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## SOUTHERN FOURS AND EIGHTS

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NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 4/99

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# 1999 Fall Meet

by Randy Johnson

**M**OGSouth's Fall Meet was held the weekend of October 8, 9, and 10 in and around Clayton, Georgia and beautiful Lake Burton. Maidie and Charlie Williams were once again our hosts for the weekend (they have now hosted multiple meets and Christmas Parties) and headquarters was The English Manor Inn in Clayton.

A total of ten Morgans made the trip to Clayton. Maidie and Charlie brought both Charlie's Plus Eight (and it was good to see Charlie back in his car after his knee surgeries) and Maidie's van as a supply transport vehicle. Dave and Sarah Chiles in their Plus Eight, Fred and Gay Hollinger in their 4/4 Four Place, Bill Morton and Karen Meinzen in Bill's Plus Four, Eric, Scott, and Ann Cummins in their Plus Four Roadster, Mark and Andrea Braunstein in their 4/4, Gene and Betsy McOmber in their Plus Eight, Lynn Craig in his beautiful bright yellow Four Place, Dale and I in our Plus Four Roadster, and Lance and Connie Lipscomb in their wonderful red Plus Eight. In addition were Jack and Monica Claxton, Jack's Four Place continues restoration at Don Simpkin's in Demorest, SuperDave and Marilyn Bondon, John and Mae Council, and Charlie and Caroline King. Joining us on Saturday night was our daughter Amy,

our son Adam and Amy's roommate Beth Batten.

On Friday night we enjoyed the hospitality of the English Manor Inn and caught up on each others activities over the summer. Charlie King distributed the 25th Anniversary jackets that had been pre-ordered. They are great looking and we thank Charlie for his efforts. Charlie is also ordering a great looking pocketed T-shirt that will be available at the Spring Meet (25th Anniversary of the founding of MOGSouth) for \$10.00. The T-shirt will be black with either the Morgan wings or the MOGSouth logo on the left breast pocket, and the profile of the Morgan as on our newsletter masthead on the back.

All of the Atlanta Braves fans also enjoyed the Braves win over the Astros with much nail biting and cheering in the parlor of the Rock House at the inn.

Saturday morning dawned rainy and cloudy but that did not stop the ten intrepid Morganeers as well as the rest of our group. We left the inn at mid-morning for a short drive to Tallulah Falls where we stopped to overlook the gorge and then it was on to the Jane Hurt Yarn Center, a great stop that gives the history of the area and its natural surroundings and well worth a visit.

It was then back up the hill to Isabelle's Restaurant where we enjoyed lunch from the porch overlooking the ten

wet Morgans. After lunch we motored past Lake Rabun and Lake Seed to Hummer Haven. Charlie and Maidie's home on Lake Burton.

As the rain continued it was decided not to embark on sightseeing rides in Charlie's boat but the afternoon was well spent on the large screen porch and in front of a roaring fire.

Dinner was catered by Karen's Restaurant of Mountain City and as usual it was wonderful, BBQ and all the trimmings with three kinds of Karen's homemade pies for dessert.

After dinner Charlie King reviewed the plans for the 25th Anniversary Meet next Spring in Charleston (see information elsewhere in this issue) as well as the financial position of The Club (see information elsewhere in this issue).

Even though the weather for the weekend was not as we would have wished, it was still a successful Meet and a good time was had by all. I always say that it was the Morgan automobile that brought us all together but it is our friendships that keep us together.

Thank you very much to Maidie and Charlie for a great weekend. We appreciate all of your efforts to insure we had a good time.

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## HSR Atlanta Historic Races

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by Randy Johnson

I spent the weekend of September 24, 25, and 26 at Road Atlanta with the Splinter Group Racing Team who were participating in the HSR Atlanta Historic Races.

SuperDave Bondon was out of town on Friday morning, so I met Stacey Bondon Schepens at 7:00AM Friday as she had a 9:00AM on track practice session. I left Atlanta at 5:45AM in the Morgan for the 50 mile drive to Road Atlanta. I noticed that the amp meter indicated a discharge condition and realized that the alternator was not charging and the lights were running off the battery. I could return home for another car or continue on, hoping that I

would reach Road Atlanta before the battery went dead or the sun came up, whichever came first. As luck would have it, the battery lasted and after consultation with Jon Stamps and Mitch Bressler of Jon Stamps Racing, discovered a broken wire, thankfully easily repaired and now the alternator is charging again.

Stacey's first session was interesting as she was having difficulty controlling the car and decided to come in early. It was discovered that a rear tire only had 10 pounds of air pressure, and the car was very loose. Proper air pressure remedied the handling problem but a problem with shifting arose in the afternoon session. SuperDave arrived in time for the afternoon session and he and Jon Stamps began to noodle over the problem with Stacey's Sprite. Meanwhile, they also continued to look for the cause of the handling problems with Super's 4/4.

Saturday morning was another early start but it was nice to be able to drive the 50 miles to the track with bright headlights. They do make a difference.

It was decided that the Sprite most likely was the victim of a broken clutch (first major repair in almost four years of racing) and a clutch replacement was called for. It was amazing to see Jon Stamps and Mitch Bressler go to work to effect the repair. Jon has all the necessary tools and hoist in his trailer to pull an engine so we all began scurrying around disconnecting lines, etc. from the Sprite's engine so it could be removed and the clutch replaced. All of this was accomplished in less than four hours and the car was reassembled and Stacey was able to make the afternoon qualifying race. SuperDave commented to me on the amazing effort and how impressed he was. I commented that when I replace a clutch in the Plus Four it is a two month effort and then I have to take the car to Jon to make it right. What a treat to watch Jon and Mitch work. And on top of that, they were supporting three other cars as well.

Marilyn Bondon and son-in-law Ben Schepens arrived shortly after noon

on Saturday with lunch and other refreshments and were a welcome sight to the hungry paddock crew. In the afternoon qualifying race for Group 6, SuperDave's 4/4 was still plagued by a handling problem but he stoically motored on but decided to forego the one hour enduro scheduled for late Saturday.

Sunday was race day with SuperDave scheduled for a 3:15 race and Stacey for 4:15. Sunday was also the debut outing of Dale's Super Beetle convertible, "Cinderella" as she decided to come to the track for the day. With me driving the Plus Four and Dale "Cinderella" we made our way to Road Atlanta after a hearty breakfast at a local Waffle House. The two cars parked together in the paddock made quite a his and hers or is that a hers and his statement? Anyway, they both looked good. Already at the track when we arrived was Lance Lipscomb and grandson Austin in Lance and Connie's Plus Eight. Austin is quite the kid strapped into his child seat, able to see out of the car and wearing Lance's driving gloves. Unfortunately I did not have my camera. In addition to Lance and Austin, fellow MOGSouth members Mark and Andrea Braunstein were at the track on Saturday, Eric and Scott Cummings attended both days and Bill and Chris Mohr were there on Sunday.

SuperDave raced at 3:15 and even though disappointed that his car still has handling problems, had a good time. Stacey's Group 3 race was at 4:15. Two of the three other cars prepared and supported by Jon Stamps Racing finished first and second in this race. In first place was the beautiful Ginetta G4 of Myron Greene of Roswell, GA and second was the Sprite of Bill Vandiver of Seneca, SC. Bill and Todd Parrish (another Sprite) had a great race for second place until Todd blew his engine and retired (along with about five other cars that went off the track at turn five due to the oil left by his blown engine). Also finishing well was Arthur Chilcote in another JSR prepared Sprite. Stacey finished the race with no additional problems to her car, the new clutch and

proper tire pressure contributing to her successful outing.

This was a busier than usual race weekend for the Splinter Group Team due to all the problems with both cars but the spirit of Vintage racing was totally evident by the help of all the people pitching in to get Stacey's car ready for Saturday and all the commiseration and advice in trying to solve the problems with SuperDave's car. I am sure SuperDave and Stacey would rather not have had all the problems, but as they say "that's racin".

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## Cinderella

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by Randy Johnson

A fairy tale yes, and this too is a true story with a happy ending. I have written in a past issue how we came about our Morgan, a twentieth wedding anniversary gift from Dale, my wife of now 31 years. When I was in college, before we were married, I drove a 1961 Plus Four Roadster, purchased from my father for \$1,050. Dale and I made quite the couple in this car but as it was in need of major maintenance work, I sold the car to Jim Downing (of IMSA Racing Kudzu/Mazda fame), a young Georgia Tech graduate with a used car lot in west Atlanta.

I then purchased a 1961 yellow, VW Beetle convertible and this is the car Dale and I had when we were married. Unfortunately, we had an accident one night, no one hurt but the car was totaled. We purchased another Beetle convertible, a great looking tan car, but made the foolish mistake of trading it for a Toyota, (a story for another day) because the VW was not air conditioned. And since then, we have owned too many cars to remember them all.

It was Dale's dream to have another VW Beetle convertible and what better occasion than her fiftieth birthday? Circumstances were not right to get a car on that memorable date so I did the next best thing, right?, got her a model of a yellow VW Beetle convertible. I am

afraid it did not go over as well as I had hoped.

Then, this summer I was talking with a business acquaintance, Charles Fertig, from Kansas City and as will happen, being car guys, the conversation came around to what else, cars. He mentioned that his wife had a VW Beetle convertible and that she might be planning to sell the car later in the summer. I said that if that were to happen, please let me know and I proceeded to tell him of the delayed plans for Dale's belated fiftieth birthday present.

In late July we received a call from Lana Ellis, Charles' wife who said she was selling the convertible and would we be interested? We discussed a price and I asked her to send pictures of the car.

The pictures arrived. Yep, a Yellow, 1971 VW Beetle convertible, Lana's car and it was parked next to a Yellow VW Thing, Charles' car. And, the Beetle was named Cinderella. Done!! We had to have the car, sight unseen except for two photographs. We made a deal over the phone, their asking price, plus dinner, plus first right of refusal if Dale ever decides to sell the car.

Dale and I made plans to drive to Kansas City the weekend of August 21 to pick up the car and tow it back to Atlanta.

We arrived in Kansas city in the late afternoon on Friday, August 20 and excitedly called Charles and Lana to meet, see the car, and go to dinner. When we arrived at their home, Cinderella was in their driveway, all decked out with red ribbons and a Happy Birthday banner. It was a great sight. We drove the car and then went to dinner and made plans to meet at 8:00AM Saturday to attach the tow bar bracket and complete the sale.

Preparations for the journey home were completed by noon on Saturday and Dale and I began the 835 mile trek back to Atlanta, Cinderella in tow. We drove until midnight that night, stopping in Manchester, TN, arriving home at 1:00PM on Sunday, no problems.

Cinderella is now snug on her side of our garage, ensconced happily

next to our '66 Plus Four. We had promised Lana and Charles she would have a good home. Who could ask for more?

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## 90 YEARS OF MORGANS; PEBBLE BEACH A VIEW FROM THE EAST

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by Jim Nichol

Right about now, Mike and Janine Hattem, Jim and Perry Ann Owen, and Jerry Rosenstock are probably still basking in the warm glow that must accompany a Pebble Beach Concours d'Elegance trophy. They were the recipients of the third, second, and first place trophies for the Morgan class and had the trophies presented by none other than Peter Morgan himself at Sunday's awards presentation. The presentation concluded five fantastic days of appetizing automobiles, fine friends, and stately scenery. The forty-ninth Annual Pebble Beach Concours d'Elegance featured, among other classes, a Morgan class, in honor of Morgans' ninety years of history.

Upon Wednesday's arrival on the Monterey Peninsula we were pleasantly surprised to see East Coast stalwart Al Marsh who, while Morganless, did do his best to keep the faith by renting a Jaguar XK-8, an admirable car in its own right. Since the Willburn party at Mog Castle in Cambria was less than one hundred fifty miles south of us, we felt it our duty to join that assemblage and so off we motored. Arriving in Cambria, Mog Castle was simple to locate what with the plethora of British iron assembled around it! Morganeers there were hosts Lynn & Chef John Willburn, Gerry & Barbara Willburn, Melvyn Rutter and family, Toly Arutunoff, and a score of other English car aficionados. It was a wonderful start to a matchless event.

On Thursday, the Tour d'Elegance as it is known, took place, winding its way over fifty miles of local roads including world famous 17 Mile Drive, Pacific Grove, Monterey, over the canyon road (where about ten of the



ninety seven entrants suffered overheating woes), then to Carmel where all enjoyed a sumptuous lunch. The Morgans taking place in the Tour were the Nichol Aero, featuring the youngest navigator among the Morgans, sixteen year old Jeff Nichol, the Muller +4, the Hattens' 4 seat DHC, with none other than R & T's

Dennis Simanaitis and Loren Steck holding down the back seat, Trueman's +4SS, driven by Bob Couch, and the Davis' +4+ driven by Dennis Glavis and navigated quite ably by Peter Morgan. All five of the products of Malvern Link performed flawlessly, earning them all the coveted green ribbon, symbolic of the successful completion of the event.

The Davis' were kind enough to invite both Morgan and Lagonda tour participants to a sumptuous dinner that evening celebrating both marques and both Pebble Beach automotive events. It was truly an event uniting two of England's finest automotive lines and one for which we must offer our thanks to the hosts.

Friday was a day to clean the grime and grit from the tour, enjoy the Morgan tent at Laguna Seca, and await the Morgan dinner at the Hyatt Regency in Monterey. The dinner featured speakers Dennis Glavis and Larry Guzin, PHG Morgan as honored guest, and was beautifully organized by Audrey Haines. The rows of magnificent Morgans outside in the car park ranged from Brian Pollack's Beetleback to the +8s of this decade and were a sight to gladden any Morganeers heart.

Saturday was spent at Laguna Seca, home of the Monterey Historics. While Baby Doll IV didn't run until Sunday (beating the pants off a group of Corvettes, just like the '60s!), on Saturday, Al Moss ran his Beetleback, there was a +4 flat rad (Sorry, we missed the driver's name), and the two SLRs of Van Der Kroft and Bill Fink had a wonderful race, swapping places throughout. In Adrian's words, Bill had the better tires, but Adrian the stronger engine (or was it the other way around?).

From what I understand, it was the first time since the mid 60s that both cars have run together!

The Morgan tent was a welcome oasis (once we located it!) and was the scene of constant activity with Peter Morgan, Bill Fink, Larry & Linda Eckler, Bob & Sydney Couch and innumerable others there throughout the weekend.

Saturday evening was enlivened by the traditional Morgan barbecue hosted by Loren and Annette Steck. With over twenty five Morgans of all descriptions on their back lawn, it was an occasion to savor except for those of us who had an early commitment the next morning!

Sunday began early for those involved with the Concours. We were at "Murphy's" side at six AM and arrived on the field somewhere around 6:30 or so. What a magnificent sight to watch the participants wend slowly through the rising mists to their appointed places on the eighteenth fairway.

Showing the marque's colors as representatives of the products of Henry Frederick Stanley, Peter Henry George, and now Charles, were a trio of three wheelers and seven examples of the four wheeled variety. The oldest of the ten was "Murphy", the ex-Jan Barton, ex-Save Ball 1928 Anzani engined Aero now cared for by Jim Nichol of Hyde Park, NY. The remaining trikes were Jim and Perry Ann Owen's '32 side valve JAP family and Adrian Van Der Kroft's '34 MX 2 Sports. In chronological order as well, the four wheelers included Bob and Lynn Wilson's 4/4 roadster, Tom Muller's '53 +4 roadster, the Hattens' '55 +4 4 seat drophead (Snobmog or Chicken Coupe...you make the call), David Trueman's '61 +4 Super Sport roadster, the Rosenstock '63 +4 Super Stock DHC, Craig and Bunny Davis' +4+ coupe, the prototype, and Van Der Kroft's '64 SLR Coupe.

Judges Willburn, Glavis, Rutter, and honorary judge Peter Morgan, looked over all ten entries before arriving at a fitting and proper outcome though all ten entrants were Morgans that any of us would like to see gracing our driveways.

To everyone involved with the week's activities, may we all wish them a sincere and heartfelt, "Well done!!" And per chance ten years from now we may again see a Morgan class at Pebble Beach as Morgans celebrate their centennial. Cheers and Happy Morganing!!

### THREE WHEELS AT PEBBLE BEACH

by Jim Nichol

The weekend of August 27th was a banner one as Morgans were accorded a class at the world renowned Pebble Beach Concours d'Elegance.

While the show was Sunday, activities led off on Thursday with the Pebble Beach Tour d'Elegance at which any invited entrant from the Concours could participate in the fifty mile tour of the Monterey Peninsula. Though there were three three wheel Morgans invited, the 1928 Anzani engined Aero of Jim Nichol, a 1932 JAP side valve family of Jim Owen, and a 1934 MX 2 Sports of Adrian Van Der Kroft, only one participated in the tour. Jim and son Jeff Nichol ran the tour in the Aero along with four four-wheel Morgans including the prototype +4+ navigated by Peter Morgan, and about ninety other entrants.

More than a dozen of the spectacular motor cars failed to finish, due primarily to overheating, but the Aero ran perfectly throughout including the rather steep Laureles Grade section at which most of the non-finishers developed their problems. The tour wound its way to Carmel where a catered lunch at Devendorf Park awaited the participants. Following the stop, the tour returned to the Pebble Beach Polo Field where a champagne toast was awarded the finishers.

After visiting the Monterey Historic Races at Laguna Seca on Friday and Saturday, where Al Moss, the lone three wheeled entrant competed in his speedy Beetleback, we prepared for the Sunday's Concours.

Assembled on the Pebble Beach Golf Course's eighteenth fairway, the

field of one hundred ninety seven cars included the Morgan class of ten cars with the aforementioned three wheelers joined by a 4/4, the +4+, an SLR, and five +4s of varying type including a 4 seat DHC and a DHC Super Sport. Among the non-Morgan stars of the show were a large number of Packards, Duesenbergs, Bugattis, etc., though the three early Morgans seemed among the most popular with the vast crowd.

At the awards ceremony, the pristine '32 Family of Jim Owen was awarded a well deserved second award in class and Mr. and Mrs. Owen were presented the trophy by honorary judge and company director, Peter Morgan. Now we'll patiently await Morgans celebrating their hundredth birthday and the possibility of another class showing at Pebble Beach.

### PETER MORGAN AT HIS BEST

by Jim Nichol

While on the fabled Left Coast, Peter Morgan left his mark quite distinctively! The first time was following the Tour d'Elegance on Thursday.

As you may well imagine, after a fifty mile, three hour tour that commenced at ten AM and didn't finish until after one (NO...the SS Minnow was NOT part of the Tour), certain facilities were a necessity.

While waiting in line (For the men's room...welcome to gender equity!!) Peter Morgan was asked by a gentleman tourist a the slightly askew baseball cap who was in line ahead of him,

"Where ya frum?"

Peter politely responded "UK."

The "Cap" answered, "HUH??"

So Peter replied,

"UK....England."

The Cap followed up with, "Ya got a cah here?"

Peter's rejoinder was a quiet, yet clear, "No...I build them!"

Peter's second slight of speech was mere minutes later while just



# 1999 Fall Meet



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# 1999 Fall Meet





# 1999 Fall Meet









preparing to sit down to lunch. It seems that a young Italian gentleman attending was the son of the family who'd owned Maserati in the 30s through 50s until (I believe) the Italian government (who knows which one!!!) bought the concern. At the introduction, Peter was introduced as the managing director of the Morgan Motor Car Company and the young man was put forward as previously related. At that juncture, Peter shook his hand and coolly queried, "...and does your family still own the company?"

Finally, Sunday at the Pebble Beach Concours d'Elegance, which featured a Morgan class of ten cars, Peter called Jim Nichol, whose '28 Aero was being shown, over and confided in him, "I like your car because it's quite an original looking car and it's not all tarted up with chrome!"

We trust that Peter had a fantastic holiday if only because he provided us with such wonderful moments!!

*Thank you to Jim Nichol of Hyde Park, NY for allowing the inclusion of his wonderful articles on Pebble Beach in this issue.*

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## **Y2K in Charleston, SC Celebrating 25 Years of MOGSouth**

Charlie and Caroline King have been busy planning and organizing the Spring Meet to celebrate the founding of MOGSouth twenty-five years ago in Myrtle Beach, SC.

The Meet will be held in Charleston, SC, April 14-16, 2000. Headquarters will be the Hampton Inn Riverview. Rates are \$85.00 per night double occupancy and includes a continental breakfast each morning. Charlie has reserved 25 rooms for the event. Call Hampton Inn reservations at 1 800 HAMPTON and mention group MOG. The hotel's direct number is 843 556-5200. They have agreed to hold the rooms until March 12, 2000 but as this is the height of the tourist season, it is suggested that you get your room

reservation ASAP as you do not want to be left out.

On Friday night Charlie has promised to prepare his famous chili and The Club will provide the hor'douves and beer and wine. Dinner, if you are still hungry is optional and Dutch treat. Please **R.S.V.P.** to Charlie regarding your arrival time on Friday night to insure he has enough chili, etc. to go around.

After breakfast Saturday we will tour Old Charleston by car with a cold lunch under the Angel Oak. Saturday afternoon is being left open for additional sightseeing, shopping, etc.

On Saturday night Charlie has planned a dinner cruise in Charleston Harbor. The cost is \$42.60 per person and includes the cruise, dinner and dancing. A cash bar will be available on the boat. Deadline for dinner cruise reservations is April 1, 2000 and Charlie is handling the reservations. Please mail your check for \$42.60 per person made payable to **Charlie King** to:

Charlie King  
642 Harbor Creek Drive  
Charleston, SC 29412

Questions and to **R.S.V.P.** call Charlie at 843 762-4545.

After breakfast on Sunday will be good byes and hit the road.

Charlie and Caroline have put in much effort to insure a good meet. You will not want to miss it!

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## **R.S.V.P.**

As you can imagine, planning and organizing a MOGSouth event, be it a Spring or Fall Meet or the Christmas Party is a big job. To insure the success of the event, it is imperative that the hosts be aware of how many members will attend the event. This is important in ordering meals or preparing food as well as insuring that we have enough beer, wine and soft drinks for said event.

Unfortunately, it is not possible to rely on a "regrets only" method of planning, as the newsletter is mailed to over 100 members and we cannot assume that these 100 will attend.

Therefore, please, if an event announcement asks you to **R.S.V.P.**, please be considerate of the host/event planner and reply to them on a timely basis if you plan to attend the event.

I know your courtesy will be appreciated and you may also appreciate the courtesy should you have the opportunity to host/plan a MOGSouth event. Thank you.

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## Jackets and T-Shirts

Charlie King still has a supply of the MOGSouth Charleston Y2K jackets and he intends to bring them to both the Christmas Party and the Spring Meet. The jackets are priced at \$17.50 each. If Charlie must mail to you he will need an additional \$3.00 per jacket for shipping and handling. Charlie is also ordering a handsome T-shirt as mentioned in the article recapping the Fall Meet and hopes to have them in time for the Christmas Party but if not he will certainly have them at the Spring Meet in Charleston. T-shirts are \$10.00 per shirt except for XXLs which will be a few dollars more.

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## Regalia

Lance Lipscomb, Regalia Chairman, has available MOGSouth car badges for \$45.00 per badge, postage and handling included, and he has recently received an order of MOGSouth pins that match the car badge. Pins are available for \$8.00 per pin, postage and handling included.

Both the badges and pins are the same as the previous design; blue, yellow and gray, and are quite handsome. They are both available directly from Lance and an order form can be found elsewhere in this issue.

They will make very nice "Stocking Stuffers" for your Morganeer. Order yours today!

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## Christmas Party Details

MOGSouth's Annual Christmas Party will take place on Saturday evening, December 4, 1999 at Scarlett and Mark Campbell's home in The Country Club of The South in Alpharetta, Georgia.

The party begins at 7:00PM with cocktails with dinner and dessert to follow at 8 to 8:30PM.

After dinner Scarlett and Mark have planned, in lieu of the tacky gift exchange, the lighting of the great Christmas bush and the introductory appearance of Click, Clack and Clunk who will test your automotive knowledge and reward that knowledge (or lack thereof).

The "Mother Courage Award" recipient will also be announced.

As usual, The Club will provide beer and wine for the party. There will be a \$10.00 per head charge to help defray the cost of the dinner, payable at the door.

Please note the directions to the Campbell's home as well as the enclosed admission ticket to Country Club of The South. As this is a gated community, the admission ticket is necessary and will speed your entrance into the sub-division. Please do not forget it!

For those that can attend, Scarlett and Mark are locating a place for an early brunch on Sunday morning. Time and location will be announced at the party on Saturday night.

Please **R.S.V.P.** to Scarlett at 770 475-3234 by Sunday, November 28 to insure your inclusion in the festivities.

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## New Members

Please welcome the following new members to MOGSouth:

**Bill Cox** of Shelby, North Carolina.

**Caroline Thompson** of Memphis, Tennessee.

**Craig McClure** of Atlanta. Craig has purchased Fred Sisson's Ford V-8 powered Plus Four Roadster.

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# Dues

Annual dues for the calendar year 2000 are due and payable January 1, 2000.

Due to increases in the cost of mailing and producing the newsletter as well as the expenses incurred in purchasing new MOGSouth Regalia, it is necessary to raise the dues to \$25.00 for the year. The dues have remained \$20.00 for over the last decade and it is felt that a \$5.00 increase is not unreasonable.

The Club will continue, to the extent possible, to contribute to covering the cost of the beer and wine, etc. at the meets and Christmas Party as we have in the past, but it may be necessary to assess attending members at some events. I trust the membership can understand and accept this minor increase in the dues.

Dues are not pro-rated unless you are a new member and have paid your initial dues in either November or December 1999. I do not believe anyone falls into that category this year.

Please complete the enclosed form and return with your dues by January 1, 2000. Thank you.

## Credits

Again, a big thank you to MOGSouth member Mark Erhard and his company ImageLink for the color pages in this issue. What an improvement!

Also, thank you to Jim Nichol for allowing the use of his Pebble Beach articles. They are great!

Articles and photos are welcome and solicited.

## British Car<sup>TM</sup>

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"Twitch the wheel, and out goes the tail of the Morgan. Just as far as you want, for just as long as you want, for just the result you want. Fangio used to set up a slide for each corner. Be Fangio; the Morgan makes it easy. And you can *see* what you're doing. *Everything* you're doing. You can see the front fenders pounding from the sliding pillar front suspension (welds will break in exactly the same places on those fenders in time; they always have, they always will). You can look out over the side and see the bump that put the Morgan five feet in the air; a bump a Porsche would have brushed aside. And later-straining to turn around in front of the full length mirror at home-you will see the beginnings of the bruises on your backside."

ROAD TEST

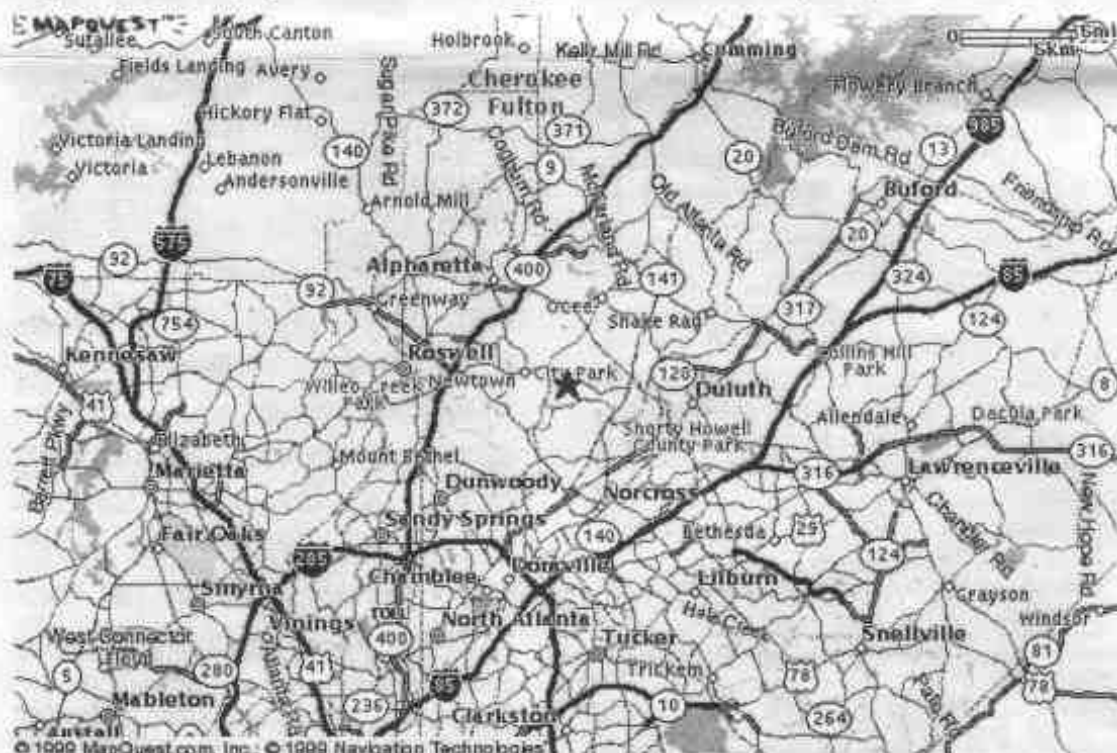
Morgan Plus Four

CAR and DRIVER

December 1967

**Directions to the Campbell House  
from Ga 400 at the  
Mansell Rd. exit.**

1. Go east on Mansell Rd. until it ends at Haynes Bridge Rd.
  2. Turn Right on Haynes Bridge Rd and proceed until it terminates at Old Alabama Rd. There is a subdivision directly across the Old Alabama / Haynes Bridge intersection, a BP gas station on the left and a liquor store on the right.
  3. Turn left on Old Alabama Rd.
  4. Go approximately 3 miles to the Country Club of the South Entrance on the right hand side. There are 3 entrances to the country club off Old Alabama. The third entrance, which provides access to the subdivision has a trafficlight the other two do not.
  5. Turn right into the neighborhood.
  6. Proceed approximately 1/4 mile to Meriweather Woods (the first right turn)
  7. Turn right on Merriwether Woods and go to the top of the first hill to Mathison Way.
  8. Turn right on Mathison Way and go to the end of the street.
  9. 1110 is on the left hand side of the cul-de-sac.
- If you have any questions our telephone number is (770) 475-3234



For those of you coming from out of town, Scarlett and Mark have made arrangements at AmeriSuites (same hotel as last year) at 7500 North Point Parkway in Alpharetta. They are quoting a rate of \$59.00 per night (mention MOGSouth). Their phone # is 770 594-8788. The hotel is located near the North Point Mall at GA 400 and Mansell Road and is 10 to 15 minutes (less than five miles) from Scarlett and Mark's home.



# Dues Due

Please note that dues for 2000 are due January 1 and are \$25.00

Please make check payable to:

**MOGSouth**

and mail to:

Randy Johnson

1794 Fair Oaks Place

Decatur, Georgia 30033-1449

## 2000 MOGSouth Dues

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State and ZIP \_\_\_\_\_

Phone/Home \_\_\_\_\_ Office \_\_\_\_\_

Please note any changes from last year and mail to:

Randy Johnson

1794 Fair Oaks Place

Decatur, Georgia 30033-1449

## Order Form MOGSouth Badges/Pins

Badges are \$45.00 each including shipping and handling.

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

MOGSOUTH Christmas Party  
December 4, 1999  
Alpharetta, Georgia



27282-0123