



SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 5/04

MOGSouth Christmas Party Chateau Elan, Georgia

By
Randy Johnson

MOGSouth's Christmas Party was held Saturday, December 4, organized by Lance and Connie Lipscomb.

On Saturday morning, Connie had arranged for a tour of the Panoz facility where they manufacture both the Panoz roadster as well as the G Force facility where open wheeled race cars for the IRL and other race series are manufactured.

About two dozen members were on hand for the tour hosted by Steve Jenner and John Leverette. John, a former Morgan owner welcomed us to the main facility and told us that his favorite car was still the Morgan. John is sales manager for the firm and his son Johnny is head of R&D as well as a member of the Board of Directors. Interestingly, with Chrysler now owned by Daimler, Panoz is now the third largest automobile USA manufacturing company, only behind GM and Ford. They have also been in operation for 15 years, a record for "cottage" industry automobile manufacturers.

John showed us the innovative manufacturing techniques employed both in the making of the street roadster as well as the Panoz series race cars. Tremendously interesting!

There is also a room with several of the significant Panoz models from the past. Steve then took us up the road to the Panoz G Force facility. G Force was purchased by Panoz several years ago and manufactures cars for many open wheeled race series including the IRL. Steve is a veteran of race car manufacturing; having worked for Lotus in the early days as well as other firms and had many anecdotes to add to his presentation. Again a tremendously interesting tour.

Thank you to John and Steve for their time and to Connie for making the arrangements allowing us access to this facility. It was a real treat!

Saturday night's party was held at the lovely Chateau Elan home of Connie's daughter and son in law, Hanna and Chick Kazienko. Hanna and Chick had done a wonderful job of having their home

→ *Continued on Next Page*

decorated for the Holiday Season and the evening was just cool enough to get you in the Christmas Spirit.

Before a wonderful Italian dinner, we were able to catch up with each other since our last visit, many since last year's Christmas Party.

After dinner we all moved to the terrace level where a Christmas tree was decorated with all Morgan themed ornaments and under the tree were the infamous "tacky" gifts which were distributed with much hilarity.

After the usually short business meeting and a presentation by Cynthia and Joe Speetjens regarding the Spring Meet in Natchez, Mississippi, the honorees for this year's Mother Courage Award was announced.

This year's recipients are Mark and Andrea Braunstein, truly deserving of the honor.

We had a great turnout this year including, Graeme and Jenny Addie, SuperDave and Marilyn Bondon, Mark and Andrea Braunstein, Bob and Wynell Bruce, Dave and Sarah Chiles, Jack and Monica Claxton, Lynn and Julie Craig, Eric, Ann and Scott Cummins, David and Becky Egan, Lee and Trisha Gaskins, Fred and Gay Hollinger, Randy and Dale Johnson, Charlie and Caroline King, Lance and Connie Lipscomb, Gene and Betsy McOmber, Ray and Susan Morgan, Stu and Judy Mosbey, Pete and Shari Olson, Bill and Sara Powell, Ben and Stacey Schepens, Don Simpkins, Joe and Cynthia Speetjens, Charlie and Maidie Williams, Ron Davis and his son and Carlton and Bev Shriver.

If I overlooked someone, please forgive me.

Another great party among many friends brought together by these funny little cars! Thank you to Connie and Lance for all your work on planning the tour and party and thanks very much to Hannah and Chick for allowing us into their home!

Here's hoping everyone has a Happy Holiday Season and Best Wishes for a Happy and Prosperous New Year!



All Photos Courtesy of Lance Lipscomb

Dale Johnson, Cynthia Speetjens, and Gay Hollinger
 "Now - Isn't That *Special* . . ."



Left to Right - Dale Johnson, Shari Olson, Stacey Schepens and friend Julie (foreground), Cynthia Speetjens (middle), Mark Braunstein, and Pete Olson.



Left to Right (here we go again) - Jack Claxton, Mark Braunstein (back of head), Gene McOmber, Dave Chiles, Maidie and Charlie Williams, Eric and Ann Cummins (in chair) with son Scott on the arm of the chair, Joe Speetjens (with cup), Dave (red sweater) and Becky Egan, Carlton Davis (arms crossed), Ben Schepens, Caroline King, Dave Bondon, and Randy Johnson.

MOGSOUTH

CHRISTMAS

2004



Happy Holiday Season and Best Wishes for a Happy and Prosperous New Year!! 3



Photos Courtesy of Lance Lipscomb

PANOZ FACTORY TOUR

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he MOGSouth Christmas Party was a little more elaborate this year than most. Connie Lipscomb exercised one of her many contacts and secured the Club a tour of the Panoz Auto Development Company on Saturday morning.

As the Panoz facility is only a few miles from the Inn at Chateau Elan, where many of us were staying, it worked out beautifully as an interesting activity to start the festivities (except for those taking advantage of the wonderful Spa at the Inn.)

We traveled up from our home northwest of Atlanta home to meet the MOGSouth contingent at 10am Saturday morning in the Inn's lobby. After the normal 30 minutes of milling around that seems to go with trying to get our collective gaggle together for anything we do, we were met by the Panoz representatives, John Leverette and Steve Jenner.

**SATURDAY DEC 4, 2004
PANOZ AUTO
DEVELOPMENT
COMPANY
1101 HIGHWAY 124
HOSCHTON, GA 30548**

After a few quick directions, we piled into a collection of tin tops and a few Morgans for the quick convoy to the Panoz Auto Development Company facility.

John Leverette, a Panoz executive, gave us the general history of the Company, the result of a vision by its founder Dan Panoz (of Elan Pharmaceuticals fame) and his son to build an American sports car in a manner similar to the cottage industry in England.

It all started, John explained, when in 1988 Donald's 26-year old son, Daniel, applied for a job with the Thompson Motor Company (TMC), a small Irish car builder. Unfortunately (or fortunately, depending on your perspective), the company was being liquidated; so Daniel instead purchased the rights to a chassis designed by Frank Costin. Costin was well-known for building racecar chassis for Maserati, Lotus and Lister. The chassis was later discarded but the resulting effort to build an American sport car produced the Panoz Roadster in 1990 and Panoz AIV (Aluminum Intensive Vehicle) Roadster by the mid 1990s. The Company now produces its current model, the Esperante, in several variants for both road and race track.

John then proceeded to show us the Panoz assembly line, taking us from the first bay of production down to the end, the dispatch bay. What an interesting experience. Very different from the Morgan Factory, but strangely similar.

Article Courtesy Mark and Andrea Braunstein



Photos Courtesy of Andrea and Mark Braunstein

The Panoz cars are the latest in engineering and design theory, constructed primarily of an aluminum superstructure and carbon fiber compartments for the passenger and trunk tubs. John indicated that the car components were bonded together rather than welded, not only to ease disassembly, but also to eliminate the potential of component deformation resulting from the heat of the welding process. Apart from the obvious differences in materials and methods the cars really are very much like Morgans, hand built in small numbers, within a self-contained factory that prides itself on personal craftsmanship and no robotics.

The complexity of designing a car that can meet the exacting challenges of today's many international crash and emissions regulations, while still providing for the dynamic nature of a supplier base that is somewhat uncontrollable, is highly admirable. For those race fans among us, John indicated that the focus is now running the Esperante in the GT Class at Le Mans. I think we all agreed, it is a pretty cool car.

As if touring the Esperante assembly line were not enough, we were escorted to another Panoz facility, this time by Steve Jenner, a lead at the Panoz Racing School. Steve took us just down the street to the G Force operations. I was unaware of the breath of the Panoz operation and the G Force facility was a big surprise. G Force is a major chassis manufacturer of some pretty sophisticated open wheel race cars, to include the Indy Racing League and Star Mazda Series. In addition to G Force, Panoz owns the Van Diemen race cars as well; however they are located in England. According to Steve, Van Diemen produces smaller series open wheel race cars, such as Formula Fords and Formula 3s.

Although much of the G Force facility was under wraps so to speak, with no photographs allowed, we were able to see quite an extensive carbon fiber manufacturing process and several of the new 2005 car components under development. I was somewhat amazed to see that the process of laying the carbon fiber material is a very manual, labor-intensive operation. The pieces are extremely light, but exceptionally strong, with the strength obtained by the thickness of the layers and specific weave of the materials used.

We finished the visit to this facility with a quick run through the trophy room and lobby. G Force has several Indianapolis 500 wins to their credit, winning recently in 2004 with Buddy Rice at the controls. On display in the lobby were several other successful G Force race cars, to include the Fuji Film sponsored IRL car of Juan Pablo Montoya, now a Formula 1 star.

All of those MOGSouth members who participated in the Panoz Auto Development Company and G Force tours were extremely impressed with the operations and came away with a new respect for the Panoz capabilities (and a hat). A special thanks goes out to our guides, John Laverette and Steve Jenner for their graciousness and willingness to share their obvious breadth of knowledge. And we can't forget Connie, who made it all happen. *Thank You!!*





T Spring Meet 2005

The planning for the Spring Meet is now fully underway. Cynthia and Joe Speetjens are organizing the Spring Meet to be held in **Natchez, Mississippi** in early to mid-May.

The planning details are forthcoming but it appears a lot of work has already been accomplished from what Cynthia told us at the Christmas Party. I know it will be a treat.

If Joe and Cynthia can come to Atlanta for the Christmas Party and West Virginia for MOG 34, we can go to Natchez for the Spring Meet.

Key Planning Dates - 2005



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



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



MCCDC

30 June - 4 July, 2005 (tentative) MCCDC's Annual Morgan Meet - **MOG 35**, Shepherdstown, West Virginia



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



Dates TBD - MOGSouth **Fall Meet - Augusta**, Georgia (Hosted Graeme and Jenny Addie)



3 December, 2005 - MOGSouth **Christmas Party** (Volunteers Being Solicited - Contact Randy Johnson)



ROEBLING ROAD RACEWAY

SAVANNAH, GEORGIA SATURDAY DEC 11, 2004

It was a COLD day in Savannah . . . Although the weather report said 'partly sunny', the sun was barely visible most of the day and the wind was brutal. The racing however was *really* good.

Ray Morgan invited me to Savannah's Roebling Road Raceway for a bit of Vintage racing. I thought I would enjoy a day at race track, no need to rush the holiday lights, tree, garland . . . (thanks Andrea). I had never been to Roebling Road before. The track was very flat and doesn't have all the fancy spectator accouterments we normally expect to find. It doesn't allow spectators, as it has no major barriers, grand stands or other spectator creature comforts. The paddock is in the middle of the track and with no bridge you have to wait until the cars racing on the track finish, before they open the crossing.

Ray was running his 1964 Merlyn Mk6 Sports Racer and had a bit of trouble getting the car to drive the way he wanted. A realignment with track side tools, brake bleeding and other adjustments were needed. Who needs handling and brakes when you are that fast?

Others at the track include Michael Mulroney and his daughter. Michael had his 1926 Morgan/GN trike . . . er, 4 wheeler, running strong in the pre-war class, albeit not quite as fast as the pre-war Alfa and turbocharged Maserati. (See below). It is my understanding that Michael's 3/4 is the result of an early grafting in the 1930s. Keeping Michael company was his daughter (sorry, I didn't get her name) in a lovely white Plus 4 Super Sport. Also on the track, another MOGSouth member, and running a Morgan, was Jack Poteet in his recently re-motored 4/4. Jack was doing a great job battling the competition; a Fiat 124, 3 Volvo 1800s, a red boat tailed Alfa Spyder, the typical British Leyland variants and a few other combatants.



Ray Morgan adjusting the front toe-in on the Merlyn. I thought swerving back and forth was what you were supposed to do?



Michael Mulroney and the 3/4 getting ready to run a practice heat.



Supercharged Pre-War Maserati

Apart from wearing every bit of clothing I had brought, it was another great day at the track. I had a blast but it was all about the racers and their cars.

For me, just a short 4 hour drive home to Atlanta.

A good time to think ...

Hmm, I wonder if I would I need a fuel cell *and* a roll bar in the Series 1 . . .

Forget it Mark, you need it to run first.
(Andrea)



Michael Mulroney mounting up . . . Time to go.



Pre-War Alfa Romeo



Michael's daughter's Super Sport in the paddock.



PETER MORGAN MEMORIAL RACE

REPRINT FROM VICTORY LANE DEC 2004



Road America, WI

September 17-19, 2004

#45 Greg Solow, 1963 Morgan +4 SS; #144 Dave Burrows, 1964 Morgan 4/4, head into the 13a during the Peter Morgan Memorial

-report & photos by Greg Petrolati

Fall in Wisconsin can be... well... surprising. It can be beautiful and warm in the morning. By noon you could be standing in three inches of water with snow flurries on the way by late afternoon... The VSCDA weather wizards must have been working overtime this year because the weather for the Elkhart Lake Vintage Festival was as perfect as you could wish for. The ELVF is one of those events where the VSCDA really shines. The number of competitors and attendees are lower than for a major event like the Brian Redman race in July. This creates a wonderful atmosphere which is more relaxed and friendly. There's plenty of track time for those who want it, and also time enough to hob-knob and really enjoy the weekend.

This year the Festival honored Morgan as featured marque. For those of you who've been locked in a closet, Morgan is one of those "cottage industry" cars that the Brits seem to do so well. Back in the twenties, the British government taxed vehicles by engine displacement, so cycle cars (like the early Morgans and their ilk) were the transportation of choice for the less well to do.

This egalitarian beginning created a loyal following for the early cars. Unlike so many other British marques, Morgans are still being made in Malvern Links, U.K. by the family that started the company. Today there's a three-year waiting list for new Mogs so that "loyal following" is still there. A 2004 Morgan owes a lot to its 3-wheeled ancestor whose sliding pillar front suspension is still being used today. The cars are still hand crafted, one at a time. Bodies are framed in ash wood, then skinned in metal... "coach built" as it's known. Even the Aero 8 Morgan with all its modern carbon fiber has a heart of ash. Since we humans will race anything that moves, it's no surprise that Morgan's competitive history started with the very first trikes and continues on today.

The Windy City Morgan Owners Group hosted this gathering of the faithful which drew Morgan fanatics, both 3 and 4 wheel varieties from all over the US and Canada. The oldest Mog to take to the track was Pennsylvanian Mike Mulrone's wonderfully spindly 1926 Morgan Aero/GN (an early trike which was converted to 4 wheels early in its life). Contrasting the trikes, modern Moggers, Richard Stanton and Tom Hollfelder

had their two positively swoopy Aero 8s on and about Road America drawing stares and drools. For those Morganeers who didn't race the WCMOG had a weekend full of activities both on and off the track, including a tour of the old Elkhart road course, banquet, racecourse touring sessions during lunch on Saturday and Sunday and a people's choice concours.

The racing kicked off amid practice and qualifying sessions on Saturday with the running of the "Thicko Enduro Race." Fifty-two cars of all varieties from tiny Formula Vees to thundering Boss 302s took starters orders. Frederic Seidel careered his '73 Porsche 911 RST from 35th spot on the starting grid to first place in just 7 laps! The mandatory 5-minute pit stop only dropped Seidel back to second place. He wasn't there long. Seidel's Porsche crossed the finish line nearly half a minute ahead of the second place finisher, Mark Harmer, in his '68 Brabham BT21. Harmer, who started the race even further back than Seidel, in the 45th spot, worked his way back from 10th place after the pit stop to finish second. Ben Peotter's big bad '70 Boss 302 filled out the last podium spot in third place after an hour's racing... Whew!

Sunday's racing began before the lunch break with the sports racers of Group 3. George Stauffer's '69 Lola MKIIB showed the rest of the 14 car field the fast way around the 4 mile circuit crossing under the checkered flag 15.414 seconds ahead of the 69 Chevron B16 of Joe Hish. The '57 Devin Special of Dr. Dave Jahimiak briefly challenged Hish for the second spot, but Jahimiak had to settle for third place when the dust settled. Notable in this pack of mostly '60s and '70s sports racers was John Safo's beautifully ancient 1947 Allard K1 and a quirky '64 Crusader CSR (a sports racer based on VW running gear) driven by Jerry Gordon. After the lunch break touring, and a parade lap for all the Morgans the inaugural Peter Morgan Memorial Race was first on the afternoon schedule.



#3 Marvin Primack, 1935 Morgan F2 Trike, and #35 Martin Beer, 1935 Morgan F2 Trike.

24 December 2004 • Victory Lane

Photo Annotated with MOGSouth Participants by Gene McOmber



MOTHER COURAGE AWARD

2004

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arly in 1998, Rick Rader, MOGSouth member from Chattanooga suggested that MOGSouth establish a perpetual award to honor the memory and spirit of the long time MOGSouth members Nancilee and Dan Kelly, to be called the Mother Courage Award.



Mother Courage is the name Nancilee gave to her blue Drop Head Coupe.

A committee was drafted at the 1998 Spring Meet to decide the criteria for the award and that committee decided that the award is to be given to the person or persons who best personify Dan and Nancilee's love for people, Morgans and life. The recipients of the Mother Courage Award for 2004 are Mark and Andrea Braunstein.

DUES

Dues for 2005 are due and payable January 1, 2005 and remain \$25.00. Postcard reminders have been mailed and to those of you that have already paid your dues, Thank you.'

If you have not yet paid your dues, please make your check payable to **MOGSouth** and mail to: **296 Lakeshore Drive**
Berkeley Lake, GA 30096

Thank you!

Credits

Thank you to Randy Johnson, Lance and Connie Lipscomb, Gene McOmber, and Mark Braunstein, for their Articles and Photos, and to Andrea Braunstein for the grammar 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 comments or contributions to mogsouth@yahoo.com



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MORGAN AERO 8

MOGSouth Web Site Now Bigger and Better

No sooner did MOGSouth enter the modern age with a presence on the Web, the Club has upgraded to a new web site with greatly expanded capabilities. The new web site is <http://www.mogsouth.com> and thanks to Adam Johnson and Eleanor Nabney it looks great. The site contains a lot of club information, photos and the recent newsletters. As many of you know, we are using the Email contact list for communication and distribution of our news letter, the 'Southern Fours and Eights'. As there still a number of members not on the Email list for one reason or another those members will receive a hard copy. To read the newsletter you need Acrobat Reader. To get the free Adobe Acrobat Reader, you can download it (Acrobat Reader Version 6) 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 a message to the Club at mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL.5/04

296 Lakeshore Drive

Berkeley Lake, Georgia 30096-3030

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

