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## SOUTHERN FOURS AND EIGHTS

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Newsletter of the Southern Morgan Group MOGSouth Vol. 5/98

# FALL MEET IN NASHVILLE

## EXCITING EVENTS PLANNED DON'T MISS IT!

**1998 FALL MEET DETAILS:** Susan and Tom Perkins of Nashville have been busy making plans for the 1998 MOGSouth Fall Meet and they sound great. The dates for the meet are October 2-4.

The headquarters hotel is the Homestead Village (an extended stay lodge) in Franklin, Tennessee, just south of Nashville. Rates run from \$55 per night for a standard queen size room to \$75 per night for a super king room. The hotel is located at 680 Bakers Bridge Avenue off I-65 South (from Nashville) in Franklin. Call 615 771-7600 for reservations.

On Friday night, Susan and Tom will host the club at their home, about five minutes from the hotel, for cocktails and heavy hor's d'ouvres. Dinner is on your own, if you are still hungry. There are 12 to 15 restaurants nearby to choose from.

After breakfast Saturday morning at the famous "Lovelace Cafe" a driving tour of the beautiful Natchez Trace is planned with a stop for lunch. In the afternoon it will be possible to shop and visit historic Franklin, Tennessee. Early evening Saturday night is a planned stop at the world famous Bluebird Cafe, where the famous singers are discovered (Janis Ian handles the auditions for the Bluebird). Dinner will either be at the Bluebird or perhaps at the Stockyard Restaurant. Breakfast Sunday is on your own. All activities for the meet are Dutch treat (no assessment). The club is of course contributing for the Friday night cocktails and hor's d'ouvres.

In order to insure a pleasant meet for everyone, please call Susan and Tom and RSVP by September 15, 1998. They can be reached at 615 221-5002. I know they have worked hard to plan a very memorable meet. Let's have a good turnout. I know it will be a good time.

## SUPER DAVE DOES "THE GLEN"

BY SUPER DAVE BONDON

The first chapter of Watkins Glen actually starts with the last chapter of the Walter Mitty as Super Dave's day ended rather abruptly five minutes before the end of the enduro. It seems that Super in his Morgan and the president of Winn-Dixie Grocery Stores in his (what else) Porsche had a "coming together" as they say in the trade. Too bad too, we were doing really well and would have placed very highly if we had finished. Any way we managed to drive back to the pits and preserve our dignity. No one really seemed to notice as under the seasoned eye of our crew chief Randy "Fireball" Johnson we just covered the car and the Splinter Group Racing Team turned its considerable skills to supporting Stacey in her Sprite as she carried the team banner through the rest of the day.

Reality hit the following weekend as I stripped the car down and found virtually everything forward of the firewall pointing in directions unintended by Peter Morgan. With exactly nine weeks remaining before our long planned Watkins Glen race/vacation (I'm not sure that Marilyn uses the same terminology) we decided that we were not to be deterred.

Seven weeks later, thanks to the expert work of Jon. Stamps, Stacey and I were at Road Atlanta on a 100 degree test day ready to see what we had built. It turns out that we had a better race car!

The Morgan had always been "tail happy" (the car not my son) and now it was completely neutral. Subtle changes in caster, camber, and shocks had transformed the car. I'm sure if Dave Chiles (the previous hot shoe owner) was to drive it today he wouldn't think it was the same car.

So we re-tightened all the nuts and bolts and headed for Watkins Glen. Exactly 973 miles and two days later the Splinter

Group Racing Team was set up in the pits ready for test day.

To tell you the truth, unless you count the free roll of film that had to be sent to Seattle to be developed, there aren't any funny stories about stupid things that happened. We saw a lot of great old friends, went to a good restaurant, breathed deeply in the cool air, practiced and raced better each session, and genuinely enjoyed the weekend. The term "One Paper Towel Cleanup" is the way I classify each of the races. We came home with 2nd and 3rd place finishes and a race car ready to go back on the track.

I can't wait until September and Road Atlanta! Come join us if you can, we have lot's of paper towels left.

## THIS YEAR IN PITTSBURGH

BY FRED SISSON

Well...The 16th Pittsburgh Vintage Grand Prix is history and once again MOGSouth members "did themselves proud."

The philosophy of the Pittsburgh race is to have fun. They describe it alternately as "The most beautiful race course in the US" and as a "7/10- max course" It is run on city streets and there is a lot to bite you- stone fences, trees, curbs, phone poles, etc. But, Schenley Park is absolutely lovely and this is racing along city streets as it used to be. Add a most wonderful mix of rare vintage cars and over 50,000 spectators and you have one of the most enjoyable events of the season.

Bugattis, Bandinis, Dellows, Siatas, Cistatilas (pronounced Cheese-a- tal-ya), Crosley specials, Allards, Jabros, Rileys, Alfas, Jags, Millers, Morgans, etc., etc., are there to be driven at speed. Despite their rarity, there are no "trailer queens" in the pits.

Trike owners Pete Olson, Mark Campbell and I, made the 13 hour drive from Atlanta to Pittsburgh towing Mark's old bulldozer trailer, modified to hold two

Morgan Trikes. (Mark's trike is still a kit-car, some assembly required). "Big Blue" (my wife Ronis' beloved 454 cui, gas-hungry Suburban) was once again pressed into service as the tow vehicle. I brought along my Father's Day gift, a GPS navigation computer, to guide us along the route from Atlanta to Pittsburgh. Two sixty year old cars and a twenty year old tow car, guided by satellite navigation- whadda combo!

In Pittsburgh, we relied upon Pete for directions. Pete, having been reared in Pittsburgh, was our native guide who knew the city "like the back of my hand". Of course there are a few more wrinkles these days, so we did quite a bit of extra "sightseeing" each day.

Mark was our honorary Team Manager this year and is surely one of the most resourceful individuals that I have ever met. An example: A few days before the trip, we wanted to check the weight balance of the two trikes on Mark's modified (by Mark) bulldozer trailer. The problem was that we had only one trike available at the time. Mark said, "I've got an idea, I'll be right back". Minutes later he came driving up on a forklift truck with a pallet stacked with cases of canned tomatoes. We simply estimated the weight of Pete's trike and stacked the appropriate number of cases of tomatoes in a nice triangle configuration onto the trailer. Tomatoes? Trike? Weight is weight! Now, that's resourceful. (FYI- I figured that a trike weighs approximately the same as 3,477 Italian tomatoes, plus some juice)

However, at the track, Mark found his command decision making was severely handicapped as he had no golf clubs. According to Manager Mark, all heavy decisions are traditionally made among team managers on the links.

Seven trikes were entered in the race, a record number of some sort, beating the six that raced together at Buttonwillow in California last year. In addition to my silver/burgundy modified F-type, Chris Towner brought his well-known, nine-year race veteran, painted BRG, complete with bolt-on" training wheels". Also

Martin Beer brought his most-beautiful fly-yellow F-type racer from Canada.

In England, the racing twins are the hot-rods and are by far, the fastest of the trikes. In the US, the more affordable Ford-powered F-types are usually the hot rods. Chris Towner's racer was the first F special that I had ever seen in-the-flesh, and it served as the basic inspiration for mine- and probably for Martin's as well. All three are powered by highly modified Ford 1172cc engines and they are probably the three fastest Morgan three-wheelers in North America. This was our first outing together and it promised to be a fun time.

The big V-twins are the more familiar, better-known Morgan trikes. In addition to Pete's light-blue SS, George Vapaa was entered in a dark blue trike owned by John Jacobson. Canada was represented by Dave Elcomb and Alec Knight driving blood-red trikes. All four were powered by 1200cc, water cooled JAP engines.

We all pitted together and experienced what the Brits get to experience on a regular basis- three days of trike talk. Discussions of sprocket size, driveshaft type, needles and jets and proper lube for bronze worms were the order of the day. Not of interest to everyone for sure. But in the US it is seldom that even two trikes show up for an event, so we made the most of the opportunity to exchange information, knowledge, war tales and lies.

Pete, Mark and I, being displaced Yankees who now reside in the South, figured we should show a little "Southern Pride", so we had T-shirts and pit shirts made for the our "team". They were modestly emblazoned with our humble logo-"The World Famous Greater Southern Morgan Three-Wheeler International Race Team and Grit Tasting Society". Not Grits- Grit. There is a difference and besides we didn't want to discourage any potential team members by insinuating that it was necessary to acquire a taste for grits.

I qualified a bit faster than Chris and Martin, who had qualified within a tenth of a second of each other. It promised to

be a good race among the three of us. Chris had bolted on his training wheels and was ready. Martin checked everything but the rear bearing retainer on his transmission, and was ready. I had changed sprockets Sunday AM despite Chris' quoting of "Rule nine-dash-six, section eight-dash-five, line four" which he insisted stated "No sprocket changes allowed on silver F-types after nine AM on days that start with S". As he conveniently did not happen have the rule book with him to prove it, I changed sprockets anyway!

The three F-types and a Dryer Sprint made up the first two rows of the small-bore class, however I was the only F-type to finish. After 9 years of racing, Chris had his first DNF when something gave up in his driveline after only two laps. Martin fared only a little better as his transmission disassembled itself after four laps, leaving me to carry the Morgan flag against the Dryer.

He jumped me at the start to lead the race. Sprint cars have only rear-wheel brakes and seem to turn "square" corners, sliding the rear-end around. Trikes use only front-wheel brakes, slowing before the corners in a straight line and then accelerating through. So our cornering lines are vastly, vastly different, making a corner pass very tricky. I finally did pass him on the sixth lap though to finish first-in-class.

Behind me were five four-wheel cars- then Pete, who finished second among the trikes (first among the twins), followed by Vapaa, and Elcomb. Alec did not start, having launched an entire cylinder into the weeds during the practice. I had heard of this happening, but this is the first time I had actually seen it. Pretty spectacular sight! Pete experienced a bit of red-mist during the race also, as he ran more than 5 seconds a lap faster than his qualifying times. His fast race-lap was 3 seconds faster than the next trike. During the race he noticed that the corner workers were pointing at his car and some had their heads down at track level as he came around each time. He was a bit worried until he realized that they were merely watching how high he

would lift his inside wheel in hard left-hand turns!

The race was red-flagged at 7 laps when a Dellow rolled due to a sticking throttle cable. As Pete pulled over to the side of the track a corner worker walked over and handed him his license plate that had dropped off just as he stopped. Back in the pits we noticed that both of his badges were hanging by one bolt. On the way home, we stopped for gas and found the right exhaust pipe laying on the trailer. If the race was a few laps longer Pete might have had to jog across the finish line, sans car.

While we had hoped to instigate a "CanAm Challenge", none of us could figure out how to award the trophy. We were all winners. It was a great experience and great fun.

Next year we have the potential to have ten or more trikes at Pittsburgh, and our own trike-only (or maybe pre-war Morgan only) race.

We know at least three members of the lunatic fringe of MOGSouth- the World Famous Greater Southern Morgan Three-Wheeler International Racing Team and Grit Tasting Society, we'll be there.



Who is that with Darrell Waltrip?  
(Answer page 6)

# MOG 28

SHOT BY CHARLIE & WRIT BY CAROLINE

So here we are- the King's, MOG South's only representative, driving 600 miles sans Morgan, staying twenty plus miles from the meet because of lodging remembrances and, finally, dreading what is sure to be mass bedlam during the Gettysburg 4th of July activities.

But none of the above was really a problem.

We came up I-77 and I-81, Frederick, Maryland (the long way)- a pleasant drive. Our motel was a quick twenty minutes drive up Route 15 to Mount Saint Mary's College, two miles south of Emmitsburg. No big traffic problems- four lane divided highway at sixty plus mph. The whole meet and activities were contained within a beautiful campus (except for the rally, of course). The registration and 'noggin Thursday night set the note for a neat, low key get together of old friends- and lots of new faces. Good facilities to buy Bob Hanson's selection of MOG shirts, posters, trinkets and even solid silver Morgan belt buckles. This with the cold beer, wine and chips made a nice evening.

In general, the folks staying at the college lodging were not unhappy- it was clean, clean, clean and very central to plentiful parking and the Concours on Friday. There were fifty-three cars (as announced at the banquet) of the usual majority, Plus Fours and a goodly number of Plus Eights and Four/Fours, six Flat Rads including my old one (no, John Griffith will not sell it back) and one Trike. It was nice to see "Mother Courage" on the field, Nanciee and Dan Kelly's Drophead, brought to the meet by their daughter Kathy.

Friday evening was the cookout- also included in the \$50.00 registration- administered by the Adamson and Giffin families. These folks and their children, big and small, were grand hosts, grilling

hot dogs and delicious hamburgers (as ordered) with all the trimmings.

By the way, Jay Dorsk is doing well recovering from a nasty brain operation as is Alan Marsh from his surgery. Alan looks twenty years younger.

Naturally, we did not participate in the rally or gymkhana. And after glancing at the autocross Saturday (held next to the headquarters on a paved parking lot) we decided to try GETTYSBURG. "We" means the "Big C's" idea! So it was about two miles north through the streets of Emmitsburg- quaint old town that also had a battle re-enactment, a flea market and barbecue in the fire department building. Then on to Gettysburg. About fifteen miles north on Route 15 we approached the area of three exits to the city. We chose the middle one that went directly there (Tarrytown- exit Route 134). Approaching the town passing historic places like Little Round Top, there were now cars parked along the roadside with folks walking. Oh, boy! Then we hit the area closer to Gettysburg Visitor Center and National Museum and Gettysburg National Cemetery. Now it is really crowded with cars milling about and people wandering aimlessly. BUT I turned into a huge wooded parking roadway and the first car there was leaving. I figured they must have been there all week! Now we just ambled about "a five iron shot" down the road to the Museum (had a South Carolina palmetto and crescent flag prominently displayed) and the cemetery (joined a tour group near the spot where Lincoln gave his address). What a great impromptu time! The reason I say this is because many of you may go next year. And because at the banquet that night the vast majority elected to return next year for many of the above reasons.

Doug Markham and his lovely wife, Paulette, did a remarkable job in appointing key people like event co-chairs: Sara Corbet and Lee Ridgeway (formally Spahr), they were ever present and Doug handled all problems deferred to him. The banquet went on too long, but the food was well worth the \$22.00 (roast beef and cordon bleu) especially

when the club furnished beer and wine all evening. By the way, consider going to the upcoming MiniMOG in Norfolk- a great opportunity for a close-up of the world's largest navel shipyard.

All in all, our thinking was positive: the group was loose and friendly; we never saw as many children at a MOG- a real family opportunity; no big traveling to autocross, gymkhana, etc.; the Gettysburg event and finally, I have two leads on '53 Flat Rads- one of which will be sold after he sells his Mini. Any buyers?

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## NEW MEMBERS

Please Welcome these new members to MOGSouth:

**Bill and Melissa Silhan** of Pensacola. Their Flat Rad won "Mogger's Choice" at the Spring Meet.

**Bill, Arlene and Chris Mohr** of Dallas, GA. They are doing the "restoration from hell" a 14 year project on a 1966 4/4. Soon to be completed, however.

**Lee and Katie Gollwitzer** of Franklin, NC and Daytona Beach. Lee had the nice but very dusty Plus Eight at the Spring Meet.

**Gerald and Naoma Ellison** of Fayetteville, NC.

**Al and Dianne Wood** of Franklin, TN. They have a recently restored a 1965 Plus Four they purchased originally in 1971 in Dallas, TX.

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## MISCELLANIES

**Bill Silhan** wrote thanking the membership for honoring he and Melissa with the "Mogger's Choice" award at this years Spring Meet. "It is always nice to receive recognition for all of the hard work that goes into restoring vintage automobiles. But, it is especially significant when the car is a Morgan and the selection is by Morgan owners! This trophy will always hold an important place among my car awards. ...please express my appreciation to them for me."

**Al Wood** sent information from 1975 regarding a group of Morgan owners in Memphis, TN that apparently organized and called themselves MOG SOUTH. Members named mentioned were John and Mary Jane Webb and Richard Levy.

Does any current member know any of these folks and if they are still active Morgan owners?

**Super Dave and Marilyn Bondon** have announced the engagement of their son **Morgan to Cassie Hayes**. The wedding will take place in New Jersey March 12, 1999. Congratulations to the Bondons and Cassie.

**Adam Johnson** and three friends from JMU completed their cross-country bicycle trip on August 7. They bicycled 4,000 miles in ten weeks, starting in Clayton, GA. the Saturday of the Spring Meet, May 23 and completing the odyssey in Seattle, WA.

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*Thank you to Super Dave Bondon, Fred Sisson and Caroline and Charlie King for the contribution of your articles. Contributions are welcome and solicited. You may Email your articles to randy@monoexpress.com or snail mail to: 1794 Fair Oaks Place Decatur, GA 30033-1449.*

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Photos this issue courtesy of Fred Sisson and Marilyn Bondon. Thank you !

## The right tool for the job

**Mechanic's knife:** Used to open and slice through the contents of cardboard cartons delivered to your door; works particularly well on boxes containing convertible tops or tonneau covers.

**Electric hand drill:** Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling rollbar mounting holes in the floor of a sports car just above the brake line that goes to the rear axle.

Peter Egan *Side Glances* Road & Track  
April 1996

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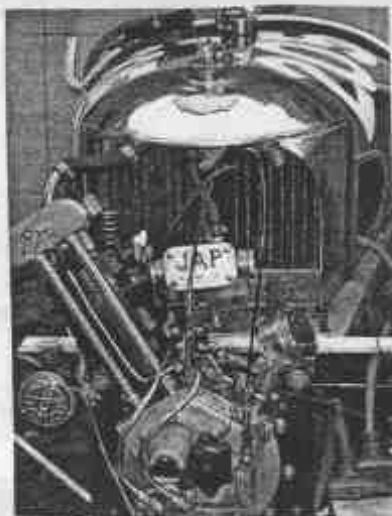
(Answer: Fred Sisson)

OA Place	Car #	Driver	Hometown	Car	Qualify Fast Time	Laps completed	Start Position	Race Fast Time
1	3	Fred Sisson	Norcross GA	Morgan F Trike	3:05.762	8	2	2:55.762
2	37	Kevin Pampuch	Wilmington DE	Dryer Sprint	2:48.840	7	1	3:02.191
3	46	Wm Rule	Wilmington DE	Ford A Speedster	3:15.322	7	6	3:04.609
4	583	Carlton Shriver	Sharpsburg VA	Morgan 4?4	3:25.432	6	7	3:19.438
5	71	John Able	Mendain NJ	Dellow	3:14.499	6	5	3:21.476
6	101	Steve Breshnahan	Harpers Ferry WV	Dellow	No-time	6		3:21.256
7	33	Peter Olson	Roswell GA	Morgan JAP Trike	3:35.101	6	9	3:30.651
8	370	George Vapaa	Wilmington DE	Morgan JAP Trike	3:32.465	6	8	3:33.783
9	32	David Elcomb	Kingsville ON CAN	Morgan JAP Trike	3:49.992	6	12	3:42.355
10	43	Benny Sorbello	Gibbstown NJ	Salmson	3:45.960	5	10	3:45.596
11	35	Martin Beer	ONT CA	Morgan F Trike	3:09.058	4	3	3:03.510
12	746	Chris Towner	Orleans MA	Morgan F Trike	3:09.608	2	4	3:07.190
DNS	77	Fred Able	Clifton NJ	Dellow	No-time	0		
DNS	205	Alec Knight	ONT CA	Morgan JAP Trike	3:46.090	0	11	

Pittsburgh Vintage Grand Prix July 19, 1998 Pre-war Class 2



The World Famous, etc. MOGSouth team "on the road". Mark Campbell is already working on a trailer modification to fit a third trike for next year's race.

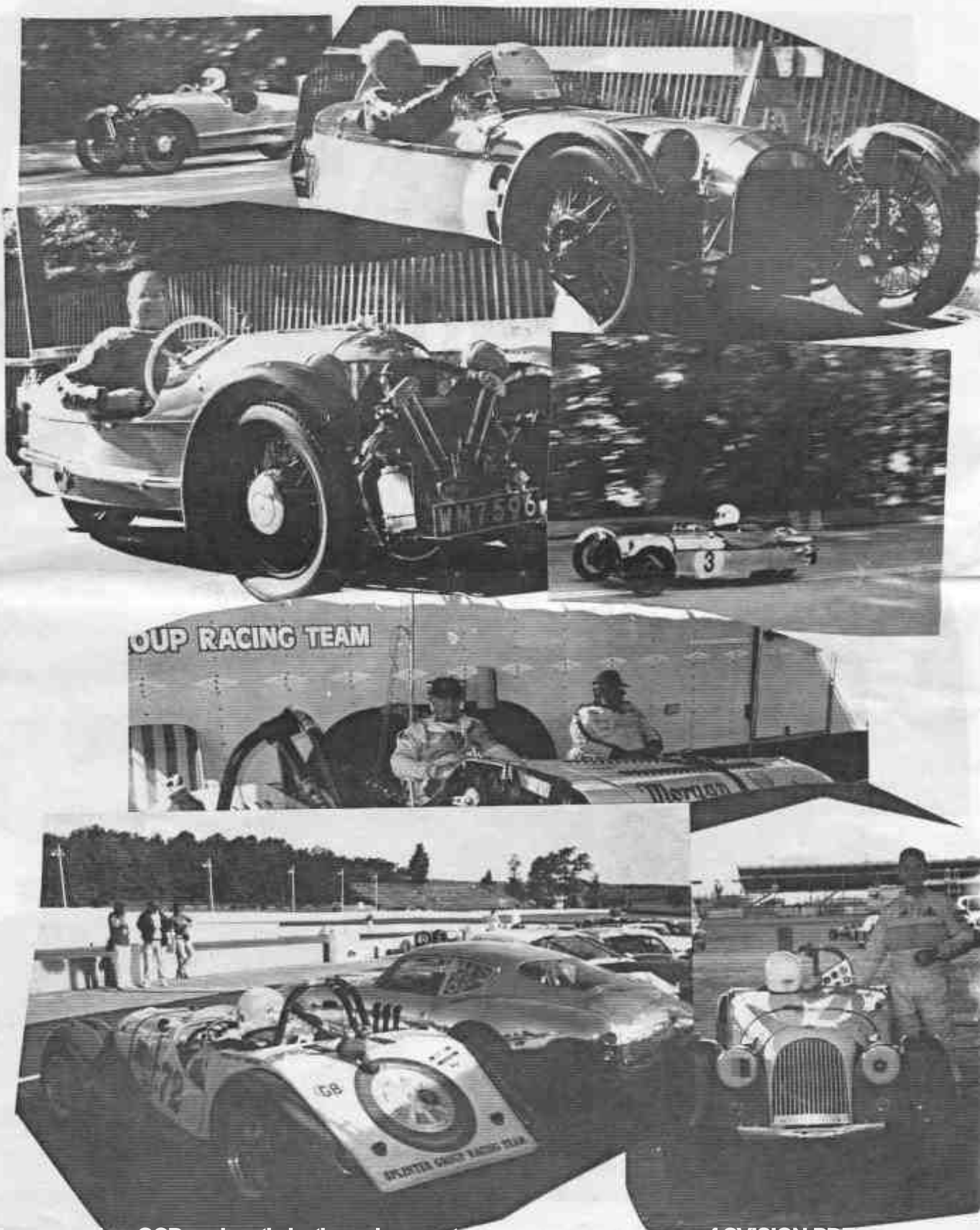


Alec Knight's JAP engine after it launched a jug into the weeds during qualifying



Chris Towner, Fred Sisson and Dave Elcomb in the pits

# MOGSouth Racers at Pittsburgh and Watkins Glen





MOGSouth Spring Meet May 22 and 23, 1998





# EURO '98 Auto Festival



BMW invites you to their Manufacturing Plant and Visitor's Center, The Zentrum, for a weekend gala of European Motorcars, Oktoberfest food and beverages, and special events. The Zentrum has new and fascinating transportation exhibits to experience. Tours of the manufacturing facility will be available to pre-registrants. Special Guests from the automotive industry will join in the event.

Emphasis will be on diversity. The festival is being organized by many clubs enthusiastic about different Marques and eras, but with a shared excitement about collectible cars. There will be class awards and special corporate awards at the show, driving events with prizes, and a special birthday party for Donald Healey's 100th.

EURO'98 is pleased to benefit the disaster relief efforts of The American Red Cross. Generous Sponsors have agreed to underwrite much of the festival's cost so the fees you pay will be returned to the local chapter in your home state. It is a wonderful way to have a great time and help someone else.

Alfa  
Romeo



## ACTIVITIES

### FRIDAY, OCTOBER 16

- BMW Plant Tours for pre-registered Participants
- Show registration at the GREENVILLE HILTON
- Reception
- Hospitality suite at the GREENVILLE HILTON
- Outside Security provided at the GREENVILLE HILTON

### SATURDAY, OCTOBER 17

- Car show, sponsor displays, vendors
- Oktoberfest Lunch available on site
- Driving event
- Judging and awards
- Banquet with Guest Speaker and Special Awards
- Hospitality suite at the GREENVILLE HILTON
- Outside Security provided at the GREENVILLE HILTON

### SUNDAY, OCTOBER 18

- Driving events at BMW Zentrum and Prizes
- Lunch available on site
- Goodbyes



## REGISTRATION FORM FOR EURO'98

Name: \_\_\_\_\_  
Last First M.I.

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_

Car Club Affiliation: \_\_\_\_\_

1st Car: \_\_\_\_\_  
Make: \_\_\_\_\_ Model: \_\_\_\_\_

2nd Car: \_\_\_\_\_  
Make: \_\_\_\_\_ Model: \_\_\_\_\_

BMW Plant Tours - indicate the number of people in requested time slot. As time slots fill, you will be scheduled in the next available tour. There is no charge - limit two (2) tours per registration. No Children under 12 years.

### FRIDAY, OCTOBER 16TH

9:30 a.m.	9:45 a.m.	10:00 a.m.	10:15 a.m.
1:30 p.m.	1:45 p.m.	2:00 p.m.	2:15 p.m.

Event Registration \$25.00 \$ \_\_\_\_\_ \*  
(Includes one car)

Each additional car \$10.00 \$ \_\_\_\_\_ \*

Friday Reception No Charge No. Persons: \_\_\_\_\_

Saturday Banquet \$25.00/person No. Persons: x \$25.00 = \$ \_\_\_\_\_ \*

Rally \$5.00/car No. Cars x \$5.00 = \$ \_\_\_\_\_ \*

\* TOTAL \$ \_\_\_\_\_

CHECKS PAYABLE TO: TREASURER EURO'98

\* Registration, event and purchase fees are not refundable or transferrable.

\* Meal/function reservations required by Monday, October 12.

Indicate if you will require parking for a car trailer at BMW site on Saturday (Yes or No) \_\_\_\_\_



Release and Waiver: In consideration for the right to pay the event fee and participate in EURO'98, the undersigned hereby releases EURO'98, its organization, members, hosting hotel and event sponsors, from any and all liability resulting in damage to my car(s) and/or property, and/or person while traveling to or from or participating in the above event. My car(s) is/are covered by suitable liability insurance.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

MAIL CHECK & REGISTRATION FORM TO: TREASURER, EURO'98, P. O. BOX 258, ANDERSON, SC 29622-0258



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1794 Fair Oaks Place  
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MOGSouth FALL MEET  
NASHVILLE

OCTOBER 2, 3 AND 4 1998  
TENNESSEE

050 HC 152 8548 08/14/98 01:23

