

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL.1/04

Christmas Party in Burnsville

by Wynell Bruce

It snowed, a very little... but it was snow.

We were 28 folks gathered around the fire Saturday afternoon.

Attending from NC were John and Mae Council from Boone, Norris and Susan Haynes, David and Sarah Chiles from Jamestown, and David and Patty McIntosh, Burnsville friends of the Chiles. South Carolina folks were Lee and Trish Gaskins from Spartanburg, Gene and Betsy McOmber from Salem, and Lynn and Julie Craig from Clemson. Mathew and Martha McClellan came from Knoxville Tennessee. Georgia folks were Eric, Ann and Scott Cummins, SuperDave and Marilyn Bondon, and Randy and Dale Johnson from Duluth. Also, Eleanor Nabney from Atlanta, Lance and Connie Lipscomb from Cumming, and Bob and Wynell Bruce from Kennesaw.

It snowed a little Friday night and Saturday, but never fear two Morgans were here. Randy drove his Plus 4 and Lynn and Julie came in their lovely yellow 4 place, Morganna.

By five PM most were snuggled in for the evening and we had our own

gathering place upstairs to socialize and talk about all of you not attending.

The Nu Wray Inn was beautifully decorated and warm. Dinner was at eight and after Randy did his thing and reminded us that it was that time again, dues are due, you know like taxes. It happens every year. SuperDave Bondon gave the Mother Courage Award to David Chiles. Connie Lipscomb twisted Lances' arm to volunteer their home for the Christmas Party in 2004. Start planning now to be there.

Back upstairs we finished off the wine and continued to chat and enjoy being together.

We had a lovely time and missed you. Happy New Year to each of you and see you soon.

Lastly, I want to file a complaint with the powers that be. I believe Eleanor and I were the only ones attending the party given homework. Eleanor is setting up a Web site for MOG South and we all gave here our e-mail address at the party. My assignment was to put this article together.

Mother Courage Award

Early in 1998, Rick Rader of Chattanooga suggested that MOGSouth establish a perpetual award to honor the memory and Spirit of 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 personified Dan and Nancilee's love for People, Morgans and Life.

The recipient of the Mother Courage Award for 2003 is David Chiles, long time Morgan enthusiast and member of MOGSouth. Congratulations David!

ONE WIN EQUALS HOW MANY PARTS?

by SuperDave Bondon

Did you ever think of racing as a "Numbers Game"?

First, you have to be old enough to be a true "Vintage Racer". In Super's case he just hit his 63rd birthday so we can check that one off. Getting addicted to little "Furrin Cars" when you are 12 years old gives you time to learn all the stuff you need to keep a 40 year old car going.

Then some where along the way you have to actually get a car and start racing it. About 20 years should give you enough time to make all the mistakes like blow up, crash, spin out, miss shifts, flat spot tires, break axles.

Then some where along the way you decide you really want to win. It probably won't be in the car you start out in. At least not in Super's case. Twenty years ago it was perfectly clear on that first lap at Laguna Seca that 3 wheels were just not enough! Even Jackie Stewart agreed. Super asked him if he had ever raced a Morgan 3 wheeler... "Oh no! Entirely too dangerous", said the wee Scott.

How many cars and how many races? Super is on his third Morgan race car in 20 years. Not that the 4/4 is really the same car that Dave Chiles used to race a hundred years ago. Since then we have gone through 5 rear ends, 3 drive shafts, 4 transmissions, 3 engines, 3 grills, 5 starters, 3 radiators, and who knows how many other pieces.

Of course there are the peripheral numbers too. Like 3 trucks, 3 trailers, countless tires, and a zillion miles driving to and from races.

What about people? How many friends and family get to give the skin off their knuckles to load, unload, set up, tear down, work all night, eat lousy, sleep fast, and stand out in the rain or the hot sun just to watch this little drama unfold? And of course, you need one loyal wife who will put up with it all even when it seems that win will never come.

But it did! At Daytona International Speedway, on November 4th as the sun was setting behind NASCAR turn 1, SuperDave crossed the line .275 sec. ahead of all the Porsches. And speaking of family, Stacey came in 7th overall and won her class! Most of the crowd had gone home by then, but as I stood there in the same victory lane that Dale Earnhardt had stood in, somehow it all seemed worth it.

Doesn't add up, does it!?

DOUBLE TROUBLE FOR MCOMBER RACING

by Gene and Betsy McOmber

Our first trip to Moroso Motorsports Park near W. Palm Beach, FL (725mi) started off ok and I enjoyed the track except for one nasty turn. The car ran well, but slower than I had hoped.

Friday evening we all treated to an elegant reception at the Embassy Suites with great food and drinks all furnished by Jaguar and Mumm champagne. We were able to meet and talk with Csaba Csere (still can't pronounce it) who is the editor of Car & Driver magazine. He was there to race one of the factory supported E-Type Jags and ended up winning his race on Sunday.

All went well until Sunday AM when the normally faithful 4/4 would not start on the false grid! No amount of fiddling would get it to go, so we packed it in and watched the races. After leaving the track, we went to visit friends on the East Coast of FL and stayed with former MOG Great Lakes members who live in Boca Raton in the winter.

As we got ready to leave the next morning our Durango tow car was dead! After replacing the 4 yr. old battery we went on to Vero Beach. Upon trying to leave there the car was dead again. We learned that you cannot replace a battery in a newer vehicle with out resetting the computer. This required a tow car and locksmith as the electrical glitch had locked our keys inside. The local Dodge dealer took care of the problem and we were on our way home. We made one

additional stop near Jacksonville and on home without further trouble. Wow, what a trip!!

After returning, I took the Mog up to Greenville and Rollin Butler found a bad connection in the coil wire which was not evident at the track and also a carb problem. He then re-timed the engine as was messed up from all attempts to start it at the track. It seems fine now and we are planning to race it at South Carolina Motorsports Park in Kershaw, SC in Feb. We are certainly glad the Bondon Team had better luck in FL than we did. Hope to see all of you at the Christmas party.

Thank You

Thank you to Jan Ligon for donating some of her late husband Charlie's Morgan artwork and books as door prizes for the Christmas Party. It was a wonderful gesture and I am sure the recipients will appreciate these items even more knowing they belonged to Charlie.

Spring Meet Fall Meet, Christmas Party 2004

David and Sarah Chiles have offered to organize the 2004 Spring Meet.

Marilyn Bondon and Eleanor Nabney have offered to organize the 2004 Fall Meet.

Lance and Connie Lipscomb will host the 2004 Christmas Party at their home in Cumming, Georgia, on Saturday night, December 4.

Details and dates on the Spring and Fall meets to be published as they are developed.

Dues

Dues for the calendar year 2004 were due and payable January 1, 2004 and remain \$25.00.

If you have not done so, please mail your dues payable to **MOGSouth** to:

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

This is the last notice regarding dues. I will delete from the mailing list those members whose dues are not received by the publication date of Volume 2/04 of *Southern Fours and Eights*.

Some Interesting Events in 2004

April 17- 18: VDCA Races at VIR (Virginia International Raceway).

April 30-May 2: Walter Mitty Races at Road Atlanta. They are making an effort to get the Car Clubs involved with lots of activities (see flyer in this issue).

June 12-13: Gold Cup Races at VIR featuring Ladies in Racing.

July 1-4 : MOG 34 MCCDC National Meet in Shepardstown, WV.

September 17-19: VSCDA at Elkhart Lake, WS (Road America) plans to have the largest Morgan racing event ever with more cars than Mid-Ohio in 1991 and a tribute to Peter Morgan.

From: **The Morgan Wire**

(<http://www.mogwire.com/>)

January 5, 2004

STARTUP SALUTE SPANS GLOBE

An internet discussion group initiative to honour Peter Morgan with a simultaneous start of Morgan engines throughout the world culminated at

1 PM, Saturday November 29, 2003 with beginning of the Memorial Service held at the Priory in Malvern. Reports received indicate that that thousands and 31 nations participated.

The EMog Moderators, who began the movement, thanked each facet of the Morgan Community that joined together, the Company, the many Clubs and UK Centres and Morgan owners everywhere for taking part in adding yet another legend to the rich Morgan heritage.

NEW AERO DEBUTS IN USA

The new Morgan Aero 8 redesigned with changes aimed at the US market was presented at the LA Auto Show December 29th, 2003.

The MMC announced that "the Aero has been emphatically proven during the past year on some of the world's top racing circuits and is threatening the domination of Porsche and TVR at the top of international GT racing." The latest release lists the US Aero 8 selling price in the \$113k range (options and taxes excluded).

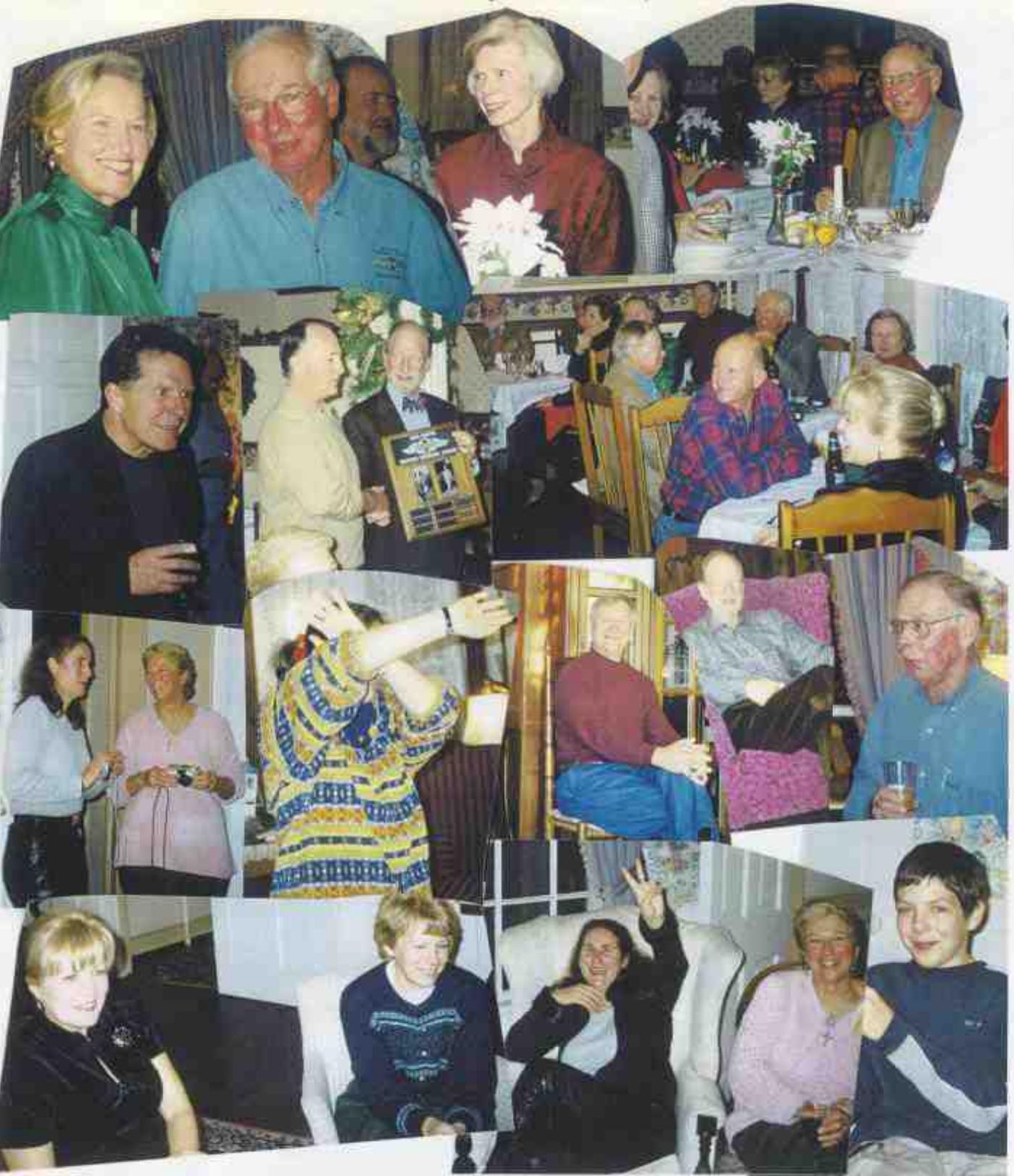
Credits

Thank you to Mark Erhard and his company ImageLink for the colour pages in this issue. Thank you to Wynell Bruce, SuperDave Bondon and Gene and Betsy McOmer for your articles and SuperDave for the photos from Daytona. Articles and photos are welcome and solicited.



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MOGSouth Christmas Party in Burnsville, North Carolina



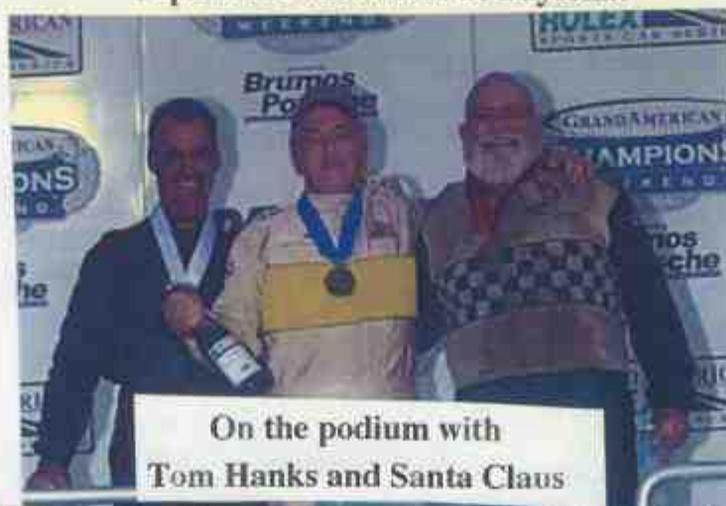
MOGSouth Christmas Party in Burnsville, North Carolina



MOGSouth Christmas Party in Burnsville, North Carolina



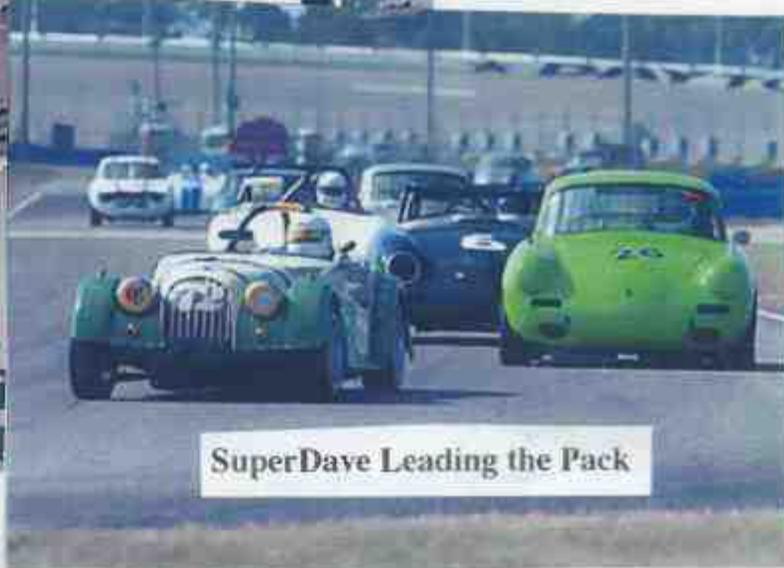
SuperDave Victorious at Daytona!



On the podium with
Tom Hanks and Santa Claus



SuperDave's Tribute to PM



SuperDave Leading the Pack



On the grid



SuperDave and Stacey

The Morgan Purist

Morgan Owners do not have the same pressures as other marques and models. Morgans are being produced still where others are memories in need of restoration and help. The others changed, Morgans didn't.

People express their regret at things gone by preserving them. There is greater urge to preserve something that has disappeared than something that is still alive and vibrant.

Being coach built, there are two Morgans exactly alike, even the two that left the Works today. By not changing, Morgans preserved something that is dead now everywhere else... a tiny precious slice of the 1930's era of the Golden Age of Automobiling. The only way to preserve that is to live it. (smile).

For most Morganeers, a "purist" is a swashbuckling driver, handy with a wrench at the side of the road, not a painstaking detailed restorer. The icons in our world are all ingenious fiddlers, racers, rallyists, ...

Peter Morgan once said that the company gives owners a "start" and it is for the owner to develop it to suit...we do. It is a car that responds to fiddling and can be returned back to whatever whenever.

Here is something that can explain a Morgan purist better than I. It is from the "Format", the newsletter of a venerable Morgan club that used to exist a long long time ago...

"Between the bicycle stage and the protection of the wheel chair, there is a (sometimes) delightful creature called a

Morgan enthusiast. They come in assorted sizes, shapes, shades, colours, and years, but they all share the same mystical creed: to seek out, in every band in every road, in every clime, their own moment of truth behind the wheel. Traffic police tolerate them, big car drivers loathe them, and economy car drivers envy them, nice elderly ladies scowl at them, hot rodeos chase them, and Detroit just doesn't understand them.

A Morgan-enthusiast is a gentleman, with grease under his nails, the soul of ingenuity, with an hour to make up and the next checkpoint three miles away. He is determination with a cracked block, dedication with his top down in December and the picture of righteous indignation with a traffic summons in his hand. He can cry like a baby when he finds a flea-sized scratch on his paint job, but will laugh with the rest of them when he spins out on a corner and smashes a fender.

A Morgan enthusiast is also a paradox. He has the purse of a pauper. But the taste of a raconteur, the tender love of a mother for his thoroughbred machine, but the willingness to torture it in heated contest. He possesses the speed of an elderly turtle when the weather is foul and the road is clogged, but when conditions permit, he displays the nimbleness of a jackrabbit and the reflexes of a Fangie."

That is a Morgan purist!

The above was a note to an EMog subscriber from Lorne Goldman in reply to a question regarding the lure of Morgan Automobiles. You can find Emog via <http://www.gomog.com/> then double clicking on the EMOG section.

from the Morgan Oasis Garage

Cuthbert J Twillie, Prop
PO Box 1010
Hoodsport WA 98548
360-877-5160

'A Yank At Malvern'
the collected Cuthbert
from Morgan Oasis
Garage

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Seven years worth of notes
(some of which have
appeared on in the pages
of the RR) of C J Twillie,
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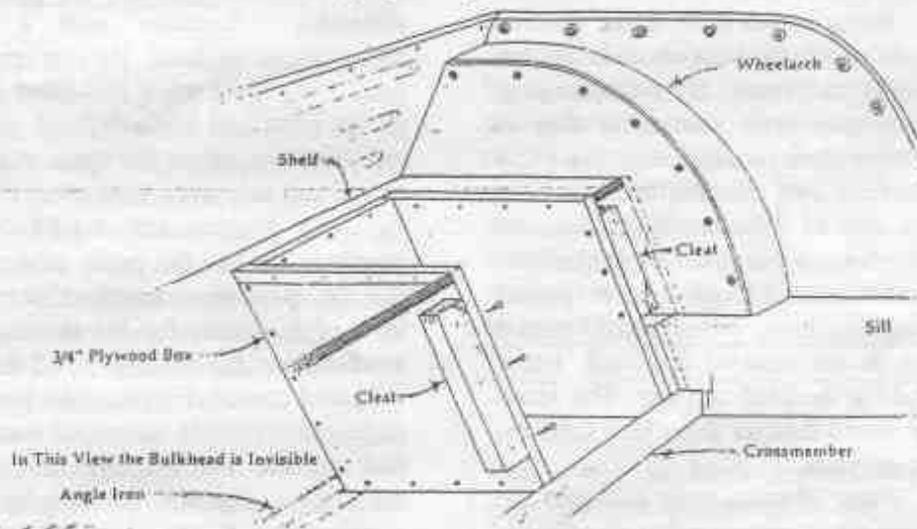
Friends

Andy Leo in Holly Springs, North Carolina sent me photos of a lockable compartment he built into his Morgan roadster. I chided him for not sending along any of the measurements he developed, but after all there is only one way to go about this task and numbers may confuse more than help. The two cars in my shop are both 4 seaters so they wouldn't give us any usable numbers, either.

Essentially this box is made from three pieces of plywood. The side pieces are fastened to the rear bulkhead of the cockpit using wooden cleats. The existing floorboard behind the bulkhead provides the floor of the box. The shelf floor behind the seats can be cut to provide the hinged top. A lock might be incorporated on the top panel, although if it is covered with the usual rug, then the lockbox is out of sight and the trouble of installing the lock may be avoided, if that is enough security for you.

Andy made his out of aluminum using 2 X 2 wood at the edges, but I think it's simpler using plywood. Aluminum over an ash frame would be the classic British way if there any purists out there still reading Cuthbert

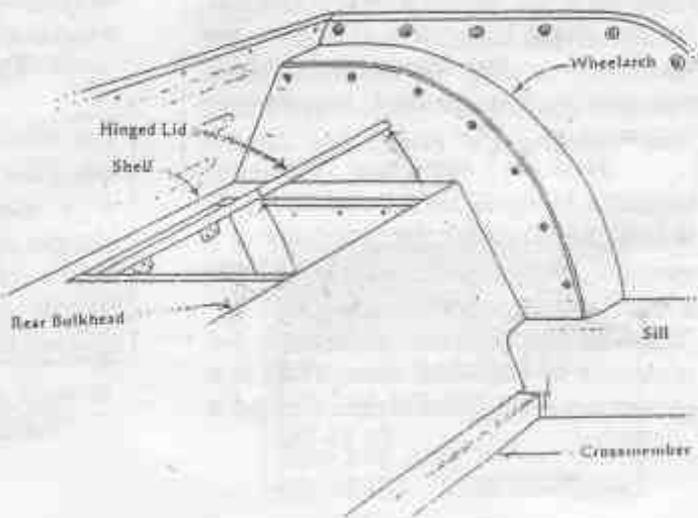
Andy is one guy whose garage I'd like to see. He has converted two 4/4s to twin cam Lotus Ford engines. A modification that most if not all 4/4 owners would do in a heartbeat if they could only do it without the better half discovering how much that takes out of Junior's college funds.



A Yank At Malvern

Gary Bell, aka Cuthbert J. Twillie was kind enough to allow me use reprints of articles from his book *A Yank At Malvern*. Like Fred Sissons *Morgan Driver's Bedside Reader*, this is a "must have" book.

Written with humor and clarity, it is for owners who are bent on improving or restoring their Morgan, especially pre 1990 cars.





**The Classic Motorsports
Walter Mitty Challenge
and Auto Festival
Presented by Moss Motors
April 30 - May 1, 2004**

Be sure not to miss the *Classic Motorsports Walter Mitty Challenge*, presented by Moss Motors, this April 30 - May 1, 2004 at Road Atlanta. In its 27th year, the Mitty is a springtime tradition in Atlanta. With over three hundred classic race cars entered, the Walter Mitty Challenge is the greatest vintage and historic race event on the east coast and one of the largest in America.

Featuring everything from 220 mph GTP cars to Corvettes, Cobras, Ferraris, Porsches, MGs, Austin Healeys, Historic Stock Cars, Formula 1 and Indy cars, racing on Road Atlanta's challenging 2.5 mile race circuit, the Mitty weekend offers a virtual hurricane of motorsports activities. Whatever your favorite car from the past, you are likely to see one or more of them racing in tight, close-fought action in one of the 18 or so races during the Mitty weekend. The exciting on-track action is virtually non-stop. Located approximately 40 minutes up I-85 northeast of the city, Road Atlanta is a beautiful facility offering something for all the family.

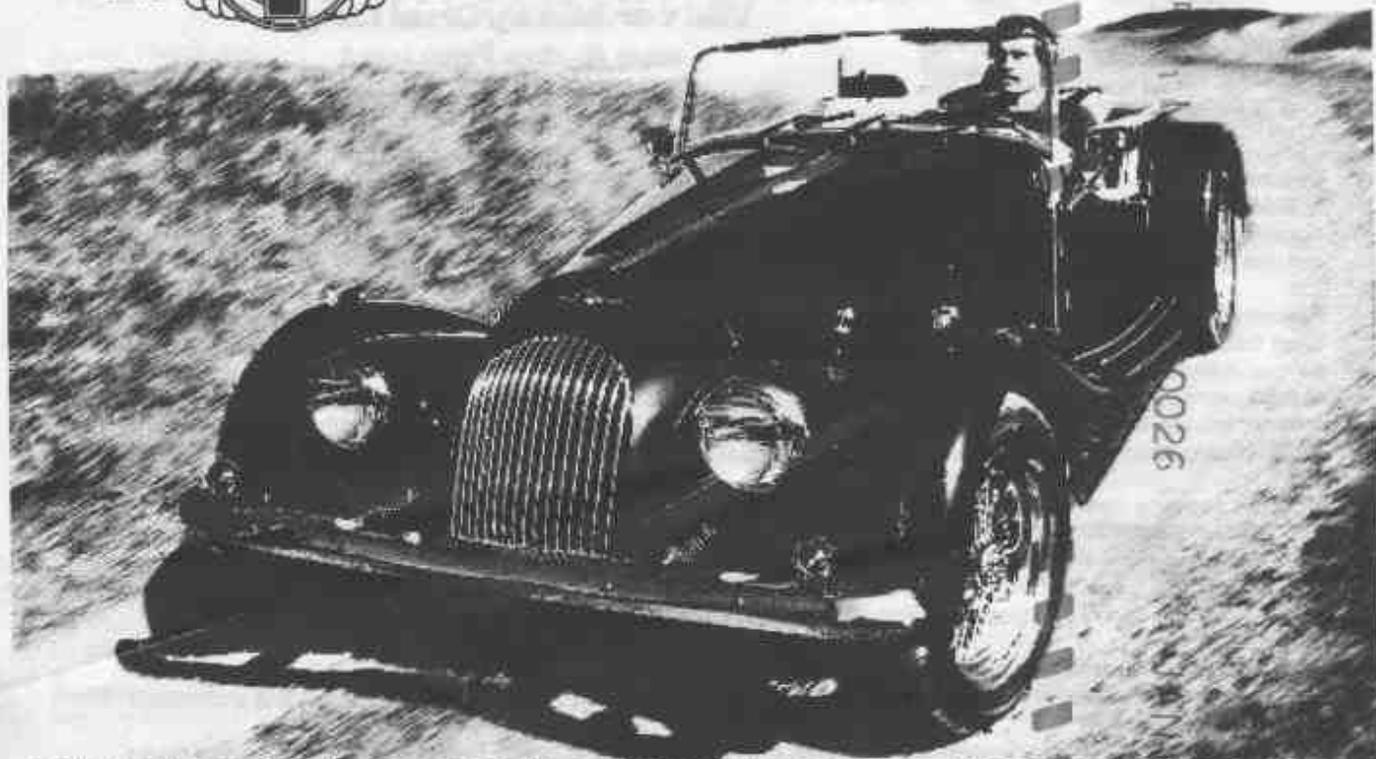
What has everyone excited this year is that this will be the first year of a great new attraction in the infield - **THE AUTO FESTIVAL** at the MITTY. The AUTO FESTIVAL is also sponsored by *Classic Motorsports*, Moss Motors, Kumho Tires and a host of other corporate sponsors. Running Saturday and Sunday, the AUTO FESTIVAL is an all-new feature that will celebrate the auto in all its many forms and will unquestionably be a huge hit with both race enthusiasts and car lovers. There will always be something going on. The AUTO FESTIVAL will feature, among other things, the following:

1. **Auto Club Corrals** for each club where members can park and gather.
2. **Parade Laps** free for each club with ten or more cars driving around Road Atlanta's challenging professional road course.
3. **Kumho Tires Mini Cooper Drive** try your skill in a new Mini Cooper on Kumho tires on the autocross course in the Road Atlanta infield. Free to subscribers to *Classic Motorsports*.
4. **Concours** for each auto club with the winner from each club on Saturday being eligible for Best of Show judging on Sunday. The Best of Show winner will receive the coveted *Classic Motorsports* trophy and take a lap of honor around the circuit.
5. **Vendors' Row** a line up of auto and automotive parts and accessories suppliers -All your favorites
6. **Parts Swap Meet** open to all
7. **Seminars** on everything from restoration tips (e.g. welding in new floor pans) to how to set up your vintage/classic car for historic racing.
8. **Hot Laps** two lap rides in real Panoz race cars at full-tilt speed with professional Panoz Driver's School instructors around Road Atlanta - one ticket each to be awarded by each club with 15 or more cars present.
9. **Classic Motorsports and Grassroots Motorsports Project Car Display** magazine project cars described in recent issues of these magazines will be on display.
10. **Touring** open to all. Mid-day laps at limited speed (65 mph) around Road Atlanta.
11. **Big Rally/Cruise-In/Drive-In** by auto clubs from Atlanta, Chattanooga, Macon, Birmingham and other cities. An award will be made to the clubs with (i) the greatest number of cars and (ii) the highest point total determined by the distance driven x the number of car clubs from that club present at the event.
12. **Concession stands, Shuttlebus, and Children's Playground Area.** The infield at the Mitty is fully equipped for the weekend with all amenities required. A shuttle bus constantly roves the infield and plies back and forth to the race paddock. All spectators are permitted into the race paddock for close up viewing of the classic race cars.
13. **Classic/vintage Cars for Sale Corral** If you have a classic sports car or street machine that you want to sell, come display your car in the special "Classic/vintage Cars for Sale Corral".

Have your club rally, cruise in or drive as a group to Road Atlanta for the Mitty next April 30 for what should be one of the truly outstanding events of 2004. Each club member of participating clubs will receive a discount off the regular ticket purchase price. HSR, *Classic Motorsports* and Moss Motors are going all out to make this a great event next year. Whether you love race spectating, car shows, autocrossing, concours, swap meets, picnicking with the family or just people watching, you will find it at the Mitty and the Auto Festival. In short, the Mitty and Auto Festival will be one of the "can't miss" happenings of 2004 and you and your club should be part of the scene at this great classic event. For information and details, contact Paul Chichester, 3902 Parkcrest Dr., Atlanta, GA 30319, email: chchster@bellsouth.net.



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