

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL.4/01

Atlanta British MotorCar Day

British MotorCar Day was held at Chateau Elan north of Atlanta on Saturday, May 12 and MOGSouth had a very good turnout. Nine members from Atlanta brought their cars to compliment the 468 British Cars on the field, including the new Mini.

In addition to myself, were Eric and Scott Cummins (who are in the caravan to MOG 31), Lance Lipscomb (also caravanning to MOG 31), Fred Hollinger, Fred "Hannibal Lechter" Sisson, Pete Olson, SuperDave Bondon (caravanning to MOG 31?), Scott and Max Tannenbaum, and Craig McClure. Also attending with his in restoration 4/4 was Bill Cox from near Charlotte, NC. Connie Lipscomb, Gay Hollinger and Marilyn Bondon and Marilyn's Mom showed up later in the day in time for lunch. Mark Ehrhard came seeking inspiration to begin restoration of his car

and Jack Claxton was there with a model of his four seater sprayed in the color of his soon to be completed car. Jack is hoping to have it ready in time for MOG 31. Don Pollock of Nashville was there but with a Land Rover as his Morgan was "broken". It was good to see Don again. Bill Powell was attending with a Tickford Limousine for sale, donated to raise money to build a new wing on their church. Craig McClure's daughter and her husband were also there as was Bill Mohr and his son, whose 4/4 is down with a brake problem. Craig McClure has purchased an EZ Up canopy that he donated to the Club to be used at this event and it was a great addition. Shade, we did not know how nice it is. Thanks to Craig for his generous donation!

This is a good car show and I think everyone who attended had a good time. Hope to see you next year!

The Club is looking for volunteers to organize/host both the Fall Meet and the Christmas Party. If you are interested please call me at 404 634-9674 or Email at rjohnson@monoexpress.com. Thanks!

MOGSouth at MOG 31

Plans have come together for those MOGSouth members who are planning to attend MOG 31 in Staunton, Virginia and travel to the meet via the Blue Ridge Parkway.

We will rendezvous in Boone, North Carolina on Wednesday evening, June 27. The Best Western Blue Ridge Plaza is holding a block of rooms until May 31 under MOGSouth for the night of Wednesday, June 27. The room rate is \$62.55 plus tax for up to four in a room and includes a Continental breakfast the next morning. The motel is approximately 5 miles from the Parkway. The phone number for reservations is 888 573-0408 and mention MOGSouth.

The rendezvous point for Thursday night, June 28 is the Colony House Motor Lodge in Roanoke, Virginia, approximately 2 miles from the Parkway. They are holding a block of rooms under MOGSouth again until May 31. The room rate is \$61.00 plus tax and again includes a Continental breakfast the next morning. The phone number for reservations is 540 345-0411 and again, mention MOGSouth.

On Friday morning, June 29, we will motor on to Staunton, Virginia, site of MOG 31, with plans to arrive that afternoon, a trip of approximately 140 miles from Roanoke via the Parkway

If you are interested in participating and meeting in Boone or Roanoke, please let me know at (404) 634-9674 or at my Email address: rjohnson@monoexpress.com. Hope to see you there!

Also, a number of MOGSouth members are traveling to MOG 31 by other routes so we expect to be well represented.

Credits

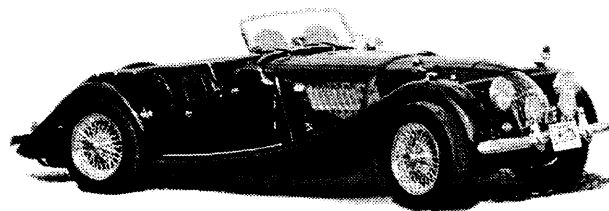
Thank you to Mark Ehrhard and his company ImageLink for the colour pages in this issue and to new Plus Eight owner Joan Maupin for the pictures from the Spring Meet at Oak Island. Articles and photos are welcome and solicited.

“For those of us whose introduction to sports cars came in the immediate post-war years, Morgan remains a touchstone, connecting us to that era. One can visualize cobwebs across the doorway to Morgan’s styling depart at Malvern Link; Today’s Morgans look much the same as their counterparts from a half-century ago. Yet “Mog” enthusiasts consider the marque’s rather archaic idiosyncrasies to be major assets, and the cars have proved to be remarkably satisfying on road or track.”

Sports Car International
June/July 2000

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From the Morgan Oasis Garage

Friends

We left Tony after he'd wrecked his '55 Twin spare roadster "somewhere in Canada". We next see him in Seattle, Christmas of '67, back in town after a year of the Grand Tour in Europe. He married well and during the Tour they'd ordered a new Morgan four-seater from a dealer in London. Problem was that after '67 it will be years before any new Morgans will be sold in the United States. Eventually the dealer in London coughs up the money for the new Mog and Tony and Sylvia buy a used '66 4 seater from Bill Fink in Frisco where they settle down to wedded bliss. A couple of times when my squeeze and I would come through Frisco there'd be a nice little bedroom and a lovely Mog 4 seater. Now if you can name a better town or a better way to see it than San Francisco in a Morgan, I'm listening. Often I'd be handed the keys, "Wanna drive?". It was during those moments I'd say "I gotta have a Mog". But not one of these ugly 4 seaters. In those days I was so ignorant I didn't even know there was such a thing as a Drophead Coupe to covet. So it was always a roadster for me. It was much later that I came to the conclusion that the 4 seater is thee way. It isn't that I need to carry 4 people all the time, on the occasions when you do, you can share the Morgan's fun.

Now we come to the time when my fate was sealed. I decide to move to San Francisco and Tony and Sylvia have me till I land a job and a place to stay. Take the Morgan and find a job. I must have applied at every foreign car dealer and many domestic dealers for a parts counterman job. What I didn't know was that these jobs were union jobs at a handsome wage, within the city. I imagine the dealers response being OK maybe I gotta pay this cause I can't be a dealer without a parts facility, BUT I can do it with one parts man, not two or six like the usual parts rooms. For three weeks I drive that Morgan to every dealer in town with not one call back. I'd been given a couple of addresses in Berkeley and thus not unionized as in Frisco. One day in Berkeley and I have two job offers.

It was during the three weeks driving the Morgan all over San Francisco that everywhere I went people would smile at me, every day, men, women, boys, girls, dogs, and cats, black, white, brown, yellow, pink, gay, straight, cops, bus drivers, one and all smiled and smiled some more. It is that delicious shape, the leather, the open, the dash, the panache. People don't know it won it's class at LeMans, that it's the last of the square riggers, the only perpendicular car still built, they can just see the sweet lines as we can. And that's what brings out those smiles, the little boys pointing. That's why I had to have a Morgan. How 'bout you?

Cuthbert

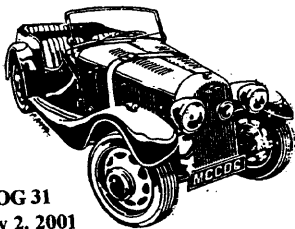


In addition to on occasion publishing excerpts from Fred Sisson's *Notes from a Morgan Garage*, I have received a copy of *A Yank At Malvern* by Cuthbert J. Twillie and with permission will also be publishing excerpts from this tome as well. For more information on this book, please contact Cuthbert J. Twillie at 202-462-1000.

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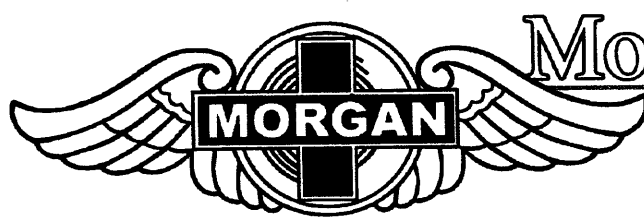
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MOGSOUTH AT MOG 31
June 29-July 2, 2001
Ingelside Resort
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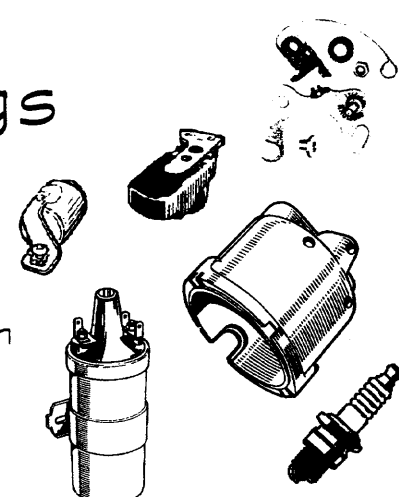
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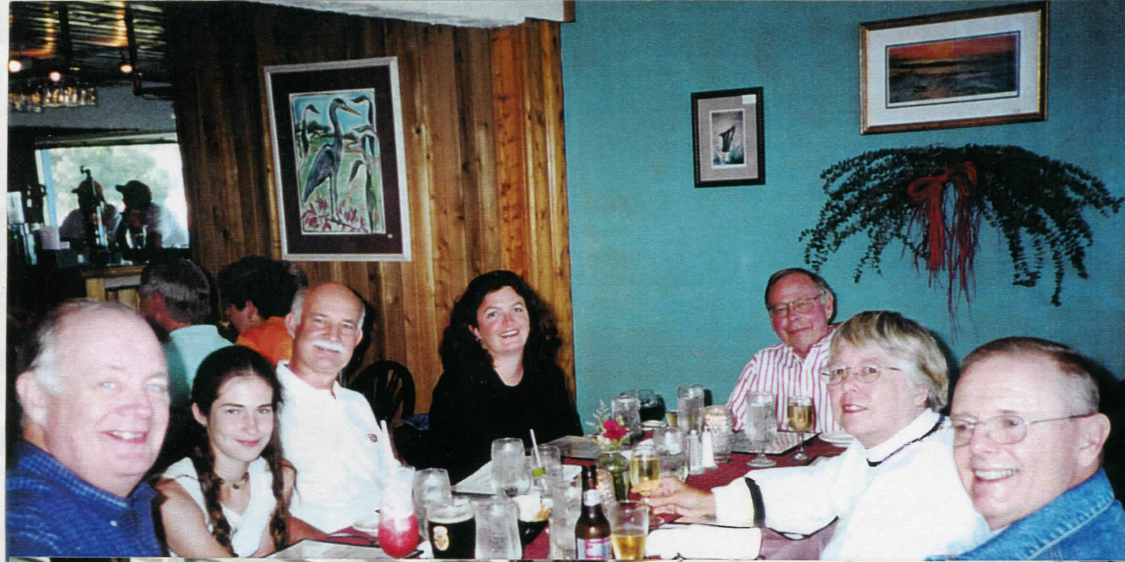


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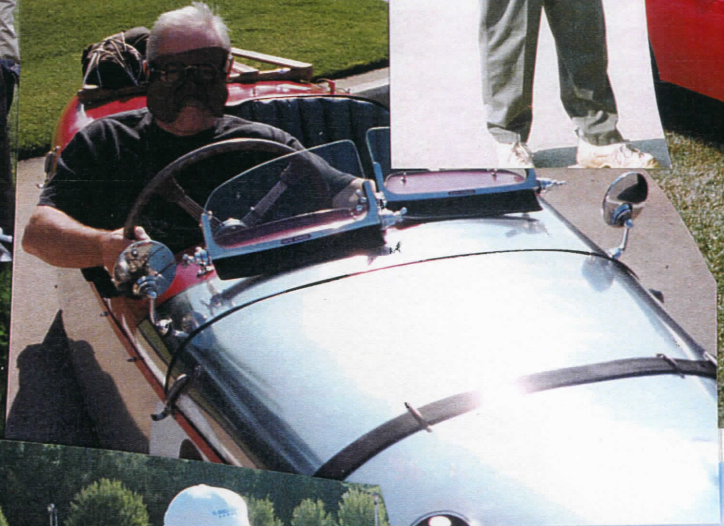
Spring Meet 2001 *Someplace Else* Oak Island, NC



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Atlanta British



MotorCar Day

