

# SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 6/08

## MCCDC's MOG 38

July 3-6, 2008

## Shepherdstown, West Virginia

As has become the norm, the MCCDC MOG 38 event was held over the 4th of July holiday weekend in Shepherdstown, West Virginia. MOGSouth was well represented with a good number of members and some really exquisite Morgans. Carl and Bev Shriver, Joe Speetjens with his recently revamped +8+, John Bigler, Ron Davis, Rick and Sam Frazee, who rode up from Florida on the Autotrain with us, Bob and Lani Steele, Andy and Anne Leo with their beautifully restored 4/4, Pat and Judy Buckley and Rich Fohl with his Plus 4 SS. And of course, Andrea and I were there.

If modern geography doesn't fail me, I believe we had the great states of Florida, Mississippi, Carolina, Georgia, Virginia, and Maryland represented by MOGSouth participants.



Peter Ballard's Wonderful 1933 Sports  
The Only Trike at MOG 38

Photo Courtesy Rick Frazee

Andrea and I once again chose to travel to the MOG from our Orlando home on the Autotrain. This year however we were a bit more prepared. We checked in early, meeting Rick and Sam Frazee at about noon, and got our tickets, berth assignment and picked our choice of dinner seating. We picked 7PM. The others were a tad too early or too late. The Autotrain is a bit like a cruise ship with its accommodations, dinner seating and the like. With time on our hands and all the essentials taken care of, Rick, Sam, Andrea and I headed to lunch at the Willow Tree Café in downtown Sanford. The Willow Tree Café is an anomaly for sleepy, little Sanford. It is a German restaurant which, in itself is somewhat odd for this part of the country, and it is always packed. It was Wednesday lunch, in the middle of the week, but you would have thought it was a Friday night. Go figure . . .



Well, after a leisurely lunch, we piled in the cars and headed back to the train. We processed through the loading gate and the Morgans were loaded onto the train transport cars by the Amtrak drivers at about 1:45. We walked down the tracks and found a shady spot to wait outside our sleeper car. After a bit, we boarded the train, found our berths, dumped the bags, and headed to bar car for wine tasting and cheese sampling. Then a quick clean up and dinner at 7PM. I had a lovely NY strip steak with baked potato, and some vegetables that were, well, a bit over done. But after a few glasses of wine in the bar, I had forgotten the soggy vegetables and probably a good bit more.



It turned out we were quite tired from all the car prep, packing and general hassle of getting this adventure off the ground, so it was back to our berth for an early turn in.

We arrived in Lorton a little early, around 8:30AM, which was good. We'd get a jump on the drive up to Shepherdstown. Well that's what I thought. Little did I know, after some 200 cars, the two little Plus 8s would be the last cars unloaded from the train. We even got the 'last car off' gifts - Amtrak coffee mugs! All we needed was a steaming cup of hot coffee in that 90°F heat. We checked the cars, the bags, and reloaded what we had removed for the train. We then headed North. Again, our plan was to take I-95 North to I-495 (the DC Beltway) and then head north west on the Dulles Toll Road. Probably not the best plan for an enjoyable Morgan drive, but it worked.

That route to Shepherdstown takes us through Leesburg, VA and Leesburg is where Carol Estes lives. Carol is a long-time Morgan owner, and the previous keeper of our silver and burgundy '71 Plus 8. Carol hadn't seen the car in some 5 years, as I picked it up in 2003 when she was off on a trip. We stopped by for a chat and lunch. Funny thing, the car wouldn't start when we tried to leave Carol's. Perhaps a weird Morgan moment or the car just wanted to stay with Carol a bit longer?? So we went to lunch. Anyway, it was a bitter-sweet moment for Carol to see her old car again, but it was a nice chance for us to catch up. She promised to come out to the Concours on Friday if she could work her schedule appropriately. Well, Rick and I had dreamed up all sorts of diagnoses and plans for the supposed failed Morgan, but the car started right up after lunch (?) and we were off once again.

We motored on from Leesburg, detoured though Hagerstown (don't ask why), and there in the traffic, Rick's Plus 8 exhibited its fuel starvation problem, once again. Last year he had the same problem on the way back to Lorton from the MOG and it was eventually diagnosed as a bad fuel pump. Well this time Rick had a spare pump, and it was quickly fitted. It was about that time that my car started whining . . . and it got louder as we went. Good thing we were only some 25 miles from Shepherdstown. We finally pulled into the Clarion and we were met by Richard Lipski and he listened to the loud whine and reiterated Rick's suspicion that the alternator bearing was failing in the heat. No problem, I thought, as Penny Bates (Olde World Restorations) or Linda Eckler (Morgan Spares) would soon be there and would have the needed part. Nope. As we were looking into the Holiday (Friday) we couldn't be sure that we could source an old Lucas alternator locally, so Penny touched base with her contacts; but they couldn't respond until Saturday. Friday was the Concours and we weren't going anywhere so we didn't mind waiting.



Thursday evening MCCDC hosted a noggin outside the hotel bar. They had the traditional keg of beer (actually good beer this time) and box-o-wine. And they even spiced it up with cheese, crackers and veggies. Not too bad. We chatted some with those we hadn't seen for a while - Ron Davis, Scott Willoughby and Martin and Steven Beer, and others. Then after a few beers we gave up and headed off to bed.

The Concours was at the hotel, on their front lawn, this year. Perhaps, Morgan Grove Park, the past Concours venue, was not available this year. With the car count down a bit, the hotel lawn was sufficient. It also provided a very convenient facility for drinks, washing up, etc.

All the cars on the Concours field were wonderful. It's great to see a diverse collection of Morgans, in all their glory, displayed for the crowds. The varieties of marque started with Peter Ballard's lovely 1933 Sports trike and proceeded through the years with Carl Shriver's prewar Series 1 racer, a flat rad four seater, several Plus 4s, to include two lovely DHCs and a good number of Plus 8s. Rick Frazee's 1970 narrow bodied Plus 8 was the earliest Plus 8 on the field and I believe Alan Marsh's two tone blue 2004 35th Anniversary car was the latest. Not to discount the other great cars on the lawn, Joe Speetjens brought his +8+ with the LS3 motor recently modified by Bill Fink. A personal favorite was the superb 4/4 that Andy and Anne Leo brought. It was fabulous and in my book worthy of Best of Show. Andy said it took 6 years, and it looked like he used every bit of it, to the very utmost. Very well done. John Shealy's new Plus 8 race car drew a big crowd, as did Rich Fohl's Super Sports and Richard Lipski's recently built autocross car.

In addition to the cars, there were the normal parts vendors Morgan Spares and Olde World Restoration. Even Ron Naida of Bonnet's Up was there with a few boxes of stuff and a few wire wheels. I haven't seen Ron in 15 years, although I hear of his exploits from Richard Lipski and Ed Zelinski. In those days, Ron had a very rare and very pretty cream and caramel 4 Seat DHC that subsequently went back to Europe. Carol Estes did make it out and a few other Morgan personalities whom we hadn't seen in ages also came down.



Weather protection for the Ballard Trike

Photo - Rick Frazee



Richard Lipski's muscular new autocross car



Joe Speetjen's +8+ and the potent LS3



The exquisite engine compartment of Andy Leo's 4/4

Photos except as noted - Mark Braunstein



The rain threatened in the early afternoon and we buttoned up the car, leaving it on the lawn and retired to the bar for a beer and then a nap, before dinner.

Dinner reservations were at the Yellow Brick Bank, in downtown, and we were joined by the Richard Lipski and Peggy Morris and Rick and Sam Frazee. A lovely restaurant, another great meal, and really good Morgan friends. Very hard to beat. Back to the bar at the Clarion for a beer and then off to bed. (There seems to be a pattern forming here.) Autocross and other things were planned for Saturday.

Well, Saturday morning came and the promised update on the alternator from Penny was in. Nothing definite before Monday and no guarantees. Well, Richard Lipski remembered the stock at Ron Naida's shop and he knew he had what I needed. A three hour trip there and another three hours back, and he had the offending part. Richard put the alternator on the Plus 8 and it was quiet and charging. Both good signs. Thank you Richard. (PS I still owe him the money for alternator.) Saturday was the day of the autocross, but without a car, I couldn't even go watch. Given the smaller crowds, there were only two and half heats and they finished early. The crowd returned while we were installing the alternator. Rick and Sam had spent the day out and about antiquing and their fuel starvation problem recurred. This time Rick traced it to a collapsed rubber fuel line. It was quickly bypassed and appears to be the culprit. Rick bypassed the problem and plans to re-work the complete fuel line when he gets back. Again, the pleasures of Morgan ownership.

The noggin was again planned for the back porch of the bar, but the rain came and it moved inside. The club auctioned off quite a bit of old odds and ends, t-shirts from past MOGs, posters and hats from the dealers, and the like. Actually, good fun watching the folks bid on stuff you know they really don't need.

Sunday was the day for the tour. It was not the typical Time-Speed-Distance (TSD) rally but rather a 'scavenger hunt' with questions about things seen along the route. The roads chosen were very pretty and the questions were interesting to say the least. The car ran well with the new alternator, although we had forgotten to top up the fuel and started the tour on "E". We scared ourselves early on, not seeing any gas stations, so we circled back to Shepherdstown to get fuel and reran the early part of the tour again. We finished a little late, but really enjoyed the route, met in the Bar for a beer and then a quick nap. The Awards Banquet was Sunday night and the Clarion did a nice job with the buffet.

A few interesting remarks, a few jokes, and a few announcements. Tom Warden, this year's MCCDC President, announced the club plans for next year, the 100th Anniversary. MOG 39 will move (finally!) to a historic hotel (<http://www.stonewalljacksonhotel.com>) recently restored in Staunton, VA. The Shepherdstown venue is good, but after 6 years, it is getting a bit too familiar. This is also to be the 50th Anniversary of MCCDC. And, then the event awards were announced.

We enjoyed the banquet, and the following Noggin. Another nice MOG event. The cars are always superb, but it is the people we come to see. Special friends make this meet a wonderful event for us (and the Autotrain makes it accessible.)

Monday morning came early and we packed the two Plus 8's and headed south. We wanted to be sure we had time for the all too common malfunction. We altered our route to Lorton this time to bypass the highways, and to take what we thought were back roads. Boy, northern Virginia has changed since we lived there in the



Ron Davis and Rich Fohl - MogSouth Members at the Banquet



John Sheally's New Race Car - Best of Show - Congrats!

early 1990s. The back roads were multilane affairs now with a lot more activity and lights; but it wasn't a bad way to go. Better than the highways we took going into Shepherdstown. We got to Lorton in plenty of time, so we went to the Amtrak station to check in and get our assignments. Once done we drove by a few old haunts in the area, had a nice lunch, and then finally headed back to the Autotrain. The loading process was much the same as before, and we had an relatively uneventful trip back. I think we all enjoyed the trip immensely but were tired and ready to be home. We talked of next year and have already got our plans in work. The 100th will be very special. You're going to want to be part of this event . . . stay tuned.

*Mark*



## CONCOURS

### PLUS 8 CLASS

- 1 Martin Beer
- 2 Rod Wilkinson
- 3 Scott Willoughby

### PLUS 4 CLASS

- 1 Larry and Linda Eckler
- 2 David Hooker
- 3 Miichael Katz (Sorry if spelled incorrectly)

### Peter Morgan CLASS

- 1 Lenny Mendell
- 2 Bruce and Shelly Menkowitz

### 4/4 CLASS

- 1 Andy and Anne Leo

### NEW CARS (Post 1996)

- 1 Tom Hooker (Tied)
- 1 Deb Atwood (Tied)

### Roadster CLASS

- 1 Joe Topinka

### FOUR SEATER CLASS

- 1 Brian Morgan

### DRIVER CLASS

- 1 Lorne Goldman

### COMPETITION CLASS

- 1 John Sheally

### DHC CLASS

- 1 Sheldon Hofferan

### 3 Wheeler CLASS

- 1 Peter Ballard

## AUTOCROSS

### Plus 4

- 1 Steve Beer
- 2 Bill Willoughby
- 3 Rene Willoughby

### Plus 8

- 1 Martin Beer
- 2 Scott Willoughby
- 3 Don Allen

### Roadsters

- Lee DeBrish  
Robin Hyman

### Drivers 4/4

- 1 Tom Warden
- 2 Trevor Davies
- 3 Leo Basile

### Prepared

- Morgan Fuller

### Fastest Time of the Day

- John Sheally

## GYMKHANNA

### DRIVER

- Deb Atwood  
Nelson Warner  
Don Allen

### NAVIGATOR

- Robin Hyman  
Paul King  
Kathy Allen

## FARTHEST IN A MORGAN

### DRIVER

- Bob Nogueira

- Texas

## SCAVENGER HUNT

### DRIVER

- 1 Trevor Davies
- 2 Rick Frazee
- 3 Scott Willoughby

### NAVIGATOR

- Kathy Jackson  
Sam Frazee  
Millie Adams

MOG38 AWARDS

MCCDC

[My apologies for any spelling errors or incorrect listings. Ed.]





# Theatre Made from Steele

Excerpts from the article by Kelly Caldwell, *Lake Wedowee Life*, June/July 2008.

If the movie *Field of Dreams* was about acting instead of baseball, the Steele family in Clay County could definitely be the stars.

"We have always been involved in theater," Robin Steele-Thornhill said. "As a family we would do plays and my goal was to have my own theater." The 25-year-old realized her dream in 2006, when the Ashland Theater re-opened for the first time in more than 35 years. A theater major at Huntington College in Montgomery, Steele-Thornhill developed her love of theater that was first born through the Clay County Arts League and now along with her sister, parents and husband have brought back Ashland Theater like a Phoenix rising from its ashes.

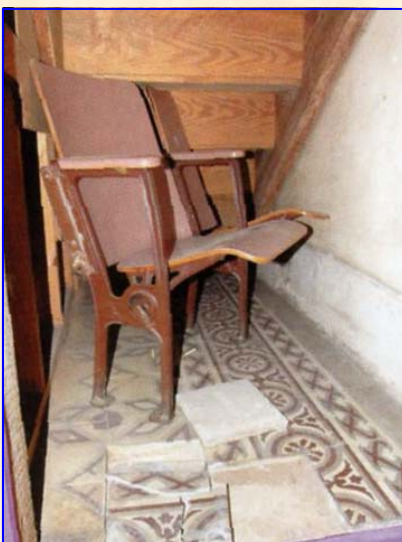
"When we walked through the first day, we couldn't imagine how long it would take to turn it back to a theater," Lori Steele, Robin's sister and co-owner, said. "It had been office space when we bought it. The floor had been leveled and we knew there was a lot of work ahead of us."

The Steele family bought the building in 2005 and spent the next year and half bringing the theater back to its shining glory. "We thought it was going to be a slow process," Robin said. "But the pieces came together and people came out wanting to help. Before you knew it the basics of this theater were done."

Renovation was not an easy process and it became more challenging when the group got to the stage. "We originally thought we were going to be able to keep the stage" Lori said. "But after we brought the floor back to a theater floor, we discovered the stage was not salvageable."

Looking on the bright side, it turned into a good thing because the stage has been customized with hideaway stairs. The only original theater architecture remaining in the revival are the lights in the foyer, the tile flooring in the area under the VIP staircase and the ticket booth. "It will always be a work in progress but the basics of this theater are complete," Lori said.

The family was also adventure-some when it came to furnishing the theater. "The seats and curtain came from a theater in Vidalia, Ga., and one of the spotlights actually came off a ship," Robin said. "We also have an antique spotlight that came from a theater near Pigeon Forge, Tenn."



The Mardi Gras motif of purple, green and gold was not in the original design of the theater, but according to the sisters, many people come to theater saying it looks just like it did back in the day.

The Steele family hosted the grand opening of the Historic Ashland Theater in November 2006 with musical performances by area artists and the theater has been an active venue ever since. The following month the theater presented *Gift of the Magi* and have had several plays and performances since. "The biggest thing that has worked for us to get people in the door has been plays," Robin said. "And, that is ultimately what we want to do more of anyway."

In July, the theater will host a drama camp on Saturdays as a chance to teach youth the joys of drama. "Our main vision is to bring together the community and working with children," Robin said. "I think there is a real disconnect in Alabama for the arts. We want to showcase the talented artists and those talents sometime don't get tapped into as much as they

Article and Photos Kelly Caldwell

~ Continued on Next Page ~



should. "Another vision we have is to help high school kids get scholarships for theater," she said. Being able to run lights and make costumes are skills that can make students scholarship eligible. The camp we offer will be more advanced in terms of taking it to the next level for those really interested in learning drama skills."

The Steele family has been active in the Clay County community for numerous years, and they feel the theater is just another way to give back.

"We would like the community to feel this is their theater, too," Lori said. "We want people to really support each other and build this community. We have gone out on a limb with this because no one has done this locally, and it is exciting and scary at the same time"

The theater is also available for rental for private viewings of movies or parties. For more information go to <http://www.theashlandtheater.com>



Thespian family: Robin Steele-Thornhill (left) and her sister Lori Steele

Photos Kelly Caldwell, Lake Wedowee Life June/July 2008

*[Bob and Lani Steele and their two daughters (Lori and Robin) are longtime members of MOGSouth. Those of you that participated in the May 2006 Sprint Meet in Oxford, Alabama (hosted by Bob and Lani) remember stopping by the Ashland theatre as part of the drive back to the hotel from lunch at Red's Catfish. It's wonderful to see the restoration and an obvious benefit to the community. I know that MOGSouth will definitely want to revisit the Ashland Theater the next time we are in the vicinity. Ed.]*



*For those occasions when more horsepower is needed...*



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# THREE IF BY AIR

by Ellis King

The British contingent left England by air on 29 May 2008 and landed at Washington-Dulles on the same day. The group included nine persons and six Morgans. This group had previously traveled the entire length of US Route 66 on their first American Morgan trip in 2004. Included on the trip were Geoff and Lesley Clark, retired QS and property administrator, respectively (red 2005 Morgan +4); Stuart and Irene Jones, senior police officer and para-legal (blue 2007 Morgan +4); Alan and Jenny Morgan, retired engineer and nurse (red 2000 Morgan +8); Peter Keam and Peter Plaxton, retired RAF and civilian NATO officers (green 1998 Morgan +4); and Frank Wingate, retired local store owner (silver 1995 Morgan +4). The Morgan's had been shipped earlier and were being held at Customs in Newark, NJ. After spending three nights in Washington, DC, the group traveled by train to Newark, retrieved their cars and began their road trip.

Their itinerary included Clinton, NJ; Strasburg, PA; Gettysburg; Shepherdstown, WV; Fort Royal, VA; Staunton; Roanoke; and Floyd, VA. Floyd is located approximately 130 miles North of Blowing Rock adjacent to the Blue Ridge Parkway. After leaving Floyd they were scheduled to stay overnight at the Green Park Inn in Blowing Rock on Friday, May 13<sup>th</sup>, before traveling on to Asheville the next day by way of the Parkway. After learning of their scheduled stop in Blowing Rock, I contacted the organizers and invited the group to our home followed by dinner at a local restaurant and the invitation was accepted. They phoned from Floyd on Thursday evening to say that they would arrive in Blowing Rock around 4:00 pm. I explained to them that there was a new detour on the Parkway that was clearly marked, but very misleading and that we would meet them in advance of the detour and accompany them to the Green Park Inn. Accordingly, on Friday afternoon Norris Haynes and I waited for the UK Moggers at a scenic overlook and then guided them to the Inn.

Later that evening, David Chiles and Norris picked the UK Moggers up in their Suburbans and brought them to our home for refreshments and an opportunity to meet some US Moggers. The US group included Pat and Judy Buckley, David and Sarah Chiles, Mae Councill, Norris and Susan Haynes, Andy and Anne Leo, Jack and Emily Poteet, Gene Spainhour and Pat Harris, as well as Rachel and myself. This large group quickly overflowed our living room and the adjoining deck was put to good use. The UK Moggers were very congenial and new friendships were quickly established. They seemed to particularly enjoy being given free-reign to wander through an "American Home" at their leisure. Rachel had thoughtfully laid in a large supply of Guinness Extra Stout for them. However, the choice beverages of the evening were Amstel Light and Gin and Tonic. Anyone wish to help dispose of the extra Guinness? The time passed rapidly and we soon headed for Chetola Resort and dinner at the Manor House Restaurant, where we had a room to ourselves and could be as loud and obstreperous as we wished. Once again the time passed too quickly and as the witching hour approached; Norris and David returned the UK Mogger's to the Inn.

Saturday morning the US Moggers who had remained in Blowing Rock overnight met with the UK Moggers at the Inn. Photos were taken and some goodbyes were said before departing for Asheville. Norris, Susan, Rachel, and I would accompany them as far as Little Switzerland, where we would meet Dave and Sarah, Lee Gaskins, and John Tulebitz for lunch. After a "petrol" stop, we were soon on the Parkway heading for Grandfather Mountain, the first attraction of the day. Although there had been a weather forecast of possible showers, it was warm and sunny and the drive was pleasant. After viewing the animals and swinging bridge at Grandfather Mountain, we returned to the Parkway and headed for Little Switzerland. We had originally planned to have lunch at the Switzerland Inn.

However, on Friday we learned that because of a previously scheduled wedding party, the Inn could not accommodate another group of our size. David and Sarah saved the day by graciously hosting the lunch



Photos courtesy John Tulebitz



at their mountain home in Little Switzerland. Shortly after leaving Grandfather Mountain, we called David to let him know we would be arriving soon, and he informed us that it was pouring down rain at his house. We pulled over at the next turn-out and everyone raised their tops and put on their side curtains, except Norris and Susan who had neither for their Flat Rad. They donned their rain slickers and we forged ahead. The bottom fell out and it poured. Dave and Sarah had a fire going when we arrived and everyone was able to dry out. John Tulebitz and Lee Gaskins had arrived prior to the rain to join us for lunch. We had a very nice lunch and Sarah forced me to eat a double serving of her chocolate dessert. She sure knows the way to a man's heart.

The UK Moggers reluctantly left for Asheville during an almost break in the rain, followed shortly after by John and Lee. Norris and Susan again put on their rain gear and we began our return to Blowing Rock. It poured down again and Norris and Susan were soaking wet before we reached our home.



The UK Moggers drive through the heavy rain was not a pleasant one. However, they had no difficulty following Dave's directions for avoiding the next Parkway detour and arrived safe, but wet, in Asheville.

After leaving Asheville, the group visited several cities, including Gatlinburg, TN; Nashville; Savannah; Memphis; Tupelo, MS; Vicksburg; and Natchez, before spending their final four nights in New Orleans, LA. They returned to England on 12 July 2008. The Morgans would follow later.

Regrettably, the limited number of digital photos that I took during the event are now lost in my computer. However, some good photos are available for viewing on the MOGSouth website (<http://www.mogsouth.com>), and click on *Photos* and select *Brits at Little Switzerland* (photos courtesy John Tuleibitz) You may also find a running commentary on the trip at <http://sandi-ny2no08.blogspot.com/>.

~ the end ~

## ■ Condé Nast Portfolio.com - July 2008 - Phil Scott - Hand-Built and High-Tech

- *'Eric Sturdza was always intrigued by Morgan Motor's sexy, low-slung cars. "I've seen many times the traditional models from Morgan, and I always thought the aura was beautiful," says the president of Banque Baring Brothers Sturdza. "But I thought the chassis was in wood, and I heard the suspension was terrible, so I never looked very much into it."*

*At the 2000 Geneva Auto Show, Sturdza got a look at Morgan Motor's Aero 8, the company's first new design since 1948. But he wanted a few minor changes to the features—left-hand steering instead of right, for instance. That wasn't a problem given that Morgan, a privately owned British automobile manufacturer, builds all its cars by hand. But it does have a reputation for making its customers wait. And wait.*

*"They told me I would receive it in one year's time," he says of the company that has been known to leave customers cooling their heels for a decade. "And, of course, I waited three."*

## The Morgan World - Issue 23 - Melvyn Rutter - Motor Show Geneva Here We Come

*"The little 4/4 Sport is an entry level model with tan leather as standard, 1.6 liter Ford Sigma engine, black wire wheels and a choice of colours. The choice of body colours is limited to black, off white, Le Mans green, dark blue and as seen on the stand, mid grey. Priced at £ 26,026 means it should attract perhaps either a lower group wh have always lusted after a Morgan but could not quite afford one or the person advancing in years who has fancied one for ever and can now decide to take the plunge without draining the bank balance too much."*



## 9/8ths Whitworth

### Ongoing Restorations and Such

*This is a note and a few photos I recently got from Dave Moffett on the status of his ongoing restoration. He is obviously making progress, doing much of the work himself, and from the photos, he is doing a superb job. Like many of us, Dave has a full time job, flying for Delta, but the car should be on the road very soon. Mark*

Mark,

Sorry it's been so long since the last update but the fact is, there was not much to update until recently. The project goes from the front to the back burner frequently. Installing smoke systems on mine and a friend's RV-4s right now, but once that's done the Morgan will be on the front burner again. By the way, we had a nice Fly-In at Peach State Aerodrome on the 7th and the local antique auto club had some nice vehicles there. A very nice young lady named Sheila Hull said to tell you and Andrea hello. She was in charge of the car parade.

I've got a rolling chassis now. With the front end components powder coated, the tires mounted on their new wheels, and the differential seals installed, it was time to start assembling the whole shootin' match. I plan to assemble everything and get a decent fit on the body panels, before taking it all back apart to powder coat the chassis and paint the body metal. Reassembly will be like walking on egg shells trying to keep from scratching anything. Squeezing those front springs was scary. I don't want to do that again. If it ever has to come apart again, I'll hire it out. My home-made spring compressor worked OK, but one side turned loose once and I still have a black finger nail to prove it. It has de-cambering plates on the bottom, made by a local machine shop to the "Bedside Reader" specs. I had to make a pair of those little stabilizer rods that go from the bottom of the front end to the chassis. My "basket case" didn't even have them. Gonna make a pair of top stabilizers, too. Not sure if they are really necessary, but they sure look like they would be.

Just like the little gussets on the first cross member on the chassis. I saw them on Stu Mosbey's 1985 +4 and thought they would be helpful as well; so I welded a couple onto mine. This is a Don Simpkins chassis and it's one gauge thicker than original. I guess all this is why the old one had been welded a few times. It was a mess. Don's chassis is just about perfect; very good dimensionally and very good welds.

I'm still trying to decide whether to spend the money for a Gemmer steering box or try to adapt a Vega hotrod steering box (or some other after-market device). Not sure how to proceed except to get the correct ratio and make sure it'll work with a forward-of-the-axle tie rod. Any suggestions would be welcomed. The old Bishops box seems kind of loose and I've heard lots of bad things about the old ones. This one's a '58 and it's had a hard life. Hill climbs in the sixties, I'm told.

I just want to finish getting all my components overhauled or replaced so assembly is all that needs to be done. I hate fixing and assembling at the same time. Doesn't work...takes longer. Waiting for items to be shipped sure puts a damper on progress when you're on a roll.





The engine is overhauled. That was relatively easy. That little Triumph TR-4 is a bullet-proof motor and very simple. It was really kind of fun. The Moss box is finished, as is the rear axle and drive shaft. Sorry...prop shaft. A prop is something totally different to me. That engine didn't come on this car in '58, nor did the spoked wheels and disc brakes. They were 48 spoke wheels though, and I replaced them with 60 spoke wheels with heavy spokes. It sure is nice to see it on wheels, though. Really does wonders for morale. I'm pretty fired up right now, and laying stuff on the chassis is a lot of fun. Running brake lines, fuel lines, and wiring is more my cup of tea. This is when a project gets to be fun...when you begin to actually SEE progress.



By the way: I had to replace the fuel tank. The old one had a loose baffle, and there's no way to fix that without cutting into the sheet metal; not good on a fuel tank. I had been told that this car raced at Sebring in '58 when new. Well, it had a 25 gallon fuel tank!! Obviously a special order. Can you imagine this thing, a bustle-back, high cg little car running around the track with 170 lbs of gas sitting up that high in the rear end? Wow. Must have been like landing a tail-dragger in a strong cross wind.



Hopefully this project will be finished before another year is up. I'm going to try anyway.

Best Regards,

Dave Moffett  
'58 Plus 4, 3872

## Two 1959 Plus 4s for Sale



1959 Plus 4 DHC # 4255



1959 Plus 4 4 Seater # 4286

Bob Steele has decided to sell his two 1959 Plus 4s. Bob has owned these cars for some 30 years and they have always been a pair. He has other commitments on his time, not to mention the Plus 8 still in the stable, and just doesn't have the time to devote to the Plus 4s. He is selling them as a pair for \$65,000. If you would like a matched set of 1959 Plus 4s, contact Bob at PO Box 216, Lineville AL 36266 or give him a call at (256) 488-5661.



## Very Special Morgan For SALE

Model Series 1 - CAB 652  
 Engine Standard Special  
 Registration 1938  
 Colour Green  
 History Factory TT Replica  
 Comments Fully documented  
 See [www.morgan-spares.com](http://www.morgan-spares.com) for complete history  
 Contact Morgan Cars of New England and Morgan Spares Ltd for more Information or see their advertisement in this issue for a phone number.



## Rare Morgan For SALE Recently Completed 1936 F4 Racer

Folks,  
 I've decided to sell the 1936 F4 Morgan trike. It's a totally new car with new tub, skin and lots of other components. Let me know if you know anyone who may be interested. Price is Negotiable. Thanks, Bill Stelcher - (941) 928 0006

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## FACTORY NEWS

Only a few things to report this time.

- The Lifecar is still getting good press and was shown in early July at the Goodwood Festival of Speed's new 'Tech' exhibition that focuses on environmental issues and the future of the automotive industry and is to be shown again at The British International Motor Show in London, 23 July through 3 August 2008.
- The Factory has also created a wonderful array of Centenary commemorative items for sale through the dealer network and over the web. You might want to peruse the web site and select a few items from the 'Collection' to add to your Christmas list. Go to <http://www.morgan-motor.co.uk> and go to the Centenary page.
- Also on the Factory web is a slickly produced marketing video of the Lifecar and AeroMax. Worth the time to watch.



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## 2008 PLANNING DATES

The MOGSouth schedule of 2008 events is as follows. There are still lots of great Morgan activities this year, so get the car out of the garage and have some fun! Also, we've started tracking events for the Morgan Centenary in 2009. If you have contributions to this year's calendar or to the Morgan Centenary in 2009, please send the details to Mark at [series1@bellsouth.net](mailto:series1@bellsouth.net) or [mogsouth@yahoo.com](mailto:mogsouth@yahoo.com).

- **Virginia International Historic Races**, 6 - 7 Sep 2008, VIR, Danville, VA
- **British Car Fayre**, 6 Sep 2008, Historic Norcross, GA
- **Goodwood Revival**, 19 - 21 Sep 2008, Goodwood, UK
- **Petite Le Mans**, 1 - 4 Oct 2008, Road Atlanta, Braselton, GA
- **EuroAutoFestival 2008**, 17 - 19 Oct 2008, BMW Zentrum, Spartanburg, SC
- **Winter Park Concours d'Elegance**, 2 Nov 2008, Winter Park, FL
- **Hilton Head Island Concours d'Elegance**, 30 Oct - 2 Nov 2008, Hilton Head Island, SC **\*\* Morgan Class \*\***
- **MOGSouth Fall Meet**, 31 Oct - 2 Nov 2008, Savannah, GA Hosts - TBD
- **Daytona Continental Historic Races**, Nov 6 - 9 2008, Daytona Speedway, Daytona Beach, FL
- **MOGSouth Christmas Party**, 6 Dec 2008, Hendersonville, NC Hosts - Gene Spainhour & Pat Harris **\*\* Updated \*\***

## 2009 CENTENARY EVENTS

- **Orlando All British Car Show**, 4 Apr 2009, Winter Park (Orlando) FL (**Morgan** Featured Marque)
- **VIR Gold Cup Race**, 12 -14 Jun 2009, Danville, VA, (**Morgan** Featured Marque)
- **Pebble Beach Concours d'Elegance**, 12 - 16 Aug 2009, Monterey, CA (**Morgan** Class)
- **SVRA Watkins Glen**, 10 -13 Sep 2009, Watkins Glen, NY (**Morgan** Featured Marque)
- **VSCDA Elkhart Lake Fall Festival**, 18 - 20 Sep 2009, Elkhart Lake, WI (**Morgan** Featured Marque)
- **MidWest MOG Concours d'Elegance**, Sep 2009, Auburn Cord Duesenberg Museum, Auburn, IN (**Morgan** Featured Marque)
- **EURO Auto Festival**, 16 - 18 Oct 2009, BMW Plant in Greer, SC (**Morgan** Featured Marque)

# MOGSOUTH EVENTS 2008 2009





**(310) 998-3311**



**Ordered and available: The very first**

**2010 Morgan Aero 8 Series IV 4.8**

Automatic! Bentley Porcelain pearl metallic/Black leather seats with Red Ostrich leather diamond pane quilted seat inserts, upper door panels, upper steering wheel and steering column surround and transmission cover; Black mohair top; six louvred (as in Series 3, non Aero America) front wings, fully louvred bonnet halves, silver finish wheels with polished outer rims, body coloured side mirrors, Factory side exhaust or place your own personally commissioned Aero 8 Series IV!

**'05 ROADSTER** British Racing Green exterior, Muirhead Mulberry leather, dark green carpets piped in Mulberry, badge bar, digital Photo Build Book, Roadster Clock, stainless steel prop rods, Lucas driving lights, 35th Anniversary stainless mesh grill, stainless luggage rack, Alpine Stereo CD Green Mohair weather equipment, 1,300 miles, very late example with Factory front bearing suspension and anti dive brake reaction rods. This is the most sought after of all late model Morgans-also, the best!

**'05 Aero 8** Rolls Royce Garnet, Tobacco leather, One local owner sold new by ourselves; all Factory updates, 4.4 liter BMW V8, stunning Rolls Royce Garnet exterior w/ burgandy mohair top, tobacco leather interior w/cream piping; burgandy carpets piped in tobacco leather; burgandy windpiping; Factory side exhaust. Alpine stereo CD; stainless steel mesh trim; stainless badge bar w/ Aero Squadron badge.

**'03 Plus 8 35th Anniversary Edition**, Vin# R13153, 6650 miles, Red exterior, Tan leather with Red inserts and piping, Factory lightweight alloy wheels, Luggage Rack, Tan Factory Spare Tire Cover, Badge Bar with 3 Badges, Tan Mohair top, Bonnet Strap with Mouton, Hood/Bonnet Prop Rods, Pioneer Stereo, Tan Mohair Tonneau, Tan

Mohair Side Curtain Bag, Car Cover. The most collectible Plus 8s and definitely moving up in value with no similar model for the US from the MMC

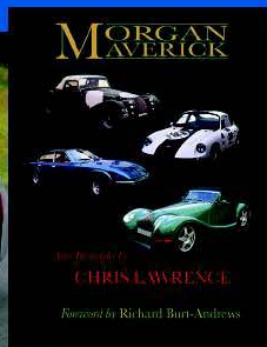
**'02-'03 Plus 8**

Mulsanne British Racing Green/ Tobacco leather piped in Magnifico Cream, 2003 cream faced instruments; Green mohair weather equipment, stainless wire wheels, round exterior mirrors; 3,413 miles; MotoLita wood rimmed steering wheel, badge bar w/Club badges; Alpine stereo CD; wind wings, stainless luggage rack.

**'02 Plus 8** Polaris Silver exterior/Medium Blue leather piped in light grey; Blue top and tonneau w/light grey piping; Blue wingbeading; stainless steel wire wheels, 1.7k one owner miles; Factory Sport Seats; 35th Anniversary stainless steel mesh grill, Morgan logo inscribed double eared knock offs, Stainless badge bar with MSCC of No.Cal. 50th Anniv badge; Exterior door handles; bonnet strap; organ style accelerator pedal; optional sidescreen bag; photo build record; stainless steel luggage rack.

**'02 Plus 8** BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

**'64 Plus 4** Raspberry, Brown Leather, Alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards



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**'58 Plus 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, S. Cal. car.

**'55 Plus 4 Roadster Twin Spare** Extremely rare example restored by Malcolm Schmeer to an excellent show/driver condition. This great example was on display on the Yankee Candle Car Museum for several years. Finished with a stunning yellow exterior and brown leather.

**'55 Plus 4 Four Passenger Drophead Coupe** Blue with tan interior, US supplied, 3 owner car from new; all number match, LHD, original leather in fantastic condition, drives wonderfully Plus 4 Four Passenger Drophead Coupe, "Snobmog"; 1 of 51 ever constructed Beautifully kept example; no rot, no rust, rebuilt gearbox; original owner US Ass't. Secretary of the Air Force

**other marques**

**'72 BMW 3.0 CS** Green coupe

**'65 AUSTIN-HEALEY 3000 Mk1 III** Blue Metallic

**'59 TRIUMPH TR3a** Black, The most spectacular TR3 ever!



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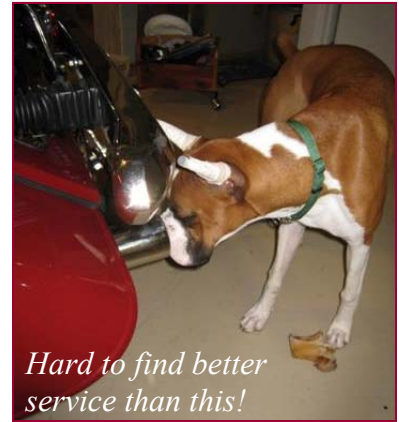




## ROADSTER MODIFICATIONS

Contact Dave to get the factory recommended Roadster modifications that keep the drive shaft from contacting the rear transmission bracket and addresses the coolant leak problem.

*Expert In-House Courtesy  
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*Hard to find better  
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*SuperDave may have a late model Plus 4 in the shop being tidied up. It is rumored that this car may be available for purchase and the current owner would consider any 'realistic offer'. If you are looking for a Morgan to add to your fleet - call SuperDave!*

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

# MOGSOUTH REGALIA

MOGSouth still has regalia items for sale. ~ **CAPS** ~ 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. These new 'Profile' caps can be ordered in tan or black and sell for \$23 Plus S&H. ~ **TOTE BAGS** ~ 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. ~ **CAR BADGES** ~ Lance Lipscomb has MOGSouth Car Badges available at 65\$. New members without car badges - call Lance at (678) 513-8941

**The new Name Tags are in!** Randy ordered an additional 50 MOGSouth name badges and they are available for current paid up members. They are \$8.50 per badge plus S&H. Randy will accept orders via email. Once badge is engraved, it will be mailed and invoiced.

**Call Randy!**



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 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. 6/08  
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**

