htm)

**1938 brings  
with it no finer  
Sporting  
proposition than  
the**

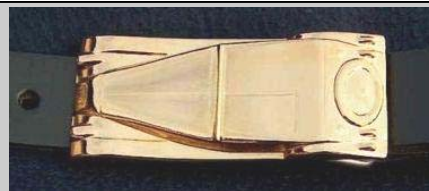


4-cylinder, 1,122 c.c. capacity. Four-speed Gear Box, Girling Brakes, Two Spare Wheels and Tyres, Stevenson Jacking, 12-volt Lighting, 9-gallon Tank, Full Equipment. Price 200 Gns.

Ask any owner for his candid opinion of the car—such recommendations are our best advertisement. May we forward the fullest information.



THE MORGAN MOTOR Co., Ltd., Malvern Link, Worcs.



Gilt or Nickel Plated Cast Buckle - £25.00



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.

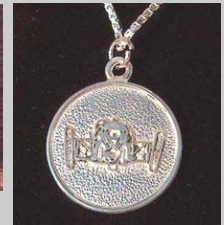
The Morgan Three Wheeler Club has designed a new pin commemorate the late John & Bridget Leavens of CA. The design is the stained glass window at Stoke Lacey Church, reduced to 1 3/16" in 9 colours and nickel plate. They are available from Pat Cross, the MTWC's regalia officer and it would be easier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

**Jim Baker**

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or Call - 011- 44 -1543 379 000



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Dennis Glavis  
Managing Director  
(310) 998-3311



**2007 AERO 8 AMERICA** 32-VALVE, 4.4-LITER V8, FULL BONNET LOUVRES, SIDE EXHAUSTS AS STANDARD, 9 STANDARD COLOURS, WITH MATCHING LEATHER, HARDTOP OPTION, ORDER YOUR NEW MORGAN BEFORE THEY'RE ALL SPOKEN FOR!

**'05 AERO 8** Silver Shark Metallic/Red leather/Black mohair top, black powdercoated alloy wheels, stainless steel side exhaust, Lucas driving lights, LeMans mesh brake cooling inlets in front valence, Becker stereo, every Factory update.

**'05 AERO 8** SERIES II Remapped software and 370 HP, all smog legal, of course! BRG Metallic exterior including a stunning Factory hardtop. Liquid Amber Ostrich leather pleated seat inserts and pleated door panels (true ostrich, not embossed leather!). Factory side exhaust. Stainless steel rear trim panel. Absolutely one of a kind!

**'03 +8** 35th Anniversary Edition, Aston Martin BRG/Yarwood Tobacco Leather, Chocolate Mohair top and weather equipment, luggage rack, as new!

**'02 +8** BMW Imola Red/Black Leather w/red piping, 3,800 miles, luggage rack, stainless wire wheels, stereo CD, absolutely as new!

**'01 +8** British Racing Green/Biscuit leather and all tan top and weather equipment. Optional: full header exhaust, wire wheels, double eared knock offs, square badge bar, Lucas fog lamps, luggage rack, stereo CD, elasticated leather door map pockets, all stainless steel exterior fittings; 8,000 Southern California miles, getting a fresh service by us, in as new condition.

**'00 +8** Fiat "Aorio Chiaro"/Tan Leather, Green piping, Kauffelt dash with wood rimmed MotoLita steering wheel and black floor mats piped in red. Chrome luggage rack, custom made luggage straps with embossed Morgan wings. 72 spoke wire wheels, stainless steel luggage rack, crossmember covers, stainless: threshold plates, bonnet stay kit, draught extruders, wind deflectors, alloy boss, front and rear Double eared knock offs, leather bonnet strap and more with \$35K in options!!

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

**'71 +8** Famed automotive sculptor, J. Paul Nesse, Chassis R7350 "Nessie" - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, coil over shocks, adjustable ride height, rack and pinion steering. Custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, 4 spoked with hand made wood perimeter steering wheel cast and signed by Wind Wings. Stunning!

**'65 +4+** #21 of 26 ever built. One of 16 LHD examples-the first LHD example to be available in probably 10 years! It was the London motor show car in 1964. The interior is complete and original, a very honest car with only one registered Californian owner. Stored in a garage from 1982 to 1999. Since 1999 it has been in a private collection, one of the finest Morgan collections in the world, belonging to a Factory authorized European Morgan dealer as part of his personal collection and is fully serviced. This car was fully MOT, a good running Plus 4 Plus with the latest TR4 with Strombergs. The wire wheels are chrome Cobras, similar to the chrome originals from the Motor show.



**'64 +4** Pastel Grey/Black wings, Black leather, 2 owner car (2 brothers) from new, S. California car always garage kept! LHD, wire wheels, luggage rack, badge bar, Brooklands Bluemel steering wheel, 77k orig. miles, only 1k miles since full service, 3k miles in last 26 years.

**'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 // SALE PENDING

**'63 +4** FOUR SEATER Battleship grey body/Black wings, all new medium grey leather interior, new stainless steel wire wheels and radial tires, 16,000 original miles! Over \$10k just spent with a Factory Authorized Morgan dealer to make this a fabulous driving car including rear Koni telescopic shock conversion, major tune up, all new fluids, all new hoses, new gas tank, carbs rebuilt, all gauges repaired, rebuilt front end, new rear pinion seal, more.

**'59 +4** ROADSTER Red with beautiful red leather Super Sport bucket seats, new 72 spoke chrome wire wheels; fresh "hotrod" rebuilt engine w/performance cam, pistons, etc., MotoLita wood rimmed steering wheel; fog lamps; Almost zero miles on full restoration, chassis on up-stunning, very fast example!

**'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, Southern California car, drives great, very clean.

**'33 SUPERSPORT 3 WHEELER** 3/4 SCALE, one of a kind made in England by a life time 3 wheeler owner. Great paddock car!!

#### OTHER MARQUES

**'85 MERCEDES** 380SL, Anthracite Grey Metallic 110k orig. miles

**'73 JAGUAR** XKE V12 Roadster Silver/Red leather, wire wheels, A/C blows cold, Factory 4 speed, 18k orig. miles, Full cosmetic restoration; mechanically superb!

**'65 MGB** GT one local SoCal owner since 1980. Engine blueprinted Bare Metal repaint in British Racing Green with all new seals for doors and windows. New black leather w/white piping, new carpets, new headliner, dash refinished, all gauges serviced.

**'59 TRIUMPH** TR3A Black. It's back! The most spectacular TR3 ever! Fully restoration by a well known hotrod specialist/history writer to full concours specs. Upgraded engine internals, suspension brakes, TR2/3 smallmouth-the best looking, best driving TR we've ever experienced!

**'54 JAGUAR** XK120 DROP-HEAD COUPE BRG/dark red leather, new stainless steel wire wheels and radial tires, "C" type head, ultra rare Sand Cast SU carbs, correct 7 inch Lucas foglamps, ex Bob Cole/The Candy Store, absolutely as nice an example as exists!

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1960 Plus 4 (this means disc brakes!)



Questions ?? Call SuperDave Bondon at (770) 330-6210, [dbondon@bellsouth.net](mailto: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](mailto: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](mailto: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](mailto:mogsouth@yahoo.com).*

**SOUTHERN FOURS AND EIGHTS**  
**NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/07**  
**296 LAKESHORE DRIVE, BERKELEY LAKE, GEORGIA 30096-3030**

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

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