

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL.2/03

Spring Meet Enjoys Great Weather!

MOGSouth's Spring Meet was held the weekend of April 11-13 and was ably organized and hosted by Mark and Andrea Braunstein and Ray and Susan Morgan. Headquarters for the meet was the Smith House in Dahlonaga, Georgia.

The weather the week before the meet was awful but the forecast for the weekend said it was to be nice, and that is an understatement. It was fantastic the entire weekend.

The Braunsteins and the Morgans had made arrangements for us to stay at the Smith House, which most of us remember as a great place for family style country dinners but they also have a number of sleeping rooms, making it a great bed, breakfast and dinner location. Mark and Andrea arrived early Friday afternoon and had set up a hospitality area in the parlor near their room. We had plenty of beer, wine, soft drinks and snacks for all those that arrived later in the afternoon and that evening.

Most of us enjoyed dinner Friday night at a pizza restaurant on the square and then returned to the Smith House for more socializing before retiring for the night.

Saturday morning we were to put the Morgans on the Dahlonaga town square by 8:30 AM for an unofficial car show for the local residents and tourists. Mark and Andrea had made up ballots

for a popular vote for favorite Morgan, both for the members attending as well as local residents and tourists. Ray and Susan Morgans Trike and Dwight and Jackie Kinzers Plus Eight won the voting. Congratulations to both! And thanks to all attending as we had 15 cars on the square. A great turnout! And thank you to Katie Morgan and Scott Cummins for counting the ballots and tabulating the results.

We left the square late Saturday morning, caravanning to the Wolf Mountain Winery, about 6 miles north of Dahlonaga. Ray and Susan had made plans for our group to have a wine tasting, a tour of the winery and lunch. The winery is located on a hillside and encompasses approximately twenty five acres. In the building housing the winemaking operation is a lovely dining room where we enjoyed a terrific buffet lunch. One of the highlights of the afternoon was the availability of bottles of the red table wine produced by Wolf Mountain with a commemorative label for the meet. Mark Braunstein designed the handsome label and I believe the winery sold all of the two cases available with the special label.

After lunch we left for a motoring tour of the mountains via the Suches loop, a terrific route through the twisties much favored by the sports car and motorcycle crowds. An added

attraction to the tour was having all of us participate in a Poker Run. All cars, Morgans or otherwise drew cards from a deck at various stops along the route and the car with the best Poker hand at the end of the run/tour was declared the winner. Pete and Shari Olson won with I believe three nines.

The Poker Run/Tour ended back in Dahlonaga at the Smith House early enough on Saturday afternoon that allowed us to go shopping on the square or just relax on the wide porch of the Smith House in their wonderful rocking chairs.

Dinner was planned for that evening in the dining room of the Smith House and we all enjoyed the fried chicken and fixins all served family style.

After dinner we retired to the porch and hospitality area for announcements of the various winners of the favorite Morgan balloting as well as the Poker Run.

Sunday morning again dawned bright and clear and made for a great day to return to our respective homes.

In addition to the usual cast of characters attending the meet it was good to have Bob and Wynell Bruce back on the mainland permanently so they can again participate with MOGSouth activities on a regular basis. It was also good to see Don Simpkins again as well as Oscar and Bonita Roberts. Oscar by the way showed up Saturday morning in a beautiful black Jaguar XK-150 Coupe. I believe Connie Lipscomb was trying to convince Lance how much she needed that car. We were also pleased to see Charlie and Caroline King were able to join us this spring. Top honors for distance traveled in a Morgan, and an F-Type Trike at that was Graham Addie of Augusta, Georgia. That was quite a feat but we have come

to expect that of Graham. He is a true Morgan Owner!

A big thank you to Mark and Andrea Braunstein and Ray and Susan Morgan for organizing and hosting a great meet!

Destination: Malvern Link

By Lynn Craig

There we were, driving along the A23 to Reigate at 9:30 in the morning of December 12th, having arrived at Gatwick just two hours earlier. Julie and I had loaded up the tight, four-door, manual shift Peugeot, trying to remember the driving rules and English road etiquette (no pipping of horns), as we headed west through Surrey towards The Works at Malvern Link.

We were scheduled for a factory tour the next day, Friday, December 13th (!), and wanted to make the best use of the precious daylight. We recalled that England was at Latitude 52 degrees North (Atlanta is 32 degrees North), and that meant we had reasonable sunlight for six hours.

The English countryside is so colorful and well laid out, that even the wintery weather of drizzle and 3 degrees C (36 degrees F) could not diminish its beauty.

We passed through the meticulously planned towns of Guildford, Bracknell, Wokingham, Henley, Oxford and Broadway. Julie noted the delightful variety of street names: Deep Leap Road, Gomshall, Rookery Road, Netley Close, Horseshoe Lane East, Broadwater Rise. By 2:00 pm, we were hungry--so a pub lunch was in order, at the conveniently located Royal Sun, Begbroke. I had a pint of Marston's Pedigree (brewed in wood)

with Leek Soup and Julie had bangers, beans and chips. Back on the road by 3:00 pm and onto Malvern.

We arrived in Malvern just after sunset and had no idea how to find our hotel, the Malvern Hills Hotel. Now, Julie and I had visited the Works back in 1979 when we were working in an architectural firm in Huddersfield, but for the moment we were lost, it was dark with a slight freezing drizzle--oh joy!

To make things a little more interesting, there is not just one Malvern, but five--Little Malvern, Malvern Wells, West Malvern, Great Malvern and Malvern Link.

Going against the grain, I stopped to ask directions at a local ironmongers shop and a gentleman standing behind me happened to live next door to the Malvern Hills Hotel in the gatehouse to the Jenny Lind mansion. Thus, five minutes later we were headed up the fog bound, icy, dark winding Malvern Hills. A warm welcoming fire in the hotel pub full of gregarious locals and one rather large, friendly Newfoundland lab ensured we had a warm evening. We happily and wearily retired for our next day of adventure--a ride down the icy hills to Malvern Link, Pickersleigh road, and the Morgan Motor Company.

We pulled the Peugeot into the Morgan factory visitors parking lot at 10:00 am Friday. Gad, such anticipation. We walked past the new AERO 8 final assembly shed, two Plus Eights parked along the service road (hoods down), and watched an AERO 8 being loaded onto a flatbed lorry.

We walked back across Pickersleigh Road to get the classic view of the works, then entered the front door into the now "memorabilia" room that once was the Spares Department. A couple of fine chaps directed us through the little wood side door with

instructions on how to find the new Spares Department--where our tour was to start. There we met Mark Evans who graciously gave us an overview of the factory layout and then directed us up to the Dispatch Shed where we were to begin our tour.

Our "tour guide" Hoagie (who is on a year out from an engineering program at Oxford) was a delight to have as a guide, and after an hour or so as our tour ended, he noticed how much we appreciated being there, so that after thank you's and good bye's, he told us it would be fine for us to stay as long as we wanted.

As the only two visitors scheduled that day, Julie and I remained walking around (We stayed--well, mostly--within the requested floor painted route for visitors) for four hours. Heck, nevermind having lunch, here we were surrounded by cars in all stages of assembly, colors and models, and craftsmen--young, old and elderly--truly happy and quite proud at doing their job in such a unique and historic work environment. And I, for long moments, I just stood and stared, soaking in the sounds, smells and aura of making a Morgan.

Credits

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



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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, 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.

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

Saturday night we will have dinner at the Inn. 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".

Room rates run from \$132.00 to \$187.00 per night and include a full cooked breakfast the next day. Dinners

run approximately \$20-\$25 per person. Beer and wine is available at the Inn for purchase. Writer's Night cover charge is \$7.00 per person.

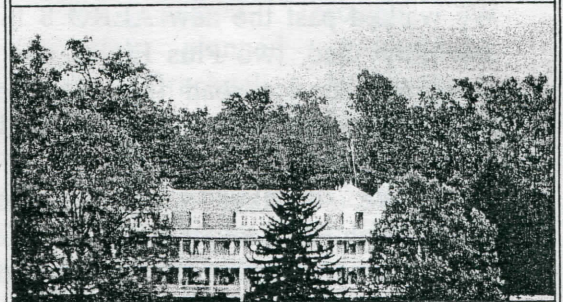
The Inn is holding 15 rooms under MOGSouth until **June 15**. As this is a popular time of the year in North Carolina, do not be left out by not making your reservations soon. The more popular rooms sell out quickly so do not wait. **Call 800 224-9498. Do it today.**

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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.



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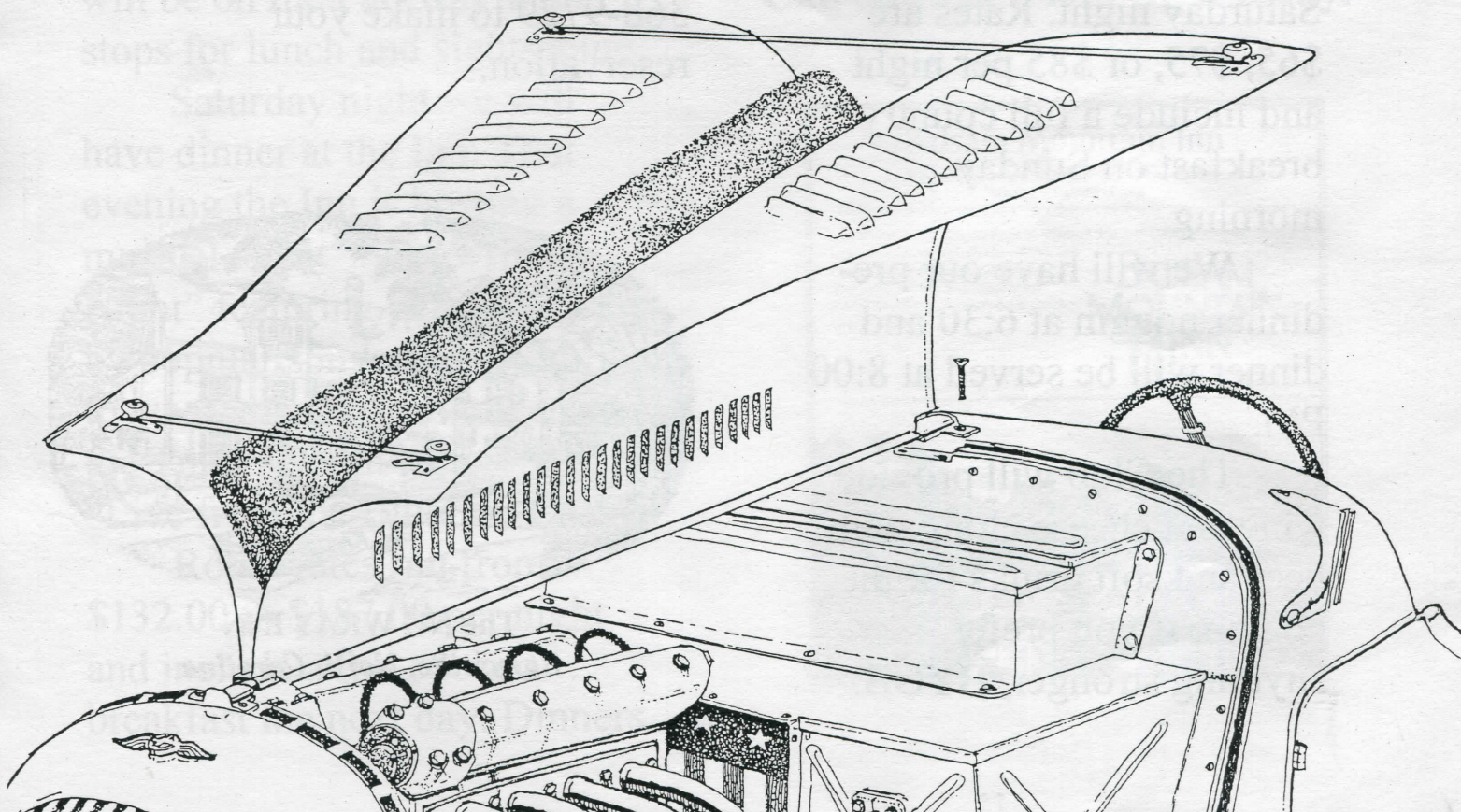
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The following procedure for installing the bonnet on a Morgan was taught to me by a guy who drove a Moggie for nearly thirty years.

To begin; both bonnet halves are assembled onto the chromed hinge/center strip. Then a towel, or blanket, or foam is placed on one bonnet half and the bonnet halves are tied together using string at the front and rear bonnet lift knobs. It'll look like a gull wing Mercedes with both doors open.

At the car, the rear brass hinge bracket is not fastened on the scuttle, it is pushed onto the rear of the hinge/ bonnet assembly. At the front the brass bracket is fastened to the center of the cowl.

Now with a willing helper (one person at each end) the hinge/ bonnet assembly is moved to the car and the forward end of the hinge is gently pushed onto the forward bracket. While this is happening the rear end of the hinge/ bonnet assembly is firmly held an inch or so above the center of the scuttle. When the forward end is secured to the bracket, the front person moves to the rear and fastens the rear bracket to the center of the scuttle with a screwdriver and screws, while the other person balances the bonnet halves. With front and rear suitably fastened, the strings holding the halves together may be removed and the halves lowered into position. You may be the one person in the world whose bonnet will fit perfectly the first shot out of box. The rest of us plain people will now start to move the cowl left or right, rearward or forward, wiggle here, threaten there for the best fit it's possible to get. These adjustments can include the inner wings, or perhaps the crossbar that fastens the inner wings. A guy could even break down and call the club bore who may know a thing or two.



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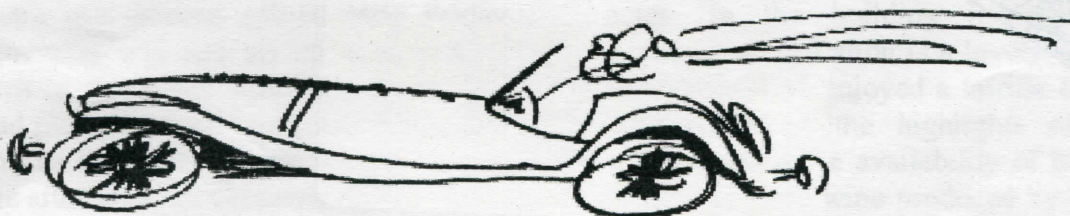
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3253 Indian Valley Trail
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FIRST CLASS

Spring Meet 2003

A collage of 18 photographs from the Spring Meet 2003. The photos show various attendees, including men and women of different ages, some holding drinks, some posing with dogs, and others standing in front of vintage cars. A yellow convertible and a red convertible are prominent. A large dog is also featured in one of the photos.

Spring Meet 2003



Spring Meet 2003



Spring Meet 2003



Destination: Malvern Link

