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## SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL.3/03

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# MOG 33

I had been looking forward to our trip to MOG 33 for weeks and who was I to let a little (can you say a lot) of rain dampen the spirit of the trip?

The plan was for our oldest son Scott and I to meet Lance and Connie Lipscomb on I-985 near Gainesville, GA and then motor to the Blue Ridge Parkway where we were to meet Joe Speetjens of Jackson, MS and Tom and Sterling Perkins of Nashville, TN.

We left our home at 5:45AM on Tuesday morning, July 1 and met Lance and Connie at 6:30AM at the Mrs. Winners in Oakwood, GA. It was raining hard and we were to follow a tropical depression that was making its way up the East Coast of the US. We were ready to shove off from Oakwood when Lance advised that his Plus Eight would not start, no lights, nothing. After trouble shooting for almost an hour, Lance told us to go on and he would call AAA for a tow home and either fix the car or drive to the meet in the Mini.

Fifteen minutes up the road, the cell phone rang, it was Lance and after jiggling every wire he could, the car started. We waited at a service station for them and then continued north to the Blue Ridge Parkway.

The first day we made almost 575 miles and met Joe, Tom and Sterling at the Peaks of Otter Lodge, 30 miles north of Roanoke on the Parkway where we enjoyed a nice dinner and a dry night's sleep.

We left the lodge at 9:15 AM in a steady rain and fog for the last 80 or so miles on the Parkway and then 105 miles on the Skyline Drive. It was rain and fog the entire route until we came down from the mountain into Front Royal, VA to warmer and dryer weather. After a gas stop we made the final drive into Shepardstown, WVA. and the Clarion Hotel and Conference Center, site of MOG 33.

The parking lot was already beginning to fill up with Morgans of all vintages and types and several MOGSouth members were already there. It was fun seeing many old acquaintances from past years as well as meeting many new people.

Scott and I stayed at the hotel for dinner Wednesday night in anticipation of the kick-off of the events with the Concours on Thursday morning at Morgans Grove Park, less than a mile from the hotel.

Even though I opted not to have our car judged, we of course put it on the

field along with the approximately 80 other Morgans, from a 1933 Trike to two Aero Eights, the Le Mans GTN race car now proudly owned by Rich Fohl and the first Aero delivered to a customer in the UK, owned by Keith and Susan Ahlers and shipped to the US for MOG 33. It was great to see so many good looking cars on the field, including what turned out to win the People's Choice Award, the Fabulous Morgan Trashwagon, a '59 Plus Four driven to the meet all the way from Santa Cruz, CA by Toby Tuttle and Frank Howmet (and I thought we were crazy!). MCCDC had a wonderful BBQ prepared for lunch and we all ate under the pavilion at the park, which was also the sight for dinner that night.

Friday was the autocross, held in the parking lot of an abandoned Lowe's store in Hagerstown, MD about 30 minutes from the hotel, but a good site as it provide shade for the spectators.

I ran in the second 10-car heat and Scott in the third in our Plus Four. I am pleased and proud to say that Scott took third place in the Plus Four class, beating the old man (5<sup>th</sup>). Bill Willoughby was second and we all lost to his better half, Reny. Scott was awarded one of the great looking MOG 33 plates.

Scott and I left after our heats to motor to DC where we were to spend the night with son Adam and wife Dale as they were in the process of painting Adams' newly purchased row house in Alexandria, VA in preparation of a mid July move in. We helped hang a ceiling fan and light fixture as I did not help with the painting, then cooked out and had a few beers before bed.

Scott and I left Alexandria at 8:00 AM Saturday morning and drove to Atlanta in 17 1/2 hours via

Charlottesville, the Parkway to Spruce Pine, I-40 to Asheville, I-26 and US 25 to Greenville, SC 11 to Lake Hartwell and I-85 to Atlanta. Too much seat time in one day in a Morgan!

I am sure that the MOGSouth members that attended MOG 33, Mark and Andrea Braunstein (you should see Andrea's new Plus Eight!), Homer Deakins, Rich Fohl (with his newly acquired Aero Eight GTN and SuperSport), Trisha and Lee Gaskins (thanks for the great peach daiquiri!), Brenda and Michael Hewitt, Kathi Kelly with children Kelly and Daniel Stevens and she said her husband Matt was there but we did not get a chance to meet, Caroline and Charlie King, Jackie and Dwight Kinzer, Anne and Andy Leo, Connie and Lance Lipscomb, Dianne and George Lowman, Sterling and Tom Perkins, Joe Speetjens had as much fun as Scott and I.

Put it on your calendar for next year, it is a great event.

## Credits

Thank you to Mark Erhard and his company ImageLink for the colour pages in this issue. And thank you to Betsy and Gene McOmber for their article. Articles and photos are welcome and solicited.



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## **HOT race report from Barber Motorsports Park**

By Gene and Betsy McOmber

The McOmber Morgan competed at the VDCA vintage races on July 25-27 at the beautiful new road course near Birmingham, AL. The weather was very hot, but the car stayed cool and finished with no problems.

Friday did not start off well as the throttle linkage fell off on the 1<sup>st</sup> lap of practice so Gene spent the whole session standing out in the sun watching the others learn the track. This course is definitely a challenge to learn, but by Sat. AM I pretty much had it figured out. The qualifying race Sat. helped as I was able to follow some of the faster cars to learn the best line. Friend Ray Morgan (racing his Merlyn) helped me fix the throttle problem. Good old safety wire!

The Sunday race went well and I had a good go with a Fiat Spyder and an MG and was able to finish with a 2<sup>nd</sup> in class to a Turner. Several of the cars that are faster dropped out, but good old #444 just kept running.

The Barber facility is something to see, but has a few things yet to complete. The main things needed are electrical outlets in the paddock. We were not able to use our frige or fan which was bad due to the July heat!

We returned home on Mon. to avoid the Atlanta traffic Sun. night. The next race will be at the Moroso track in Florida in November.

## **Atlanta British MotorCar Day**

Thanks to the owners of the 19 cars that attended British MotorCar Day at Chateau Elan on Saturday, May 17 and to all other MOGSouth members who attended. It was one of the better turnouts, especially considering the

threatening looking weather, which never did materialize. It was a lot of fun!

## **Fall Meet 2003**

The MOGSouth Fall Meet will be held the weekend of September 19-21 and will be headquartered at the Balsam Mountain Inn, located just off the Blue Ridge Parkway (where US 23 and 74 intersect the Parkway), near Milepost 443, approximately 35 miles southwest of Asheville, NC. The Inn is on the National Historic register with a two-tier porch and a dining room.

Dinner Friday night is on your own but the dining room at the Balsam Mountain Inn will be open until 8:30PM.

Saturday's driving activity will be on the Parkway with stops for lunch and sightseeing.

I anticipate we will need to leave no later than 10:00AM from the parking lot of the Balsam Inn for the drive to the Pisgah Inn as the speed limit on the Parkway is 45 MPH with the distance about 35 miles to Pisgah. Lunch will be at the Pisgah Inn at MP 408 on the Parkway, at an elevation of approximately 5,000 feet above sea level.

As lunch is on a first come, first seated basis, it will be necessary to be in line at the Inn's dining room at 11:15 AM. They start seating at 11:30 AM and tell me that if we are in line we should all get good tables by the windows. We will be seated at tables of 4 to 6 people and they will do separate checks but will add an automatic 18% gratuity. The Pisgah Inn is known for its trout and ham so eat an early breakfast and save room for lunch.

After lunch the plan is to continue north on the Parkway to MP 382 (another 26 miles) to the Folk Art

Center where we can tour the exhibits as well as peruse the folk art for sale by the local artists

Saturday night we will have dinner at the Inn at 7:00 PM preceded by a social hour at 6:00 PM.

That evening the Inn is hosting a musical event "Songwriters Night" featuring performances by popular songwriters, similar to what you may have seen on the Turner South Network's "Live from the Bluebird Café". The entertainment will be in the same dining room where we will have dinner and there is a \$7.00 per person cover charge.

The Club will be providing beer and wine and very light snacks both Friday and Saturday nights.

I understand that as of this writing the Inn has 19 rooms reserved for MOGSouth members. They were to hold rooms until June 15 but some may remain. If you plan to join us and have not made a reservation, please do so today.

Room rates run from \$132.00 to \$187.00 per night and include a full cooked breakfast the next day. Call 800 224-9498.

## Christmas Party 2003

The MOGSouth Christmas party will be held Saturday, December 6 at the Nu Wray Inn in Burnsville, NC, approximately 30 miles north of Asheville, NC on U.S. 19.

We had a great party here a number of years ago and several members suggested that we return, hence we are.

The Inn is holding all of their 26 rooms for us for that Saturday night. Rates are \$65, \$75, or \$85 per night and include a full country breakfast on Sunday morning.

We will have our pre-dinner noggin at 6:30 and dinner will be served at 8:00 PM.

The Club will provide wine and cheese along with beer and soft drinks for the noggin. If you prefer anything stronger, BYOB.

Dinner will cost \$18.50 per person and you will have the opportunity to choose your main course in advance. Dinner includes soup, salad, main course, dessert and coffee or tea. The dinner menu will be mailed late this summer and you will need to advise your choices by December 1.

Room reservations must be made no later than November 31. Please call 800 368-9729 to make your reservation.

## MOGSouth Winners at MOG 33

The results as per MCCDC are as follows:

<b>Concours-</b>	Rich Fohl	Excellence Award	1962 Competition
	Andy Leo	Special Award	1965 Competition
	Tom & Sterling Perkins	Excellence Award	1963 Plus Four
	Homer Deakins	Excellence Award	1959 Four Place
	Andy Leo	Excellence Award	1963 Four Place
	Lance Lipscomb	Excellence Award	1981 Early Plus Eight
	Michael Hewitt	Excellence Award	1998 New Car (+8)
	Dwight Kinzer	Special Award	1998 New Car (+8)
<b>Autocross-</b>	Scott Johnson	Special Award	1966 Plus Four

**Congratulations to all our MOGSouth award winners!**

## INTERESTING LAWS OF BRITISH CARS

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like "For every action there is an equal and opposite reaction" and "If you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree."

Isaac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behavior called "The Laws for British Sports Cars."

Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

### 1. Law of Peculiar Random Nomenclature:

The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning.

This law explains why British cars always have spectacularly bad names like 'XKE' or worse yet, 'MGBGT'.

### 2. Law of Cryptic Instruction:

Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect.

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: "Before rebushing the lower grunion banjos, you must remove the bonnet facia and undo the A-arm nut with a

#3 spanner." All attempts to publish an English language version of this manual have failed.

**3. Love of Hardship Law:** The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner.

You buy a British Sports Car. You have had it a year and a half, and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "It's like part of the family, and besides, it's so much fun to drive." British Sports Car owners often stare into space and smile a lot. This is referred to as the "Foolish Person Syndrome."

**4. Law of Non-Functional Attributes:** All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis. This is also known as the famous Lucas Electrics Law.

**5. Recently Discovered Component Failure Law:** Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence.

Case in point: I have owned a rather natty MGB for six years. I never knew there was such a thing as a 'Gulp Valve' until I saw new ones offered for sale by Moss Motors. The next day, driving my MGB to work, the Gulp Valve fell off the motor and was run

I do not know what the Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see Law of Cryptic Instructions, above).

While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the Non-functional Attribute Law, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decided not to replace it after all.

Three days later the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the Love of Hardship Law, offered to take the car off my hands for \$100.00. I just smiled.

# from the Morgan Oasis Garage

Cuthbert J Twillie, Prop  
PO Box 1010  
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I had the pleasure of meeting Cuthbert, aka Gary Bell at MOG 33. Gary it was my pleasure- RJ

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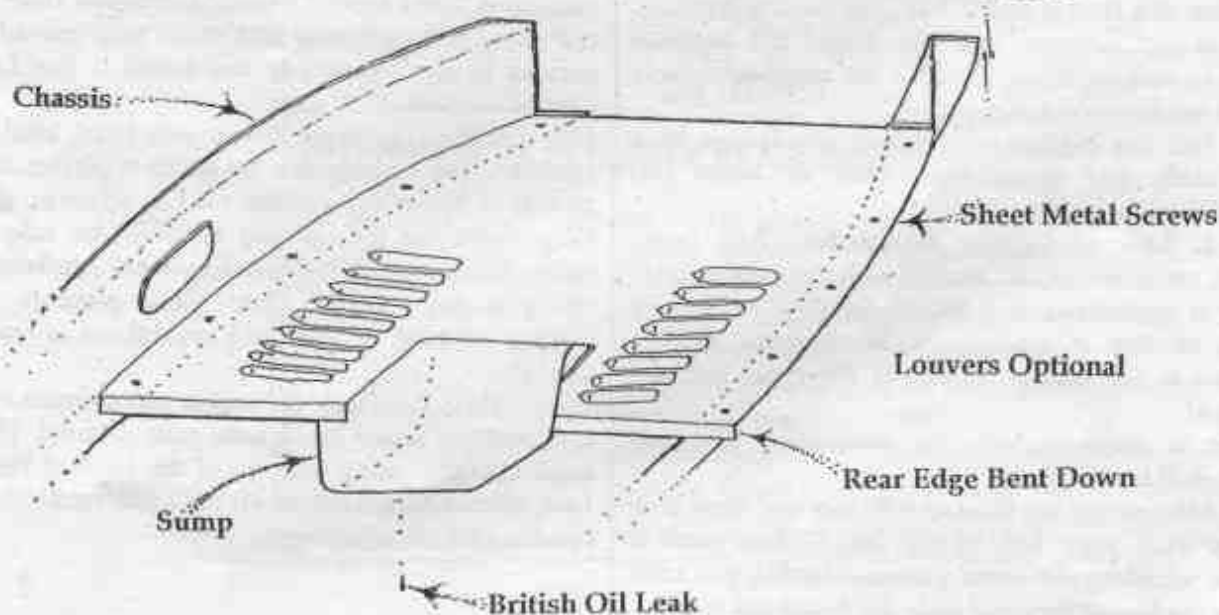
One would think that Seattle, being the home of Boeing Aircraft ( we call it the ol' Lazy B Ranch ) could provide us Morganeers with an aerodynamicist. In my near 20 years in the Northwest Morgan Owner's Group there has been none that have surfaced. I think those engineers all drive Porsches, where their pens and pencils in their plastic pocket protectors are protected from the persistent precipitation of the Pacific Northwest.

Recently there has been a few letters on EMOG on improved cooling. One of these was by Chas Wasser in Cincinnati who mentioned, among other things, an engine room belly-pan or tray. His take on the belly-pan is that at high speed it improves the cool running and at low speeds he thinks it retains heat in the engine bay. He proposes adding louvers which he believes will improve the cooling while slow running. He also believes the rear inch or so should be bent down, thus improving the low pressure in the engine bay. I asked him how he made his, and was it part of the belly-pan's function to encourage the passage of air through the radiator by creating a low pressure area behind the radiator?

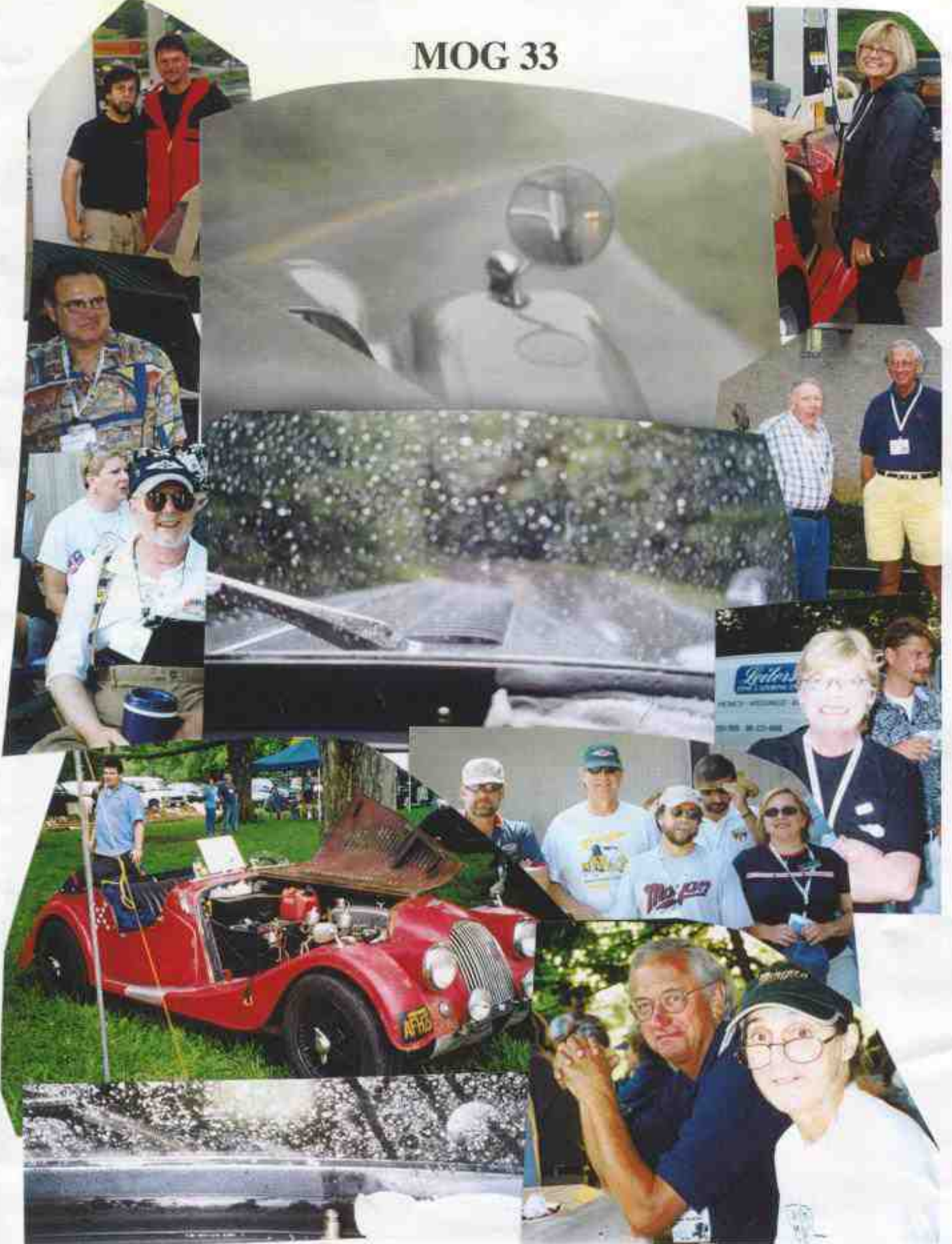
The drawing is a reasonable impression of what he described of making his belly-pan. The drawing shows the pan is fastened to the lower flange of the chassis rails. There will need to be cut-outs where the engine mounting bolts go through the lower flange, these are not shown on the drawing, as they must be different on many cars. There are no dimensions as there are differences in chassis widths from series 1 to early Plus 4s and Plus 8s. I believe there is enough information for the adventurous among us to make his own belly-pan. You'll be able to spot them as they're the cool dudes. Chas suggested that I mention that this was not tried on a 4 banger, but I suspect very similar results whatever the engine.

Cuthbert

Chas Wasser's Belly Pan, or the latest Louver Oeuvre



# MOG 33



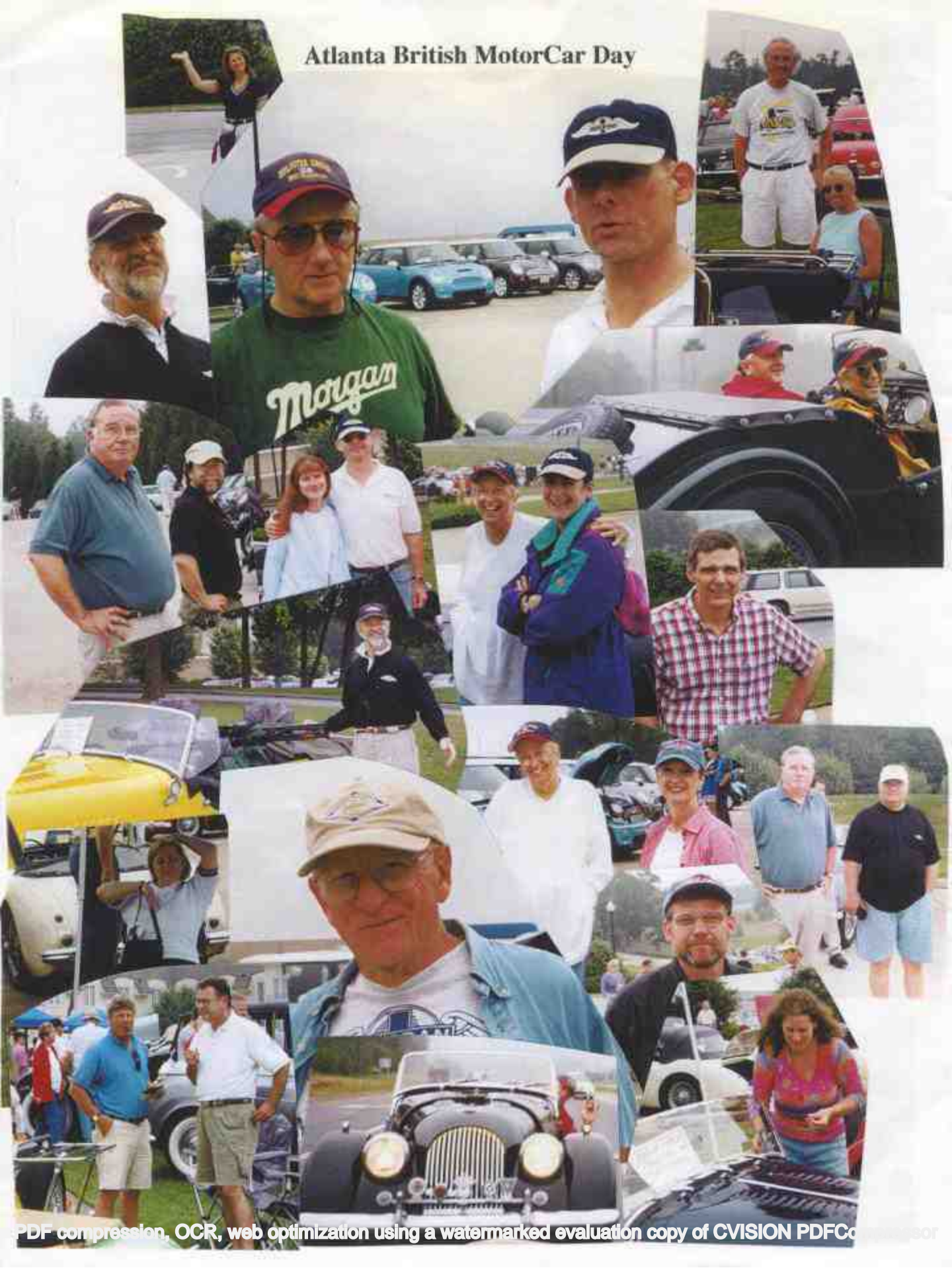
# MOG 33







# Atlanta British MotorCar Day



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296 Lakeshore Drive  
Duluth, GA 30096-3030



Dave and Sarah Chiles  
P.O. Box 129  
Jamestown, NC 27282

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