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EDITORIAL

Editor	Nigel Bradford nigel@mogmag.co.uk
Art Editor	Ian Denby-Jones ian@meteorcreative.co.uk
Contributors	Phil Royle, Cain Poulton, Bob Bull, Granville Orange, Christine Orange, Charley Bradford, Michele Jarvis, Dave Smith, Travis Blake, Tcherak Kamstra
Cover Picture	Gerard Sigot & Claude Lauze

SUBSCRIPTIONS

Telephone	01905 928278
Email	subscriptions@mogmag.co.uk

PUBLISHING

Publishing Director	Matti Rogers Tel: 07973 725760 Email: matti@alphadeal.co.uk
----------------------------	---

Publishing Assistant	Liam Fisher Tel: 01905 611926 Email: liam@alphadeal.co.uk
-----------------------------	--

Advertising Sales	Alice Rogers Tel: 01905 611926 Email: alice@alphadeal.co.uk
--------------------------	---

Publisher	ALPHADEAL Elmhurst, 9 Shrubbery Avenue, Worcester, WR1 1QN Tel: 01905 611926
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Registered with the British Library ISSN 2049-1786.
Distribution by Marketforce (UK) Ltd

Print & Digital Publishing by CPUK Print Publishing
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EDITOR'S LETTER

This month we have spread our feature coverage far and wide beyond our shores. We have really enjoyed getting it all together, and getting out and about and meeting many of you around various events in the UK. But we are very aware of the difficulties that some of you have had receiving the magazine. So I'll hand over to Matti, our publisher, to explain. See you next month for a very special edition!

All the Best

Nigel Bradford, Editor

Just wanted to thank everyone for the continued support and positive feedback over the last 24 months since getting MOG back into my grubby mitts, we have all been overwhelmed with your comments and support.

Recently I am sure you have noticed poor timing in terms of delivery of your copy of MOG as a subscriber. Whilst we ultimately have to take responsibility, over the last 6 months the problems have been due to external problems rather than ours. We have now changed the way we mail MOG to you. This issue was mailed on Monday 30th of September and we would really like to know, if you can spare the time, on what day it lands through your letterbox.

A simple call to **01905 611926** or an email to hello@mogmag.co.uk with the date you received and your name and postcode would be most appreciated.

Very Best Wishes

Matti



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NEWS BITES

Issue Eighty Seven – October 2019

110 BICYCLES FOR 110 YEARS OF MORGAN

If you missed out on a 110 anniversary car, fear not as there is one last chance to join the celebrations as Morgan Motor Company and Pashley Cycles have launched the Pashley-Morgan 110 Limited Edition bicycle. The companies' design teams have worked together to create a unique bike that marks a fitting tribute to this significant anniversary.

The launch of the Pashley-Morgan 110 Limited Edition continues the already successful partnership between Morgan and Pashley. It follows the release of the Pashley-Morgan 3 and 8 models, introduced in 2018, which have captured the imagination of customers from both companies around the world.

Founded in 1909, Morgan Motor Company is famous the world over for its range of handcrafted sports cars. Pashley Cycles has been making bicycles since 1926 and is today England's longest established bicycle maker. With centuries of combined heritage, craftsmanship and passion for their products, Pashley and Morgan continue to create uniquely British offerings.

Just 110 examples of the Pashley-Morgan 110 Limited Edition will be made, each hand built at Pashley's factory in Stratford-upon-Avon. A headset cap engraved in



the style of a car's speedometer will display each bike's individual Limited Edition number.

The stylish frame of the bicycle is fillet brazed by Pashley's time-served craftsmen using Reynolds 725 tubing and incorporates a custom-formed top tube, distinctive S-bend seat stays and unique dropouts with etched stainless faces.

The Pashley-Morgan 110 is finished in a celebratory Satin Champagne coating with Morgan 110 graphics and subtle livery inspired by Morgan's heritage.

Other features include hand-stitched black leather grips, Morgan switchgear-inspired aluminium end caps, and a Brooks Black Cambium C15 vulcanised rubber saddle with organic cotton surface.

Colour matched aluminium mudguards with stainless steel hardware compliment the frame, offering practicality for all-season riding. The Pashley-Morgan 110

Limited Edition features a 1x10 drivetrain – echoing the '110' theme – with a wide range cassette, and powerful hydraulic brakes. High-volume tyres offer a fast rolling but comfortable ride across a variety of surfaces.

The Pashley-Morgan 110 Limited Edition made its debut at the Eurobike 2019 show in Friedrichshafen, Germany on 4 September 2019, and be shown in the UK for the first time at Goodwood Revival on 13-15 September 2019. Orders for the bike will opened at Eurobike 2019, and first deliveries are scheduled for November 2019.

The Pashley-Morgan range is available to purchase through the Morgan Motor Company directly, Morgan's global network of Dealerships, and selected Pashley Cycles outlets worldwide. In the UK, the bike will be priced at £1,750.

NEC CLASSIC CAR SHOW JUST GETS BETTER

Special treats await visitors to this year's Lancaster Insurance Classic Motor Show, with the return of SP1 featuring among the Morgans on show, and classic rallying specialists, HERO Events, brings the 2019 RAC Rally of the Tests to the NEC for the very first time.

MOG's very own Phil Royal coordinates the gathering of Morgans on the MSCC stand and he tells us that SP1 (recently seen undergoing some work at the factory) has been promised to him for the duration of the show. The stand will feature cars illustrating Morgan's 110 year history starting with Martyn Webb's 1910 Runabout with examples of as many types as possible on an enlarged stand this year.

On Saturday 9 November, cars and crews competing in the RAC Rally of the Tests, arguably one of the UK's toughest events, will take on an indoor course in one of the seven show halls. With a wonderful selection of classic and

vintage vehicles competing, the crews will be battling it out to set the fastest time to lift the winner's trophy at the finish line.

The action, which will last for around two hours, takes place in Hall 6 and will see competitors tackling a thrilling speed and agility test. This will mark the half-way point of the Rally, and crews will be waved away from the NEC to continue with the event. On hand to provide commentary and interviews will be motorsport expert, former rally driver and HERO Communications Director, Tony Jardine.

This year's RAC Rally of the Tests takes place from 7-10 November and sees more than 60 crews set out from the start in Torquay. Over the course of 750 miles, they will head to Bristol and into Wales, tackling a challenging mix of tests and regularities before reaching the finish line in Chester. Competing for prestigious awards, there is also a superb mix of entries from a 1936 Derby Bentley to MGs, Porsches, Minis, and plenty more.



Visitors should also head to the HERO Events stand to find out more, and they can even try driving a classic for themselves with cars from the 'Arrive and Drive' fleet on hand. It's also a great opportunity to check out the Rally of the Tests clothing and regalia produced specially to commemorate this special appearance at the NEC season finale on its 35th anniversary.

Tickets are now on sale for this year's Lancaster Insurance Classic Motor Show, with Discovery. For more information including ticket options and booking details, visit www.necclassicmotorshow.com.



Letters



CONTACT US AT:
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MOG ★ Star Letter

DEAR MOG,

Today I receive the new MOG Issue and for me it is the highlight of the week. Why? Now for me as a Morgan Enthusiast here in Germany it is hard to get information about my favourite Motor Company and a view behind the curtains of the Morgan Scene in England and Worldwide.

So, thanks a lot for the opportunity to get all this information in your magazine.

Made with passion and enthusiasm.

So if I make my dream true - to make a roundtrip in England with a Morgan, my equipment will be a roadmap and the brand-new MOG Issue. All the best to you and greetings from Germany.

Mit freundlichen Grüßen

Oliver Schneider

Hi Oliver, we are blessed that the



round trip to the factory from MOG Towers is only a few miles so we don't need a map! Please let us know when you make your dream trip. In the meantime we are pleased to hear how we add to your appreciation of all things Morgan.

DEAR MOG,

I've just renewed my Mog subscription through your email notice. I assume it will start with November issue since October is the end of my old subscription. I have found recent issues very good in content and articles of general interest. Best wishes for your continued success and expanded readership. I give back issues to a first rate private garage that does great work on all makes. It gets read by a good range of customers.
All the Best JR LATHERS

Thank you for your kind words. We really appreciate receiving feedback like this. It's good to know that we are going in the right direction. Welcome back!

DEAR MOG,

Just received my copy of MogMag in the post. Can't begin to tell you how pleased I am with your coverage of the fete, the trail and all things Stoke Lacy. It really is great!

Many thanks Ruth

We were delighted to be involved. We trust that the number of visitors to Stoke Lacy has grown since the event, and hope that you will all feel that you can do it all again in the future!

DEAR MOG,

Just got my copy of the mag! Thanks for everything let's hope we get some feedback. I'll keep you posted with the development as and when.

Cheers Dave

Delighted to help. Hope we see more

of your splendid airline coupe tops in the future.

DEAR MOG,

I did enjoy the MOG magazine, but felt it had a leaning to the 3 wheel brigade. The official Morgan magazine goes in the opposite direction.

I am restoring a 1969 Morgan 4/4 two seater I was looking for more articles on restoration and techniques.

Anonymous

If by the "official Magazine" you are referring to a club publication then of course there are two clubs in the UK, one for Sports Cars and one for Three Wheelers. We are proud to be inclusive for all types and ages of Morgans, their owners and enthusiasts.

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TOFINOU MORGAN CUP 2019

TOFINOU MORGAN CUP 2019



A unique collaboration between Morgan and Tofinou that celebrates the ties between the cars and the boats, The Tofinou Morgan Cup is held every year off the coast of France's Île de Ré

WORDS Nigel Bradford PHOTOGRAPHY Gerard Sigot & Claude Lauze





It goes without saying that Morgans are a fine example of craftsmanship at its best, indeed here at MOG we are champions of all British craftsmanship, as highlighted in each edition with our “Handmade” feature. But of course such craftsmanship is not limited to our shores. On the other side of the English Channel one such centre of excellence for hand built craftsmanship is the yard of boatbuilders Latitude 46. Here the range of Tofinou boats is constructed, a boat that has a strong connection with Morgan cars. A French boat and the finest of British sportscars, connected? Well, you may ask. Devotees of the adventures and exploits of C S Forrester’s fictional hero

, Captain Horatio Hornblower RN will recall that his favourite ship was the French built HMS Sutherland. Forrester knew a thing or two about ships and boats, so who are we to argue with his assessment of French craftsmanship? So there’s a start.

the similarities Between Morgan cars and the Tofinou boats, are remarkable. Of course the obvious difference is that Morgans are sports cars and a Tofinou is a sailing day boat but both are blessed with a vintage and sporty look. (A day boat is one without a cabin, or shelter for the occupants.) Both are about pleasure, pleasure of the eyes but more important the immersive pleasure of handling and competition. Both perhaps are ➤





not as comfortable as modern designs, but that is what inspires the passion of their owners. That is what the fun is all about! ...

Going further with the comparison and the two marques have a similar history, both have their roots in concepts born in the early Twentieth Century. It was in 1928 that Edouard Menuteau ordered a dayboat from Captain Merle. He was looking for a small yacht for racing and cruising around the coastal waters at the northern end of the Bay of Biscay. The boat would be named "Tofinou" in tribute to a Nigerian tribe of that name, which Edouard was familiar, meaning "man of the water". The boat was a 7 metre ballasted dinghy, meaning that it had a shallow weighted keel through which a centreboard is lowered. A design that means the boat could be beached. As far as we know this boat was a one off, but nearly 60 years later it became the founder of a large family.

In 1986, Bertrand Danglade had discovered the original boat in poor condition. He restored it with the help of Philippe Joubert. It was then that the idea of making a mould from its hull, to reproduce it as a class, was born. 230 Tofinou 7 were, and still are, manufactured at the Latitude 46 yard.

Of course Morgan was, at the time of the construction of the original Tofinou, building three wheelers, it was in the 1936 that the 4/4 (4 cylinders / 4wheels) first appeared, the forbear of all classic models produced to today. The 4/4 has changed in size and a little in shape. But the Tofinou 7, has retained its original design, albeit with a GRP hull, with teak and mahogany fittings as the original. The lines and philosophy are directly inherited from the original model.

The French boat builders themselves feel that the Morgan Factory has the ambiance of a pre-war workplace, having remained very artisanal and with wood retaining an important place in the construction of their cars. So it is easy to make comparison to a vintage boatyard.

Of course the same could possibly be said of any builder of classic yachts, but there is one final link in the chain. Some Morgan family members, Jill and David Price, have a holiday home in Saint Martin de Ré. They became aware of these beautiful classic boats and their similarities to Mogs, and a bond was formed.

To further strengthen the links it was a natural move for the Yacht Club of Saint Martin de Ré to approach ➤





the Morgan Owners Club of France to create a unique common event, a missing link between these two worlds of similar philosophy in their differing spheres. So the Tofinou Morgan Cup was born.

For its fourth running, this year's event was organized by Bruno Gourdon, president of the Saint Martin de Ré Yacht Club. It took place on August 5th. Each year the event has grown and this year there were no less than 25 Morgans assembled along with 13 Tofinou 7s

Also present, as safety boat, was the new power boat produced by the Tofinou boatyard the Lady Jane. We suspect most Morgan drivers may have preferred a drive of this vessel, but this not the object of the exercise! The Rhéa Marine shipyard was again represented in the races as well, 6 of the brand's accompanying boats were present, including the committee boat, two boats carrying food and the remaining boats to transport the crews not wishing to race.



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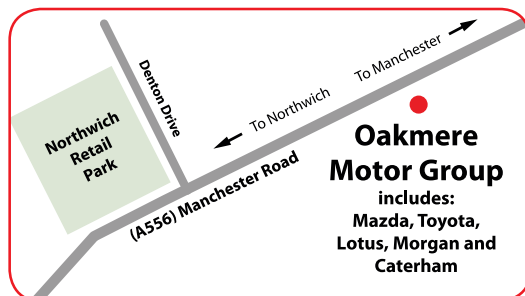
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As the day of the race dawned the Morgans assembled Breakfast was taken and after a welcoming speech from the Yacht Club President the crews were detailed off, with the Morgan Folk joining both the Rheas and Tofinou 7s. The idea is that each racing yacht carries four crew, consisting of two yachtsmen and a pair from each Morgan.

Amongst all the Tofinours was the boat of David Duckham, the sole British representative in the race. Of course his boat proudly flies the Red Duster (ahem! Ensign). His two Morgan crew were slightly perturbed at being allocated to crew for Les Anglais, but they were



happy to join in the glory of a second place finish the second race as David employed the Nelson Touch by sailing in shallower waters than any other boat.

In previous years the cup had been contested by the boats racing in three races over triangular courses around buoys . Each race naturally being at a different state of the tide. This year was different, This time only the first race was around a triangular course. The second race was along the coast to the Bûcheron Bank, which is exposed at low water. There, the boats were all beached, taking advantage of the Tofinou's shallow draught keel, and a lunch of oysters provided

>



by Chantier Tofinou was taken. The third, from the Bûcheron Bank , once the boats had all been re-floated, back to the harbour.

Conditions on the day were ideal, the light morning breeze gradually stiffened as the day went on which provided excellent racing conditions for the Tofinou and allowed the Morgan ‘Passengers” a gentle introduction to the maritime sport before the hard race back. On completion of the regatta at the port of Saint Martin there was an aperitif awaiting all competitors followed by the presentations. Lastly the day was competed with a celebration dinner in the yacht club. It is understood that Morgan rides were offered to many Tofinou owners in return for a fantastic day’s sport. But naturally, after all the celebrations, these were taken at a later time!

All participants and the organizers were delighted with the event and are looking forward to doing it all again next year. **MOG**



DAVID AND JILL PRICE
(HFS Morgans Granddaughter)
TELL OF THEIR CONNECTION TO TOFINOU



We first bought our house in Ile de Re in 2004 and got to know Rod Stribley who had a painting of a Morgan in his gallery and Jill brought her Morgan over (enclosed photo). Rod is a great Morgan enthusiast. In 2014 there was a get together with Morgan and Tofinours in the sailing club and in 2015, and we decided with Rod and Bruno that Morgan would make a cup for the first Morgan /Tofinou “competition” in 2016. I enclose photos of Jill’s Aero in St Martin and the Morgan Cup which is held in the Sailing club. It is a piston which is mounted on a wooden plinth and is held in the Sailing club.

The winner of the cup was Bertrand Denglade who was the previous owner and designer of Tofinou boats. Very sadly Bertrand who was also a collector of vintage planes crashed and died in 2018. The present owner of Tofinou is Christian Iscovici and we went round the factory which has a resonance with Morgan in that the skilled workmanship is handcrafted and superb.

We own a 40ft Bavaria which Jill and I sail around this area and down to Spain.





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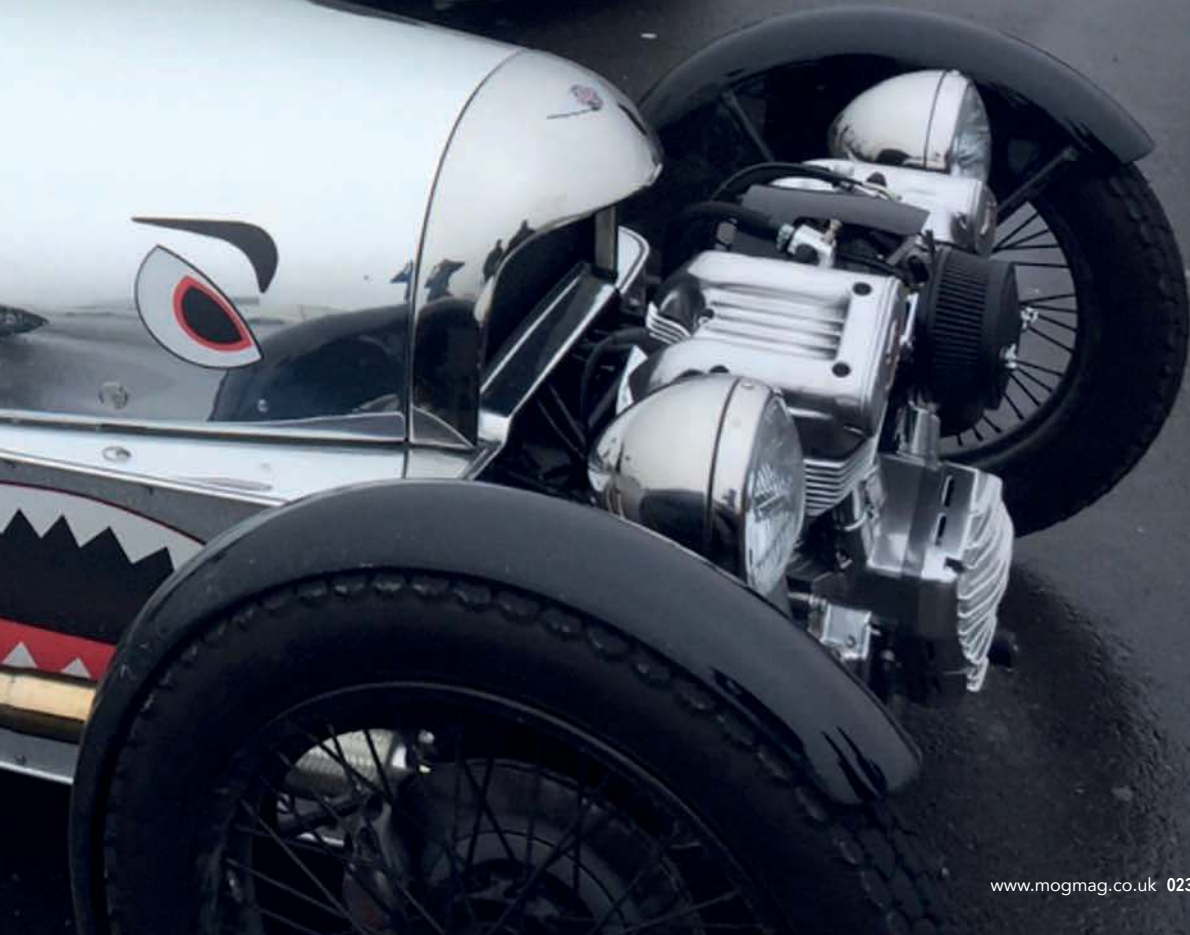


M3W JUNGFRAU TREFFEN

Held annually the M3W Jungfrau Treffen is a spectacular event. Tcherek Kamstra, of Morgan Cars USA went along to enjoy the ride and the scenery.

WORDS & PHOTOGRAPHY Tcherek Kamstra

I have a long held theory that a well sorted Morgan 3 Wheeler has powers akin to a Fountain of Youth. This first occurred to me nearly two decades ago, when George Tollworthy (of the Morgan Sports Car Club of Northern California) gave me my first 3W ride in his 1933 Morgan trike. An impressive array of Morgans were artfully arranged for a British Car Magazine photo shoot, however I was drawn to George's car, the only 3 Wheeler present. I had never seen one in the flesh before. George noticed me examining his car and asked me, "Want to go for a ride?" I did want to, very much. As we headed down the country road, in between dodging potholes, George leaned over and said to me in his Scottish brogue with a twinkle in his eye, "I used to ➤



MOUNTAIN MORGANS



fit 3 girls in this car. But you ...you're of the long legged variety...one of you will do.” At that moment I fell a little bit in love, with both George and his Morgan 3 Wheeler. I have a feeling that I was not the first to be affected by their collective charm.

My suspicions regarding the youth enhancing qualities of the 3W was reinforced much more recently, when a customer who had purchased his 3W from us decided to drive a motorcycle to San Francisco to pick the Morgan up in person, and drive it home to Colorado Springs, some 1500 miles each way. Having assumed that the gentleman



was somewhere around my own age, I was surprised to learn that he was rushing back to attend his 55th high school reunion. This is when my theory really began to take hold. Aside from this, my main observation was that our local Morgan club runs at which 3Ws were becoming more prevalent had also started to become more, for lack of a better word, fun. For these reasons - combined with the envy inducing videos on YouTube showcasing hairpin turns amongst majestic mountains - the 3W Treffen, which takes place annually in Grindelwald, Switzerland, has been tops on my list of Morgan events to attend.





My first impression upon arriving in Grindelwald were that yes, the scenery is undeniably awesome to behold. The mountains are so high above that each time the clouds drifted, I realized that the tops of them were much higher than I'd perceived at first glance. The only thing I could compare it to in my home state of California are the redwood trees, some of which date back over 2000 years. When looking up from the base of one of these living monuments, you are literally unable to see the tops. They just seem to go on forever. The mountains in Switzerland caused a similar sensation. My second impression was

that Morgan 3 Wheelers are as individual as their owners. There is none of the tendency to keep one's Morgan as it left the factory, as is often the case with the traditional models. Every single car showed personal touches applied by their owner, which truly gave each their own personality. As I stood there reflecting on this, almost as if on cue, a red 3W pulled up, its passengers dressed head to toe in red and black leather, with spikes on their helmets. This sight would have seemed almost menacing, were it not for the extra touch of a little red devil's tail peeking out behind the tail light. You just had to smile. ➤





The first day's outing covered 150km, and included a superb winding road over the Schallenberg Pass. I was in the lead car, driven by Laurens Vos, who, along with his wife Rineke, organizes the entire event each year. It was very evident that painstaking care was taken to include the best driving roads with the most magnificent scenery. The growing popularity of this event, mostly due to word of mouth accounts on social media, did have a downside as it became a bit of a struggle to keep several dozen cars (with varying degrees of GPS efficacy) together over so many miles. On the plus side, even those who became lost along the way were treated to gorgeous views as they worked their way towards the next meeting point. Laurens and Rineke really did a fantastic job with the itinerary and route selection, which could not have been an easy task. It was on this day that I became familiar with the sound of Switzerland - which is comprised of the very pleasant low ringing of the bells that adorn the neck of the numerous cows found roaming among the mountain passes. And occasionally blocking the road.

On the second day, I succumbed to jet lag, slept in, and then ate an obscene amount of the delicious local cheeses. Therefore, nothing to report. The last day, however, presented quite an adventure. I opted to hop into Richard Hardy's Morgan, mainly because I knew him from his cross country excursion across the USA, and also because

I appreciated that he had over 38,000 miles of driving experience behind the wheel of his 3W (confirmed by a quick glance at his odometer.) This was very comforting to me as there were a lot of hairpin turns along the route, which Richard handled quite expertly. Our 270 km journey would take us past Lake Brienz, over the Nufenen pass with a descent into the Rhone Valley. Here we were to assemble for a short coffee break before driving over the reportedly astoundingly beautiful Furka Pass. Apparently the coffee break was indeed shorter for some than others, as half of us were left behind. One passenger, Charles, was even left behind by his driver, who shall be referred to only as Steve. (Steve, you know who you are.) Not to be deterred, we stuck poor Charlie into Chris99's (his TalkMorgan pseudonym) Morgan, stopped to admire the very interesting car that had pulled up alongside us in the parking area, and made our ascent over the Furka Pass.

I am not sure words can describe the spectacular beauty of this part. Breathtaking doesn't even begin to do justice to the view. Richard Hardy, who has a keen photographer's eye, pulled over and we took a moment to appreciate the splendour that was before us. This was truly an epic moment and one that I will always remember. Life changing is the only way I can think of to describe it. In that instant I knew that this is what I had travelled so far to see. **MOG**

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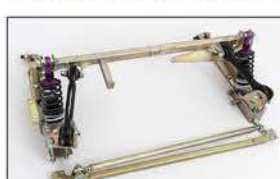
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THE TECHNIQUES TROPHY SAME AGAIN?



WORDS Bob Bull PHOTOGRAPHY Tripos Media

The Annual Techniques Trophy is an accepted part of the Bentley Drivers Club Meeting, and has always been part of the Barry Hopkins race for Morgans, MG's, and AC cars, however, in recent years the event had become dominated by the Malvern products which is probably what prompted the organisers to make changes. This year the TT was a separate class within a new race, The Bentley Drivers Club Sports Car Challenge, pitting Morgans against a wide variety of makes and models including Lister Jaguar, Aston Martin, Austin Healey and D-Type Jaguar. This meant that the TT entrants were scattered throughout the field making a coherent race report difficult, suffice to say that 2018 winner, Tim Parsons repeated the feat finishing fifth overall. James Sumner ➤

The ex-Richard Plant Roadster, Kewpie Doll, now in the hands of Peter Cole finished 10th in the TT



Mike Bell driving Simon Orebi Gann's +4 Supersport steps aside for a D-Type Jaguar



Matt Taylerson's 'push rod' trophy winner



Simon Gurney hustles his +4 SS through the Complex on his way to 9th place in the TT



The immaculate +4 of Leigh Sebba brought up the rear of the Morgan race



Making his annual appearance in the race Brian Gateson failed again to win his own trophy

was second TT competitor with Matt Taylerson third. Kelvin Laidlaw, Mike Bell, Craig Hamilton-Smith, Ian Sumner, Richard Fearn, Tony Hirst, Simon Gurney, Peter Cole, John Bevan, Brian Gateson (still trying to win his own trophy) Michele Bailey, Richard Hayward, and Leigh Sebba were scattered among the rest of the field. The overall winner of the Challenge was Richard Plant in one of his V8's, after seeing off the potent Lister Jaguar in the process.

So Tim retained the claret jug for another year, while Matt Taylerson won a new 'push rod' award.

The essence of the Techniques Trophy was rather diluted in its new format, maybe a change of tack is needed. **MOG**

Doubling up, Tim Parsons on his victorious way





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THE MALVERN SPA LUXURY HOTEL AND HEALTH CLUB

Sister hotel to the Colwall Park Hotel which we have featured in a previous edition, the Malvern Spa is quite different in that it is a modern hotel sited on the edge of town with a superb health and leisure spa as the central focus to its being.

WORDS Granville Orange PHOTOGRAPHY Granville Orange and Malvern Spa

In fact it is the first spa to open in Malvern since 1910, and it was back in 1842 that the very first spa opened with Doctors James Manby Gully and James Wilson offering what was referred to as the “Water Cure” and putting Malvern on the map as a spa town and a popular destination.

Malvern became famous for its many water springs and wells, where fissures in the granite and limestone retain rain water which slowly permeates through the rocks then escaping as springs. Beneficial properties of the water have been reported for over 400 years, and once the “Cure” was publicised Malvern rapidly grew from a hillside

village to a large, wealthy town with its grand Victorian and Edwardian hotels and large houses. The water was bottled on a large scale in Colwall between 1850-2010, latterly under the Schweppes brand, and has been enjoyed by several British monarchs, including Elizabeth 1 as early as the 16th century, and Queen Victoria is said to have refused to travel without it.

It was in 1851 that Charles Darwin booked in his daughter for the Water Cure with Dr Gully, hoping the “Cure” would improve his daughter’s health.....although how successful it was is debatable, as she is buried in Malvern ! Other famous patients included Thomas Carlyle >







(Scottish essayist, satirist, historian, mathematician, and translator), Florence Nightingale (the “Lady with the Lamp” and pioneer of modern nursing), Lord Tennyson (poet), and Samuel Wilberforce (English bishop, and remembered for his opposition to Charles Darwin’s theory of evolution). I wonder if the two ever met in Malvern and how fascinating it would have been to overhear their discussions...they certainly had a similar lifespan: Wilberforce 1805-1873, and Darwin 1809-1882).

As an aside, HFS Morgan was born in 1881 and is reported to have been in poor health possibly caused by malnutrition whilst a pupil at Marlborough School and was withdrawn by his parents but rather than receiving the local “Water Cure” was sent to Italy to recover.

Malvern Spa opened in August 2008 and has four AA stars which were awarded in 2018 and a Trip Advisor rating of five stars and a Certificate of Excellence. The hotel has 32 bedrooms, with one suite and three multi-access rooms and a lift to the first and second floors.

Food is served throughout the day, and I met with Sara Biddle (Membership and PR Manager) who informed me that the restaurant and bar are about to be refurbished. Richard Dixon is the Head Chef of both the Malvern Spa and the Colwall Park Hotels (2 AA Rosettes), and celebrates locally sourced food whenever possible. The hotel is popular with actors performing at the nearby Malvern Theatre, and amongst others who prefer to remain anonymous (spot the familiar faces around the spa) recent famous guests include Ant & Dec; Sally Gunnell; Shane Richie; Will Young; and Clair Sweeney.

Car clubs are welcome, and Sara suggested that readers book direct to obtain the best rates. There is private parking to the front and side of the hotel, with CCTV coverage, and groups can by arrangement be seated together in the restaurant. I am told that the Spa

is particularly popular with German Morgan owners, who I guess enjoy the spa and the many treatments on offer. Indeed, with no intention to be sexist here, but if for example it was my wife and I visiting Malvern, whilst I did the factory tour (just a mile to the factory and Pickersleigh Road), there would be nothing Chris would like better than an indulgent spa day to herself here at the Malvern Spa. (As it happens we live local and are both members and have been for many years).... and gentlemen, there are treatments for men too so you too can relax and be spoilt whilst relaxing in serene luxury.

The spa has been awarded four Bubbles from the Good Spa Guide, and Elemis is the chosen partner for all treatments. The 20 metre indoor/outdoor heated hydro pool is the centre of the spa area with its bubble massage stations, water jets and hydrotherapy beds...all in a water that is constantly heated to between 35-36C ! Around the pool you will find Foot Spa’s, a Salt Grotto, a Crystal Steam Room, Herb Sauna, Kelo Sauna, an Ice Fountain, Bucket Drench Showers and a Tropical Storm Shower, plus lounge beds both inside and outside the pool. There are water drinking fountains and complimentary daily newspapers and magazines to read, and a poolside bar service.

There is a long list of treatments on offer with well trained therapists, so please visit the hotel web site for details and costs, and please note advance booking is highly recommended to avoid disappointment. Robes, towels and slippers are provided as complimentary during your stay.

Check in is from 11.00, with check out at the usual 3.00pm, albeit the spa facilities are open to guests from 06.15 to 10.00pm. **MOG**

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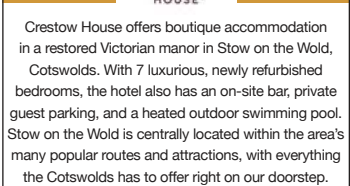
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From Edwardian grandeur, through the corporate wilderness of the Seventies, to the ignominy of death and dissection. Such is the fate of Britain's last volume car manufacturer...

ROVER

WORDS Dave Smith PHOTOGRAPHY As credited

The two cities of Birmingham and Coventry could be considered the British equivalent of Detroit, the Motor City. One company that was born - and lived - at either end of that stretch of A45 was arguably its best-known and longest-lived: Rover.

It all began when the bicycle was king. James Starley was well known for making sewing machines but, in 1869, made the transfer into the bicycle trade. One of his employees was his nephew, John K Starley, who left his uncle's company, joined forces with William Sutton and founded Starley & Sutton Co in Coventry in 1878. The first vehicle to carry the Rover name was a tricycle, launched in 1883.

Back then, tricycles and penny-farthing-style high-wheelers ruled the cycling world. John Starley thoroughly upset that world when, in 1885, he introduced the new Rover Safety Cycle, a bicycle with a diamond-shaped frame, two wheels the same size, and a chain-drive to the rear. A contemporary cycling magazine suggested that this new model had "set the pattern to the world," and they were right. More than 130 years later, the world is still pedalling machines that resemble Starley's first Rover.

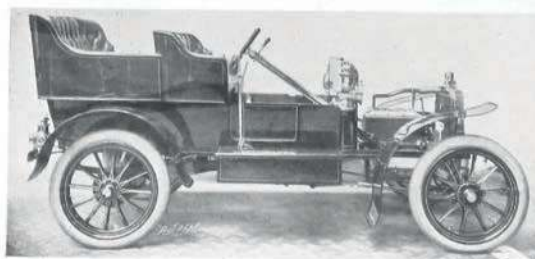
By 1889, William Sutton left the company, and John

renamed it JK Starley & Co Ltd. Late in the 1890s, he rebranded again to The Rover Cycle Company Ltd, then began importing Peugeot engines and experimented with fitting them to bicycle frames. Sadly, this would be the last contribution from the man who had revolutionised the world of cycling. John Starley died in October 1901, at the age of just 46.

The Rover Cycle Company Ltd was taken over by Harry J Lawson, a bicycle designer and racer (whose designs ran parallel to Starley's and often overlapped). Lawson was also something of an entrepreneur in the nascent automobile industry, with his fingers in many motor manufacturing pies, including the early Daimler concern, so it was natural that he'd continue Starley's work. This led to the Rover Imperial motorcycle, which launched in late 1902, and the Rover brand would continue to build motorcycles into the Twenties.

Flushed with this success, Lawson brought designer Edmund Lewis over from Daimler, to work on Rover's first automobile. The fruit of this labour would be the 1904 Rover Eight, a single-cylinder, 8hp two-seater with the world's first backbone chassis.

All was not well in the boardroom, however, and some



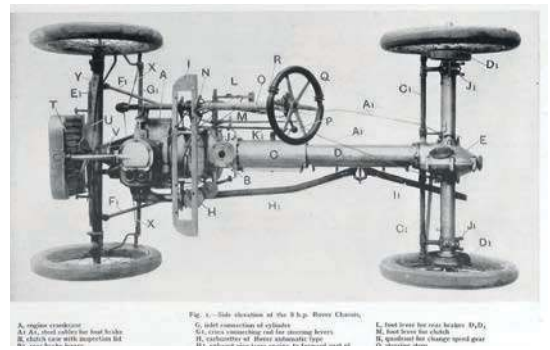
1905 Rover 10/12 (*The Autocar*)



Ernest Curtis winning the 1907 RAC Tourist Trophy in his Rover 20



1904 Rover 8 (Gaydon museum)



1904 Rover 8 chassis (The Autocar)

of the pies Lawson had his fingers in, which had been under legal scrutiny since the turn of the century, came back to hit him in the face. He landed himself in court for defrauding shareholders, subsequently ending up on the busy end of a year's hard labour.

In the meantime, back at Rover's Coventry plant, there was a smaller, cheaper 6hp car to come in 1905, built on a more conventional chassis but with an early effort at rack and pinion steering, shortly followed by four-cylinder 10/12 and 16/20hp models.

It was after these models debuted that Lewis left to join Deasy, and Rover found themselves fumbling with new designs, including a brief affair with the Knight sleeve-valve engine, before hiring a new designer, Owen Clegg, from Wolseley in 1910. Clegg's first designs were the 2.3-litre 12hp and 3.3-litre 18hp models, which were unveiled in 1912, and proved so successful that Rover dropped all other models, until the summer of 1914 when war took priority. During those dark days, Rover were kept busy supplying motorcycles to the British and Russian armies, plus building Maudslay trucks and Sunbeam-based ambulances.

Once hostilities ceased, the same range went back on

the market, though the 12 was upgraded to a 14. Clegg had left to join Darracq before the war, so Rover bought a design for a small, 8hp car from Jack Sangster at Ariel motorcycles, and set up production in a new factory in Birmingham. The Rover Eight had an air-cooled flat-twin engine and was sturdy, reliable and cheap. It was a decent seller until some Herbert from Longbridge brought out the Austin Seven in 1922.

Having seen the writing on that particular wall, Rover began to move upmarket with the 1924 Nine, followed by the 14/45 with its interesting new overhead-cam engine. As interesting as the new engine was, it was completely overmatched by the heavy 14/45, so was upgraded to the 16/50 with a more powerful engine.

Times were tough, though, and Rover suffered. In 1928, the Nine was replaced with the unremarkable 10/25, along with a new six-cylinder, two-litre, overhead-valve model, but the company was heading for insolvency. Later that year, the board appointed Frank Searle as Managing Director with instructions to save Rover.

Searle immediately brought in Spencer Wilks, William Hillman's son-in-law, who had just left Hillman after the Rootes brothers takeover, and gave him the title of



1926 Rover 9



1927 Rover 16 50 (Coventry Transport Museum)

WHAT COULD HAVE BEEN



1928 Rover 10 Tourer (Clive Barker)



1935 Rover P1 (Graham Robertson)

General Works Manager and a seat on the Rover board. Wilks' first move was to divest the Midland Light Car Bodies subsidiary, then bring in two new designers, Robert Boyle and Maurice Wilks. Maurice was Spencer's younger brother, just back from a brief stint with General Motors in Detroit.

Boyle and Wilks Jr were tasked with designing a new small car, and the result, the rear-engined Scarab, was even displayed at the 1931 London Motor Show, but never saw production. Rather more significant was another 1931 debut, named the Pilot, also designed by Boyle and Wilks Jr, with a small six and a freewheel transmission...

Searle and Wilks Sr had abandoned the bargain-basement Scarab and wanted to move the Rover brand further upmarket. After a couple of years of heavy losses, but with black ink on the horizon, Searle vacated his seat on the board, leaving Spencer as MD and putting Maurice in charge of engineering and design. This led to the Rover 10 P1 of 1933, with its brand-new 1.4-litre engine, freewheel transmission and underslung chassis. It was a handsome beast, and, costing around 50% more than the competition from Longbridge or Cowley, showed exactly which market Rover was aiming for.

The 10 was followed by a 12, and a six-cylinder 14 directly descended from the Pilot show car. The 14 soon begat a 16, then a 20, while production - and profits - soared. Rover took part in a government 'shadow factory'

scheme, and opened new plants in Solihull and Acocks Green, a suburb south of Birmingham. The latter was running when the Rover 10 P2 was launched in 1939, but, of course, another continental fracas put a spanner in the works that year.

The Coventry, Solihull and Acocks Green sites were put to work making aircraft engines and airframes. The benefits of the shadow factory scheme soon became painfully obvious, as the Luftwaffe bombed the Coventry factory so heavily during 1940 and '41 that it was never fully rebuilt or returned to full production.

In 1940, Rover were approached by Frank Whittle to produce his new jet engine. Maurice Wilks helped refine Whittle's design, and they built the first test engines in a Lancashire mill building, but soon, after clashing with Whittle over the design, and being slightly out of their depth with the production, Rover did a deal with Rolls-Royce. Rover handed over the whole jet engine show to Rolls, and Rolls gave Rover the tooling, contract and Nottingham factory that built the Meteor V12 tank engine. Incidentally, while Rolls built Whittle's jet engine and named it the Welland, their new and improved engine was based upon Rover's improvements to the Whittle unit, and became the Rolls-Royce Derwent.

A great deal changed after the war. Rover abandoned the damaged Coventry factory, moving all their automotive concerns to Solihull, while the Acocks Green



1947 Rover P2 12 Tourer (Steve Glover)



1949 Rover P3



1936 Rover
P1 Tourer



1939 Rover P2

plant continued to make Meteor engines. The P2 resumed production at Solihull, but would be short lived; the P3 - the four-cylinder 1.6-litre 60 and the six-cylinder 2.1-litre 75, both with new chassis, independent front suspension, hydro-mechanical brakes, debuted early in 1948.

Another debut for that year was a complete departure from the handsome, comfortable and upmarket Rovers. Maurice had an army surplus Willys Jeep for trundling around his farm, but he and Spencer thought they could do better. The result was the first Land Rover, which went on show in 1948. Land Rover went on to be a spin-off from Rover and, eventually, more profitable and long-lived than the parent.

Incidentally, at the time of the Land Rover's introduction, there was a new employee at Rover, fresh from his apprenticeship at Rolls-Royce. His name was Charles Spencer King, better known as Spen, the Wilks brothers' nephew, who would go on to develop, among many other things, the Range Rover.

Meanwhile, back in the world of comfortable passenger cars, the 1949 Motor Show witnessed yet another new machine from Rover. The Gordon Bashford-designed P4 75 was middle-sized, modern and handsome yet conservative with a solid, dignified air. The 75's only avant-garde feature was a central front fog lamp, a styling cue possibly borrowed from the contemporary Loewy-designed Studebakers, which led to the first 75s being

nicknamed the Cyclops. They were so very British it brought a tremble to even the stiffest upper lip, and so well loved that the P4 became affectionately known as the Auntie Rover.

The six-cylinder 75 was later joined by the four-cylinder 60 and more powerful six-cylinder 90 in 1953, and the high-performance 105S (manual) and 105R (auto, using the charmingly-named 'Roverdrive' two-speed-plus-overdrive 'box) in 1956. Towards the end of the Fifties, the 60 was replaced by the 80, and the 90 and 105 replaced by the 100; in the early Sixties, the 95 replaced the 90 and the 110 replaced the 100. Pick a number, any number.

While the P4 range was the very epitome of conservative middle-class, there was a Wild Rover in the family. Maurice Wilks had not forgotten all he'd learned with Whittle, and brought in Frank Bell and the aforementioned Spen King to help him develop a gas turbine engine for the road. The prototype, JET1, based on a roofless roadster version of the new P4 75, was unveiled to shock and awe in early 1950. It later went on to run at 150mph, spawned various other prototypes, and even a joint project with BRM to build a gas turbine racing car to compete at Le Mans. It's a tale that demands a whole book to itself, but, sadly, despite all this, it seems that gas turbine research didn't amount to much back in Solihull, and was not pursued much further.

Back in Rover's day-to-day world, things were looking ➤



1949 Rover P4 75
(Andrew Bone)



1950 Rover JET1 (Jonathan Cardy)

WHAT COULD HAVE BEEN



1954 Rover P4 90



1958 Rover P4 105S

rosy and, in the autumn of 1958, the new P5 launched. This was a large executive four-door saloon, styled by David Bache, longer and wider than the P4, and lazily comfortable thanks to the three-litre inlet-over-exhaust straight six. A MkII version came along in 1962 with more power, and a very stylish four-door coupe version with a lowered roofline. The 1965 MkIII was more powerful again, but then came the tour de force, the 1967 PSB with the new aluminium V8 engine bought from General Motors. The PSB could be staid establishment and hooligan at the same time; a car loved by both bank managers and the men who robbed them.

Spencer Wilks retired in 1962, at the age of 70, though he kept a position as a non-executive director and would later be President of Rover. Maurice Wilks succeeded his brother as chairman, and WFF Martin-Hurst (Maurice's brother-in-law) got the managing director gig while Peter Wilks (Maurice and Spencer's nephew) took over as technical director. Just a year later, in 1963, Maurice died at the age of 59; Spencer saw his 80th and last year in 1971.

Maurice died just a month shy of seeing the company's groundbreaking new baby debut at the October 1963 Earl's Court Motor Show. It was the Rover P6, the work of King, Bashford and Bache, and was aimed at the younger executive who was too dynamic for the big P4 or P5 but wanted something classier than a Zephyr. Styling was crisp, clean and modern, but not flashy, and

that skin concealed such modern tech as bell-crank front suspension, De Dion independent rear suspension, all-round disc brakes and a new OHC two-litre, four-cylinder engine. It was a hit, and the P6 was named the first ever winner of a new award: European Car Of The Year, in 1964. Things got even better in 1968 when the PSB's 3.5-litre V8 was dropped into the spacious P6 engine bay.

At the same time, the Rover board's traditional keep-it-in-the-family approach was about to experience a major upset. It began when the Leyland Motor Corporation, who had owned Standard-Triumph since 1960, bought Rover and Land Rover in 1967. Meanwhile, the British Motor Corporation had spent the Fifties conglomerating Austin, Morris, MG, Riley and Wolseley, before finally merging with Jaguar in 1966 to create British Motor Holdings Ltd. In May 1968, under pressure from on high in the Wilson government, Leyland and BMH merged to form the British Leyland Motor Corporation.

There was a definite two-tier system in the new British Leyland. The BMC marques shared everything, to the extent that the ADO16 1100/1300 saloon was an almost identical car marketed under five different brands; six if you counted Vanden Plas. The upper echelon 'Specialist Division' marques, however, were fiercely independent and secretive. The Rover P6's biggest market rival had always been the Triumph 2000, and they were still competing even though they now lived under the same



1970 Rover PSB Coupe



1977 Rover SD1 V8



1962 Rover
P5 MkII

roof. Rumour has it that Jaguar had deliberately designed their new XJ6's engine bay to be too narrow for the Rover V8, for fear that BL brass would take away their beloved DOHC straight six and foist the V8 upon them.

In 1973, the P5B was discontinued and the P6, while still popular, had reached its 10th birthday, so the dream team of Bashford, King and Bache were tasked with creating a jaw-dropper. The trio, whose last hit was the 1970 Range Rover, clearly had a poster of a Ferrari 365GTB/4 pinned up in the studio, because what came out was a stunner - the SD1, a swoopy, modern five-door hatchback powered by the old faithful V8, that debuted in 1976.

It was, however, born under a very bad star. BL bean counters had been busy restructuring and chucking the dead wood overboard - Riley had gone in 1969, Wolseley was going - but the monstrous corporate hull was sinking fast. It had become a Seventies poster child for inefficiency, internal political and industrial unrest, poor planning and patchy quality control, and, in early 1975, went spectacularly bankrupt. It was salvaged into British Leyland Limited, and effectively nationalised by the Wilson government.

Amazingly, the new Rover survived and thrived, taking the title of European Car Of The Year 1977. At the end of that year, the 2300 and 2600 models were released, using heavily redesigned OHC versions of the old Triumph



1968 Rover P6 2000TC

straight-six, which meant that the now-15-year-old rivals, the Rover P6 and Triumph 2000/2500, could finally be pensioned off.

More corporate restructuring in '77 meant that the new BL Cars Ltd was now split into three groups: Austin-Morris, which included MG, and JRT, for Jaguar-Rover-Triumph. Third was the Land Rover Group. At the dawn of the Eighties, the SD1 range was facelifted, and had expanded to encompass a 2.4-litre VM turbo-diesel, and a base-model using the Austin-Morris 2.0 O-series engine, though this was overmatched by the bulky SD1.

Little did they know that the SD1 would be the last 'proper' Rover. BL CEO, Michael Edwardes, had seen BLMC heading for the plughole while Japanese imports commanded an ever-increasing share of the market, so, for the future of BL, he looked east. He began working more closely with Honda, the first child born of this union being the short-lived Triumph Acclaim. As the old names - Morris and Triumph - fell by the wayside, so the Honda content of the recently streamlined Austin-Rover grew, while Jaguar was spun off and privatised in 1984. By the time the Maestro and Montego were being phased out, Austin-Rover had become the Rover Group. Who'd have guessed that Rover would be the sole surviving name in the fiasco that had been British Leyland? It was privatised in 1988, sold to British Aerospace, though by that point, everything coming out of Longbridge or Cowley seemed



1985 Rover Vitesse at the Nurburgring



1988 Rover 216 Vanden Plas (Kieran White)

WHAT COULD HAVE BEEN



1989 Rover 820E (Kieran White)



1998 Rover 216 Cabriolet

more Honda than not.

The SD1's replacement, the front-wheel-drive 1986 Rover 800 series, was based on Honda's Legend, using either a 16-valve version of the old O-series four-pot or a Honda V6. Then the old Rover 200 - beloved of Hyacinth Bucket and itself based on the Honda Ballade - was replaced by the new Concerto-based 200 and 400 series between late 1989 and early 1990. This was powered by the revolutionary new Rover K-series DOHC 16v, which won awards for engineering on launch, but will only be remembered for its rapacious appetite for head gaskets. Then, in 1993, the Accord-based 600 series showed up. It was tragic that this very British marque had all but turned Japanese, but Honda was probably the saving of Rover.

At about this time, BMW came knocking and bought the whole show, eventually splitting it all up in 2000, selling Land Rover to Ford, keeping the Mini brand for themselves, and selling MG and the rights to use the Rover name to the Phoenix consortium. Phoenix was an appropriate name, as their new MG Rover group had to bring the struggling brand back from near death. Much restructuring followed. The Metro/Rover 100 series and the 600 series were discontinued. The 200 series was renamed the 25, the 400 the 45, and the 800 was replaced with the rather handsome new 75 four-door saloon.

MG Rover under Phoenix first introduced a Tourer estate version of the 75, followed by sportified MG versions of the Rover range. When the Rover 75 V8 and

the ZT or ZT-T 260 joined them in 2002, using Ford's Modular 4.6 V8 engine and rear-wheel drive, they'd created a proper, understated British sleeper.

Sadly, none of this would amount to much. Sales were on the slide thanks to the 25 and 45 still being essentially Eighties Hondas under the skin, and the blind alley that was the woeful CityRover, a rebadged Tata Indica. MG Rover had never turned a profit, and amid rumours of buyouts, sell-outs, takeovers and even government intervention, the production lines stopped in April 2005.

Then the scramble began, with Nanjing Automobile and the Shanghai Automobile Industry Corporation fighting over the corpse. Nanjing ended up with MG, and wanted the rights to Rover, but BMW had promised first refusal to Ford back during the Land Rover sale. SAIC ended up buying Nanjing in 2007, and they now make MGs. When Ford sold the whole Jaguar Land Rover concern to Tata Motors in 2008, they bundled Rover rights in with the deal; Tata haven't done anything with those rights, so far.

So, the last British volume car manufacturer is now owned by an Indian company and only exists on paper in a filing cabinet in Mumbai. Will the longship badge ever reappear on an upmarket executive saloon? Or, worse, will it be used as the MG badge has been, to reflect some decades-old faded glory onto a range of unremarkable hatchbacks and SUVs? Obscurity or ignominy - which would be worse?



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ACTION APLENTY AT CASTLE COMBE

The main Championship front runners were represented by Jack Bellinger, Andrew Thompson, Tony Hirst and Craig Hamilton-Smith. But Class 'C' leader and potential overall winner, Phillip Tisdall gave the meeting a miss. Amongst the less familiar names were Bill Lancashire in the Class 'A' car he had bought from Phillip Goddard, Henry Williams, making a welcome return to the series, Robert Gilmore in

a Morgan 4/4 previously campaigned by John Bevan, and Mark and Sam Butterworth, father and son sharing the garish black and yellow ARV6, 'Bumble', raced by Stuart Anderson in past seasons. Everyone was glad to see Roger Whiteside back in action following his unfortunate shunt at Donington,

Qualifying saw Lancashire annex pole position ahead of Whiteside by over a second, Andrew Thompson on



When push comes to shove Andrew Thompson lends Roger Whiteside a hand



Andrew Thompson (centre) makes his way through the back markers in race two

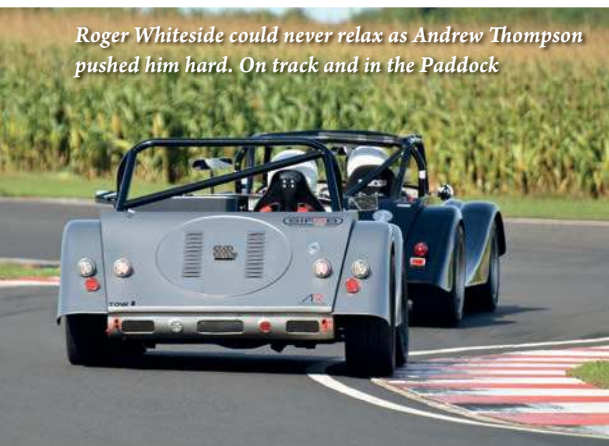
The penultimate rounds of the Morgan Aero Challenge saw the competitors making a return to the Wiltshire Circuit at Castle Combe where the sun shone brightly all day, and the racing was furious. The entry consisted of many of the regular contenders with a few less familiar names cropping up in the programme. WORDS Bob Bull PHOTOGRAPHY Tripas Media

the second row had Phill Thomas for company while Simon Orebi Gann, Tony Lees, Tony Hirst, Henry Williams, Craig Hamilton-Smith, and Brett Syndercombe completed the top ten.

From the off it was Phill Thomas who made the best start from row two and, as he was at pains to point out to MOG, actually lead the race for 'a millisecond' before discretion took over. Bill Lancashire converted his pole

into a first lap lead, however, it all came to nought as a failed relay ended his race on lap two, leaving Andrew Thompson at the head of affairs, until Roger Whiteside used the power of his V8 to snatch the lead on the straight. For three laps Roger held sway before Andrew used the more nimble ARV6 to regain the lead, holding on for laps six, seven, and eight at which point Roger once again took command. The Class 'A' car was unable ➤

Roger Whiteside could never relax as Andrew Thompson pushed him hard. On track and in the Paddock



Sharlie Goddard, twice beaten by husband Phillip, considering divorce proceedings maybe?





Phil Thomas could not pass Greg Parnell on the track

to shake off the Class 'G' ARV6, and Thompson once again slipped inside Whiteside and duly took the win by a mere 0.401 of a second. Tony Lees had made third place his own, sticking with the leaders but unable to challenge while remaining well clear of Simon Orebi Gann, and Phill Thomas. Further back Henry Williams and the Morgan factory duo found it hard to decide who should be next with Henry eventually getting the better of Tony Hirst, and Craig Hamilton-Smith with just 1.358 seconds between them after fifteen laps of close quarters action. Brett Syndercombe had a lonely race in ninth spot, while in contrast Greg Parnell had barely a coat of paint separating him from Sam Butterworth in Bumble as they reached the finishing line. James Sumner was another solitary runner as behind Jack Bellinger and Tom Richards battled mightily over 13th/14th while Steve Lockett took Class 'C' and 15th place despite a few agricultural moments at the Esses when he left his braking

a little late as he tried to split the duo in front. Phillip Goddard beat his wife, Sharlie for Class 'H' honours and the entire Class 'R' contingent kept company as Kelvin Laidlaw, Robert Gilmore and Peter Cole came home with nothing worth mentioning between them. Apart from Bill Lancashire only Ian Sumner failed to complete the allotted task when a hose split leading to his Hip bath becoming a Steam bath.

Following the shenanigans at Silverstone last time out when Jack Bellinger's V8 was badly damaged, Jack drove a replacement Class 'D' 4/4 hastily prepared but not yet competitive leaving his Championship bid in tatters. A shame.

Between races Bill Lancashire managed to replace the faulty relay so would start race two from the back of the grid, but Ian Sumner's problems were terminal and he was a non-starter.

With the pack lining up in the finishing order of ➤



One man went to mow, Steve Lockett tries a short cut



Castle Combe's scenic background makes a perfect setting for three colourful Morgans



Mark Butterworth in the aptly named, Bumble under pressure from Peter Cole's Roadster



Ian Sumner's stricken Plus 4 is put away for the journey home. An early bath you might say



Andrew Thompson pushing his ARV6 to the limit as he knows Bill Lancaster will be coming

race one there was much speculation as to how long it would take Lancashire to catch the front running cars having proved the class of the field in qualifying. The man most likely to hang on longest was pole sitter Andrew Thompson who duly led away from the start, establishing a narrow margin over Roger Whiteside until lap five, when Roger faded, probably tiring after his recovery from injury. As Roger slowed Tony Lees closed in and looked a threat to the V8, but could never quite get close enough to make a move. Meanwhile our fast starting hero from race one, Phill Thomas, found himself dead last after some form of misdemeanour on lap one. A steady climb through the back markers brought Phil up to the back bumper of Greg Parnell's Aero 8 GTN. Now one never describe Greg as a 'mobile chicane' (heaven forfend), however, he proved such an obstacle to Phill's progress towards the front. From lap seven through to the finish Thomas tried every possible way to overtake the big V8 in front, inside, outside corner after corner, all to no avail, even a wild trip across the grass at Quarry failed to deter him. Top marks to both drivers for good clean racing under pressure, and a wonderful spectacle for the on lookers. But what of Bill Lancashire, how was he getting on? The answer was very well, by the end of lap two he was up to seventh, 4th. on lap three, 3rd. on lap six, 2nd. by lap eight, and passing Andrew

Thompson for the lead on lap ten.

When the chequered flag fell Lancashire won by 2,621 seconds from Thompson, followed by Whiteside, Lees, Simon Orebi Gann, Henry Williams, Tony Hirst, Brett Syndercombe, and James Sumner with Greg Parnell completing the top ten ahead of a frustrated Phill Thomas. Next up Tom Richards just managed to beat Stephen Lockett who had the consolation of taking Class 'C' for the second time. Once again Phillip Goddard pipped Sharlie for Class 'H' honours, while Kelvin Laidlaw clinched Class 'R' again. Mark Butterworth taking over Bumble from son, Sam, found Pete Cole trying every trick in the book to get past, however, the superior power of the ARV6 proved decisive against better grip of the Roadster.

Both Jack Bellinger and Craig Hamilton-Smith failed to finish, perhaps not too surprising in Jack's case considering the circumstances, however for a works car to fail is rare indeed.

When the dust had settled the positions in the title race had left an intriguing prospect for the final race at Snetterton on October 5th. Awaiting official confirmation the situation has Tony Hirst on 115 points, Andrew Thompson with 114, and Craig Hamilton-Smith on 112 all having to drop three scores at the end of the season. Be sure to order you copy of MOG to find out who manages to take the Championship crown. **MOG**



Tony Hirst tries the inside line as he battles with Henry Williams's very fast 4/4

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A DAY AT THE FACTORY

Perhaps there is no such thing as a “typical day at the factory”, as of course each day is different and brings a variety of different aspects to any visit. However, as MOG commences upon this new feature each month, what one can depend upon is a feast of articles on life at Pickersleigh Road.

WORDS & PHOTOGRAPHY Granville Orange

Just driving into the factory car park on Spring Lane is always a delight...it brings a smile to the face of any MOG enthusiast, and one never knows what one might come across. Wednesday the 21st August was no exception as I called in for a regular spot of lunch on a warm sunny day and whilst out and about around Malvern in MOG 3W.

The real stand out gem on this visit was a Plus 4 from 1954 - UHY 277, 65 years young and representing times long gone yet still looking fabulous today, which is more than I can say about myself albeit born just a year earlier....my “patina” increasing by the month ! The

1954 Plus 4 had a Standard 2000cc engine, and weighed just 762 kg. It was a model that Morgan introduced to the public at the 1950 Earl’s Court Motor Show, the same year and show where Jaguar launched the 2 seater XK120 (Jay Leno’s first collector car), Triumph Standard launched the small four-seater Mayflower, Ford showed the new Zephyr 6 and the Consul, and from America came the Nash Airflyte (dubbed one of the “World’s Worst Cars”, it came with an option to have the front seat folding backwards to form a full size bed... an option favoured, the publicity of the time stated...”by teenagers” ! The mind boggles. Austin launched the A40



Sports, and Morris the Minor four-door....reported to be the cheapest car at the show...these and more latest models of the time were launched in a new, exciting and optimistic post-war market. Anyway, I digress, and so back to the Plus 4 - with a strengthened and longer chassis than its predecessor, and with hydraulic brakes for the first time, performance of the Morgan Plus 4 was much improved. This was and is a timeless classic, and as a result models from 1954 exchange hands today for an average price of £28,600 according to a well-known insurance company. Not a bad investment if buying new and retaining ownership for many a year (as many of us

Morgan owners do).

The Plus 4 aside, I then spotted a beautiful brand new Plus 6 parked up which I approached with great excitement. An equally stunning vehicle and a true representative of the Morgan brand of today. With all the very latest design and technology behind it (about much has been written in recent months) this model in 65 years time will for sure still be a stand out example of the marque, as much as the Plus 4 is today, and I guess holding their value much as Morgan's always have. This is just a joy to behold, a mouth-watering sculpture with classic lines and contemporary structure, Morgan lovers, ➤



I behest of you, do get along to your nearest Morgan dealership to view it, sit in it, salivate, and perhaps even arrange a test drive.. then place your order - after all, there's no point in this day and age in having money in the bank at the dismal interest rates that they offer investors... wouldn't you much rather invest in fun, British motoring, Morgan and live with and enjoy your money whilst probably not losing a penny on your treasured Plus 6....shake off those moths and get out the wallet, after all, to steal a phrase from this Land Rover Defender nut..."One Life...Live it" !

So, it was now time to pop inside and have lunch prepared by the lovely ladies behind the counter in the visitor centre. I just love them, and the egg and cress sandwiches are to die for ! Let's just hope that the factory is still here in 65 years time, and still in Malvern, and still producing superb hand-built cars for the discerning motorist of the time. Perhaps these are matters to pick up on in future months on these pages ?

We hope you approve of this new feature and for those less fortunate than those of us who live very close to the factory, we aim to bring you news and snippets, gossip and pictures...anything that is Morgan related from our regular visits to the factory. **MOG**





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CONVERSATION STREET

As the early autumn sun beat down on the car park and beer garden of the Old Oil Leak and Drip Tray in deepest Wiltshire, a few MOG regulars sat around drinking their low alcohol beers and assorted fruit juice concoctions.

The conversation had started with a heated debate on that afternoons racing. Then as we waited for our assorted burgers, fish, chips and haloumi fries, someone asked if anyone had managed to fry an egg on the bonnet of a Plus 8 in mid-September before. No one knew, and as we all muttered to ourselves a Mazda driver who had joined us suggested that the unseasonably hot

weather was probably due to a combination of Brexit, prorogation of parliament and the Met Office losing the BBC weather forecasting contract. We promptly put him in his place. (Behind the double-decker bus at the back of the car park.) With him out of the way our conversation turned to a far more serious matter. "Should you put your Morgan away for the winter?"

Certainly not!

Why not?

Because it doesn't need to be if it's a modern Morgan. They have all got the materials in their construction done now where it not the major sort of problem it once was. 50 years ago when you had hand painted chassis, and black chassis and bulkheads and things that would rot, then that was a different matter. But now they're absolutely fine. The best joy of Morgan driving is when you get a beautiful frosty morning. Blow the bloody cobwebs away, get rid of those November, January and February blues!

Absolutely, Winter use, got to be! If you own it you've got to use it.

Any one else care to comment?

All the year round All the year round, unless you've got a Mercedes spare. (Laughter ensued, this was plainly a family

in-joke.) I drove my Four-Seater for ten years with out putting the roof up. From North London to South London. Five days a week. One day in the snow, I was stopped at traffic lights and kids started hitting me with snowballs. I couldn't do anything about it, or throw any back, but at least when the lights changed I was out of their range pretty quickly. Little baskets.

Yes Definitely all the year round. What's the point in not using it, otherwise where's the fun?

Lay it up over the winter? No, absolutely not!

It's an everyday car. The only question should be do you have the roof off on or do you have the roof on. (This couple has a had top)

Well I would say that you can have the roof on, because as we said in the Navy "any fool can be cold and wet".

Well I would disagree. No such thing as the wrong weather, just the wrong clothing. *(Although these comments are all anonymous, you can spot the Northerners can't you?)*

I used to have a Volvo with a soft top, and I used to drive to work every morning at six o'clock with no roof on. Best medicine ever.

I'm glad you put it like that, because if you'd said you used to drive to work topless, well that would have been distressing, and we might not have put it in the magazine. Moving swiftly on to another driver...

Should I lay the Morgan up over the winter? Oh no absolutely not, drive them all year round. I took mine out to St Moritz, through the snow, and the wind and the rain. Once there I drove it around the lake. Their great to dive in Alpine conditions. I've got a set of snow tyres. Put them on, and the car is just wonderful in the snow. I must admit that when the car went in for service they were finding little deposits of salt in all sorts of inaccessible places, but I had washed most of it out, and no problems.

Well I have to say I agree with you all. I love a winter drive, but I am very conscious of when salt has been spread on my local roads. Luckily my local council doesn't put much down on the local B roads and none at all on the lanes, so a bit of Morgan therapy is usually available to blow the winter blues away. I always try to ensure there is no snow on the car and its dry before I put it back into the garage though.

At this point the food arrived and the conversation moved on to the quality of the meat and if there was enough compassion in farming amongst European vegetable growers. So the vote was unanimous, no 52/48% split here. But as our plates were taken away we did notice one of our group pay his bill and slope off towards his "showroom shiny" Roadster. He was heard to be muttering something about updating his SORN notification, contacting his insurance broker and what a waste of money that carcoon had been.



Products

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Autoglym's award-winning 'Polar' series of car care products has been released in an attractive, affordable – and handy – 3 x 500ml bottle gift pack meaning that car-care perfection will always be within easy reach.

The Polar Blast, Polar Wash and Polar Seal formulas from Autoglym are all pressure washer specific applications that should be mixed at the required ratio and applied lovingly via a snow foam lance, making them perfect for the home detailer who wants maximum results in minimum time.

Polar Blast is the perfect remedy to loosen and remove stubborn dirt and road debris thanks to its clinging snow foam action that breaks down the dirt in no time. Polar Wash represents a leap

forward in car cleaning technology as a zero contact car cleaning solution, and Polar Seal really does seal the deal for the trio as it locks in the cleanliness and requires a very short time to cure before rinsing off.

Together the Polar trio will ensure the winter can't get at your pride and joy, no matter how hard it tries. It is expected to be able to wash and seal an entire vehicle in less than 30 minutes, making these products perfect for everyone's busy lives



MORGAN CARDS

www.Sbphotoart.co.uk | Starting from £3.50

It's coming up to that time of year again where many of us exchange cards and gifts, why not celebrate the occasion and show your love of Morgan cars with these special edition greetings cards commissioned by Brands Hatch Morgan.

Designed by Sbphotoart, they are printed on 350gsm white card and come with hammer effect envelopes, these are just a couple of the designs available although all feature some part of a beautiful Morgan vehicle.

The cards are all blank inside and so can be used for any occasion, available online and at Brands Hatch Morgan.





RIVETING TOOL

www.gunson.co.uk | Typically priced at £36.58

The traditional upholstery or sail eyelet is used on many applications, from a host of different classic car models on their hoods and tonneau covers, to utility vehicle tarpaulin covers, and especially on boat and yacht sails. The two-piece eyelets are readily available but how do you fit them? Reach for this new specialist riveting tool (part number 77157) from Gunson, the company that looks after all your traditional and classic car tool requirements.

This is a precision-machined punch and die tool, manufactured



in Sheffield. It is a traditional riveting hand tool, used with a hammer to complete the riveting action. Each piece of the eyelet is placed either side of the pre-cut hole in the material; then, working on a solid, hard surface, a few sharp taps with the hammer are all that's required to ensure a good,

tight and neatly riveted eyelet.

The forward edge of the Triumph Spitfire tonneau cover and the side fixings on the TR3 cover are just two examples of where these eyelets are used. There are many more examples across automotive, commercial and marine applications.

SWITCHABLE EXHAUST

www.krazyhorse.co.uk | Starting from £1195

Krazy Horse in Bury St Edmunds are at it again! As always they are working hard to customise and develop the inner workings of all their vehicles and have come up with an innovative "Switchable Exhaust". The exhaust system is available for all models 4/4, Plus 4, Roadster 3.0 and 3.7, Plus 8 and Aero.

When listening to their customer comments about the standard exhaust words like "tame" and "flat" were used but customers also stated the continuous drone from the "normal" sports exhaust wasn't acceptable in every day motoring. After taking on board the comments they set about developing a remote switchable exhaust and the results are very pleasing! It gives bit more attitude when the mood takes you and the desired sophistication when required. Made from stainless steel, using the best quality valves and a laser



cut Krazy Horse plaque the end result is not only pleasing on the ear its pleasing on the eye.

Prices start from £1195 for four cylinder cars and £2295 for 6 and 8 cylinder cars. A choice of side or



rear exit is available at no extra cost.

This Switchable exhaust is available exclusively from Krazy Horse in Bury St Edmunds, just call 01284 749645 for more detail.

Rumblings From The Shed

SEAT LOWERING

To do this you need; Tools as stated throughout the write up. You will also require an assistant who is either very thin! Or a car lifted onto jack stands; as you require access to the seat mounting nuts that can be seen (step 2b and 3b) on the underside of your Mog.

SEAT REMOVAL

Step 1. Remove the seat belt mount (17 mm)

Step 2a. Remove the rear seat mounting bolts. You will need to stop the bolts from rotating in the runners; this can be done using a Flat screwdriver to 'wedge' the bolt head as an appropriate tool such as

a socket will not fit!

Appropriate tools don't always work so sometimes a little imagination is required!

Step 2b. The rear nuts are located underneath your Mog, on the rear chassis cross-member you will require a socket or spanner for this dependant on access and a friend.

Step 3a. Remove the front four seat mounting bolts, using a spanner or socket to stop the front bolts from rotating on removal.

Step 3b. The front two nuts are on the metal cross plate and the rear front two are on the wooden floor board, again you will require a socket or spanner for this

dependant on access.

Step 4. Remove the seat (hoover later) Please Note; the "blind" holes (third from left)

Step 5a. You know have to drill out the "blind" holes. Start by drilling a pilot hole through the wooden wedge into the floorboard (typ. 13mm)

Step 5b. Remove the wooden seat spacer and drill the pilot hole out to 16mm ready to receive the nut on the bottom of the runner bar.

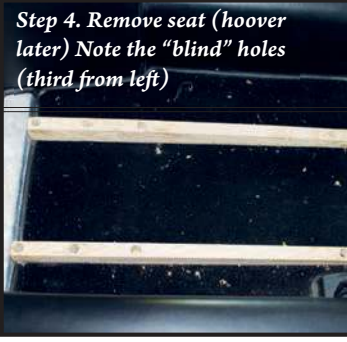
SEAT PREPARATION (part 1)

Photo 6. (left) new longer bolt (right) existing bolt

Step 6a. Loosen the retaining



Step 4. Remove seat (hoover later) Note the "blind" holes (third from left)



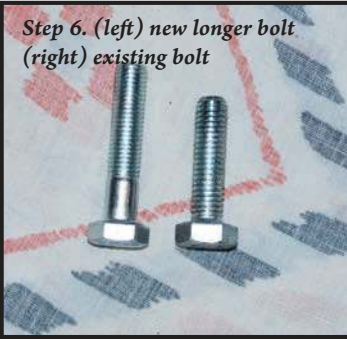
Step 5a. Drill a pilot hole through the wooden floorboard



Step 5b. Drill the pilot hole out to 16mm



Step 6. (left) new longer bolt (right) existing bolt



Step 6a. Loosen the runner mounting fixing



nut and bolt on the runner mount (as seen on the wooden spacer) and twist out of the way (roughly position at 90 degrees)

Step 6b. Remove the rear nut and bolt on the seat runner.

Step 6c. Install a longer bolt and

insert 3 washers between the seat frame and the runner.

Step 6d. Remove the front nut and bolt on the seat runner.

Step 6e. Install a longer Bolt and insert 7 washers between

the seat frame and the runner.

Step 7. Align the base mount with the runner and tighten the centre retaining nut and bolt

Repeat step 6 & 7 on the other side of the seat.

Next month the installation process.

Step 6b. Remove the rear runner nut and bolt



Step 6c. Insert 3 washers between the seat and the runner mount



Step 6d. Remove the front nut and bolt o the seat front. Install a longer Bolt and insert 7 washers between the seat and the runner



Step 7. Align the base mount with the runner and tighten the centre retaining nut and bolt



"HURRICANE", A NEW PLUS 4 FOR A NEW YOUNG OWNER

Last Month we introduced you to Alex Eastern, who told of how he came to order a new Morgan Plus 4. This Month we caught up with him on another visit to check on the car's progress.

WORDS & PHOTOGRAPHY Nigel Bradford

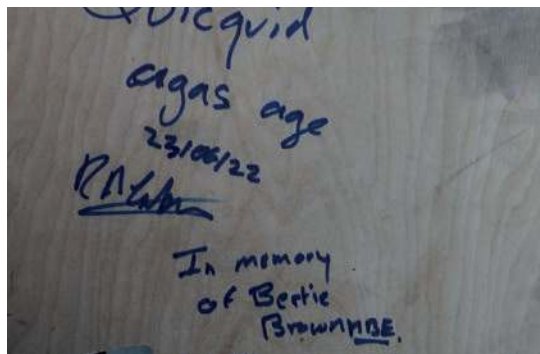
The path from the Visitor Centre to the factory is a short one, and it is usually one that is walked in steps of anticipation and wonder. If you're on a factory tour, the walk is always at the pace of the slowest member of the group. Anticipation builds as you walk at first past the Pre Delivery Inspection cars, and cars just about to be loaded onto lorries for delivery. Then past the Final Finish Shop and up the hill passing between all the other shops taking in the assortment of sounds and smells that emanate from them and stolen glimpses through semi-open doors. The walk never fails to excite. But the sheer brow bursting emotion of a new owner tops all the excitement felt by a tour party. Our little group, escorted by Lindon from Williams Automobiles, had to proceed at the forced pace set by Alex who was leading from the front!

Last seen whilst its bodywork was being prepared for painting, "Hurricane" was thankfully in Final Finish, so our speed march was only a short sprint and there were no stragglers.

Now resplendent in its "RAF Blue" the car was now beginning to resemble Alex's design specifications, and his joy was palpable. Alex has dedicated his Plus 4 to the Memory of his grandfather, Squadron Leader Bertie Brown RAF MBE who flew Hurricanes on Army Cooperation duties with 28 Squadron RAF during the Burma campaign towards the end of the Second World War. Luckily the car had yet to visit the Trim Shop so the wooden rear bulkhead was still exposed. Alex was able to complete his dedication of the car by writing the Squadron Motto "Quicquid Agas, Age" and a message to Bertie on the wood. ➤







The car was far from finished, its wings and bonnet were yet to be attached, but Alex found them nearby so happily posed with them, along with a couple of Plus Six bonnet panels for good measure. The combination of blue and green aptly resembled the blue Far-Eastern sky over the green jungle below. Alex also quickly found this bonnet panels as well, complete with SuperSports scoop. This detail is purely there in tribute to the Vokes tropical air filter fitted to Hurricanes operating in the Far-east and desert. “Hurricane’s” distinctive blue paint replicates the colour of the photo reconnaissance aircraft Squadron Leader Brown flew. Whilst standing by the car Alex told of how his grandfather’s war had entered a different phase in 1945 when he was captured by the Japanese. On capture he had been interrogated by a gentleman of an officer who had seen that he had been fairly treated, at least for the time that Bertie was in his charge. Bertie had reciprocated by politely answering all his interrogator’s questions, whilst giving away absolutely

nothing. The Oxford educated Japanese spoke the Kings English, but Bertie had answered everything in a broad Geordie accent!

Finally unable to contain his excitement Alex climbed into “Wor Hurri’s” cockpit. Despite the lack of seats he described the experience as “Genuinely amazing” and declared that he was “nearly bubbling”. He went on to say that it was amazing to see the gentlemen of the factory taking so much care over the build of his car.

It had been a fascinating visit to the factory to share in both the build of a unique car and also more of the story behind its inspiration. Alex had to head back north that afternoon, but I was able to return to the Factory a couple of days later and snatch a quick peak at “Hurricane” now complete with wings and seemingly flying, on jacks, in the corner of the Trim Shop. The tool box in the foreground of the picture suitable bearing RAF markings.

In our next edition Alex will take delivery, he can’t wait and neither can we! **MOG**





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IN THE COCKPIT

Kevin Fitzharris

What are you driving?

It's a 2011 Plus 4 SuperSports, in almond green. Its nickname is the Almond Tart. The reason for that is I have a good friend who is the Mechanic on the Filey Lifeboat. Once when I went to meet him he asked me what the colour was, so I told him almond green. When we arrived back at the car a wrapper from an almond tart we had just eaten was stuck to the cowling, so the name stuck. So now it is emblazoned on the car for all to see!

Is it your first Morgan?

No it's my second. I had a brand new 2014 4/4 ordered without my ever having sat in a Morgan. I had been so impressed with the Factory Tour that when I got home I just went to Phil Ledgerwood, my local dealer, and ordered one.

So what other sporty cars have you owned?

Well I've had five Porsche 911s,

Porsche 356s. Loti (that's Lotuses, to non latin scholars) most things really, because I'm very old...

Right.... So which is your favourite sports car then?

As I have matured, (at this point all assembled company could not contain their laughter) I have come to love the SuperSports because it has modern reliability underpinning it, along with its heritage and traditional craftsmanship. It sounds awesome and it makes me happy. I get a buzz every time I go out in it. And I have a ferret cage in it, it's a Yorkshire thing, us Vikings.

A Yorkshire thing? So is there a securing point for the whippet's lead?

HA! HA!, Er, I have actually!

What was your most memorable Morgan moment?

Probably in my 4/4. My daughter was married in 2017 in Venice.

So I drove to Venice twice in the black 4/4. The second time with her wedding dress on the passenger seat, which hadn't to be crumpled. I made a wonderful trip out of that which I shall never forget.

Finally, we understand that you have a quest that you would like MOG to help you with.

Well we are a very close knit community in the Morgan World, with a little bit of an off-beat sense of humour. We like our less than perfect cars for that very reason. But as an ex financial director of Chicken Fiddlers international I was hoping MOG could help me, as the CFI in-house magazine no longer can. I have been trying to establish just how many SuperSports there are. I believe there were 60 made and I have managed to locate 38 of them. So if owners could get in touch with me stating the colour of their car and their series number, I would be most grateful. Mine is Number 47.



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MOG *Fleet*

CAIN POULTON

AMERICAN CEMETERY, MADINGLEY

We woke up on this sunny Saturday with Spitfires flying overhead, dive bombing then climbing. No we were not in a time warp, it was the IWM Duxford Battle of Britain Air show. This coincided with the 75th anniversary of Operation Market Garden with WW2 veteran, Sandy Cortmann; completing a tandem jump with the Parachute Regiment to mark the anniversary along side over 1,500 parachutists.

On a closer family side, this day 75 years ago, Michele's Grandad held his first beer at "Aerselle" in Belgium (we have never located it on a map) and played football with the locals that resulted in them winning 3-2. This was the first rest since he landed at the beach at La Havre on the 10th July 1944.

We had planned to go to The Orchard at Grantchester for a cream tea but it was packed to the gunnels with tourists. So the Hobbit and

I elected to visit The American Cemetery at Madingley, as Duxford was advance tickets only for the air show.

It's a funny old world living so close to something and not going to pay our respect, but be willing to travel to Normandy or half way up the British Isles. There I would go at the drop of a hat.

The Cambridge American Cemetery is 30.5 acres in total and was donated by The University of







Cambridge. It lies on a slope with the west and south sides framed by woodland. The cemetery contains the remains of 3,811 of American war dead.

I can't really put into words how I feel as I respectfully wonder in and out of the exhibits in the recently built Visitor Centre. I found myself weeping as I viewed The Sacrifice Gallery which includes stories of the fallen men and women who gave their lives to keep us free from the tyranny of the Axes Forces.

The Wall of remembrance has 5,127 names recorded on its Facade of the Missing. Rosettes mark the names of those since recovered and identified. Most died in the Battle of the Atlantic or in the strategic air bombardment of northwest Europe. The names are in Alphabetical order, British, Irish origin and Polish, German, Italian, Jewish and Native American.

As always I am humbled... ..

But to bring this story full circle,

the Golden Eagle that sits on the cemetery flagpole is linked to Michele's Grandad.... He was a sign-writer before and after WW2 and after his family (including Michele's Dad) moved to a small village on the outskirts of Cambridge, he set up his studio in the heart of the Colleges in Cambridge with his colleague.

As part of his sign writing craft he also gilded frames, mounts and

the American Cemetery Golden Eagle that sits proudly on the mighty flagpole. It was once stolen by heartless scum in the 1990s when a scaffold was erected for renovation of the flagpole. Thankfully, 25 years later it was returned at 1am on Independence Day. It was later restored and reinstated to its rightful place presiding over the Fallen and Missing. **MOG**



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PHIL ROYLE

LOVE AT
FIRST SIGHT

This has been a month when nostalgia has been uppermost in my thoughts, but unfortunately nostalgia is not what it used to be!

I have, at last been persuaded (by finding several large boxes dumped in front of my chair) to sort through my late Dad's photographs. The printed ones were fairly easy, and sorted into piles to be either kept, dumped or passed on to other family members.

It was the thousands of photographic slides that took up several very long evenings. I did, however, come across what must have been one of my earliest encounters with a Morgan when I was probably about nine or ten years old, and came upon a couple of three-wheelers parked up in Broughton in Furness market square. I distinctly remember being impressed with the shiny and racy-looking vehicles and so was

very pleased when in the mountain of slides, I found a somewhat faded and fuzzy photo of the event. It was quite something going through the pictures depicting loved ones no longer with us, together with old friends and some very attractive young ladies and me weighing about eight stones with long hair and flares (both me and the girls!).

On to the present, when I attended the Speedmog sprint meeting at



Curborough on a very sunny and warm Sunday in September. As usual there were the usual group of undesirables around the catering hut fuelling up on coffee and cholesterol butties with various heart-stopper fillings. I did not partake of this as I was saving myself for the delights on sale at lunchtime.

There was plenty of action in the paddock and on track with competitors driving Morgans with

two and four seats. There was also a strange vehicle with only one seat but that was not a Morgan. Competition was fierce and several cars made excursions off the black stuff, but fortunately nobody was hurt and cars remained driveable. There was some frustration as the commentator was unable to access the times due to a computer glitch, but he calmed down at the sight of the ice-cream van arriving.

Curborough is a great venue, with spectators coming from all over the North and Midlands, and it is an opportunity to catch up with fellow Morganeers. The other noteworthy aspect is the curry and chips served at lunchtime by the two ladies in the catering hut. It was voted by at least three of us as the best curry and chips in the country, as it is made with fresh veg and chicken in a very tasty curry sauce – not your usual ➤



catering pack curry. We therefore instigated the Morgan Chicken Curry Club which will meet twice per year - in Spring at the Taster Day (in more ways than one!) and at the September Speedmog meeting. New members are welcome and we look forward to the next event.

On the 4/4 front, I have greased the kingpins this week and tightened up the mountings for the sidescreens as well as checking all fluid levels etc. in readiness for the Autumn and Winter seasons. October will be the MOT and annual service to keep her in fine fettle for the Winter roads and colder conditions. As regular readers will know, I enjoy the Winter in the Morgan and look forward to those crisp days all wrapped up with the wind blowing through what is left of

my hair under the woolly hat. A drive out in the Mog really brightens up those short cold days, and even a few miles brings a lasting smile back to my face – usually because it is frozen in place!

The other major event at the moment is the Classic Motor Show at the NEC in November which I shall be covering for MOG as well as organising (if that term could be used!) the MSCC stand. We are in Hall 1 and stand 520 this year and have a large space celebrating 110 years of Morgans. MSCC members can get reduced price tickets for Saturday and Sunday and advanced tickets are cheaper for everyone else than on the door. I have also just learned that car parking tickets bought in advance online are £12

instead of £16 on the day. Still a bit much, in my opinion, but at least a bit more reasonable. The line-up of cars reflects a wide range of Morgans and in age represents 1910 to 2019. Come and see us there, and if you speak nicely to us there may be a badge and an ice-scraper in it for you to help your driving through the Winter months.

This show is the grand finale to the Classic Car season and is a great event at which to see car clubs, classics of all descriptions and to find that elusive bit of kit which you didn't know you needed, or even that vital part for which you have been searching for the last twenty years.

That's it for now – back next month with more musings, all being well. **MOG**

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TARDEBIGGE LOCKS BROMSGROVE



Over 200 years ago a line stretching thirty miles was furrowed out of the earth with hand shovels. At one end was Birmingham and at the other was Worcester and the River Severn. A canal was born for the transportation of porcelain pots and Cadbury's chocolate, and within this mighty canal is the famous Tardebigge Locks - THE longest lock flight in Britain, encompassing 30 locks in total over a 2.5 mile stretch, carrying boats 220 feet up or down the canal and over the

Lickey Ridge.

Christine and I were joined by friends David (a tour guide at the Morgan factory) and Felicity in their gorgeous 1982 bright yellow +8. We parked up side by side at the Queens Head canal-side pub on Sugarbrook Lane, at Stoke Pound, and Chris commented that despite the rather dull day we brought blue skies and sunshine to the world as reflected in the colours of our two gorgeous Morgans that as one might imagine, created a bit of an attraction to fellow

diners and walkers. We enjoyed an excellent lunch and friendly service at this extremely busy pub, and advance booking is strongly advised. One of seven in the the "Lovely Pubs" group, each nestled in the heart of the West Midlands countryside, and priding themselves on character, quality and outstanding hospitality. The only tables available were outside, which was fine by us as we sat directly adjacent to the canal side watching the various decorative narrow boats of varying lengths pass by before setting





off for our walk along the towpath.

Stoke Pound takes its name from a canal pound, which is a stretch of level water between two canal locks, and can vary in length from a few yards to many miles, the longest in the UK being between 39 miles long between the Trent and Mersey Canal at Preston Brook and the Leeds and Liverpool Canal near Leigh.

Tardebigge is an unusual name and the etymology is uncertain, albeit one interpretation has it meaning "tower on the hill". However we do know that

Tardebigge was once a much larger settlement incorporating at one time what is now much of Redditch, with records of the parish going back to the 10th century when the Dean of Worcester bought it for the church from King Ethelred the Unready. It remained in the church's possession until King Henry VIII disestablished the Roman Catholic Church and it became crown property, and was passed on to the Earl of Plymouth. Later sold off again, it was not until the mid 19th century that modern

boundaries were established.

The towpath is restricted to one side of the canal only, and we walked up from the pub through the lock systems, which is a gentle walk through a rural landscape, and a fascinating glimpse into the phenomenal achievements of early engineering and canal workings. It was also a chance to chat with fellow walkers, and boaters as they worked the sluices and lock gates as they travelled up or down the canal on their various journeys and destinations, some being holiday charter boats, others owner occupied and more likely to be on longer journeys. For example we met one couple who had set off in June from Stroud and who happened to be here as we chatted to them on their way to Worcester. We came across another couple who had hired (or chartered) a boat for two weeks. They were exhausted and were singing the praises of boating on the Norfolk Broads ! No overnight mooring is allowed within the Tardebigge lock system so it's a gruelling, nonstop, four hour ascent or descent, made somewhat easier we were reliably informed if there are more than two of you on board.

We did not manage to walk all 30 locks, but at the top is the site of what ➤





was an experimental man-powered boat lift that operated between 1810-1814. The top lock rises 11 feet, which we read was unusually high for one single lock. The Tardebigge vertical lift was invented by John Woodhouse and installed at his own expense. Housed in a covered shed it used a fixed counterweight of bricks connected by a set of eight parallel chains and pulleys. Lifting was performed by two men using a windlass. The 64 ton wooden caisson (lifting chamber) was sealed at each end by guillotine gates, as was the lock chamber. The boat lift was capable of lifting 110 boats in 12

hours, but was considered too fragile for permanent use so was replaced with additional locks. Whilst the housing has gone the balancing pit can still be seen by the lock keeper's cottage.

Just below where the boat lift operated is the Tardebigge Engine House which was built to pump water up from Tardebigge reservoir to feed the canal. The original steam engine (a Newcomen-Watt beam engine invented by Thomas Newcomen in 1712) was removed in 1915 and the old engine house was then once used as a night club, then a restaurant, and is now converted into private

accommodation. The feeder reservoir covers around 25 acres and still supplies water to the canal system and is a popular fishery, being 40 feet deep at the dam end.

In total the canal has 58 locks between Worcester and Birmingham and in total climbs 130 metres. It is also the location of one of the most important meetings in the 20th century history of canals: this is where Tom Rolt met Robert Aickman, a meeting that led directly to the creation of the Inland Waterways Association. A plaque now marks the spot where they met. **MOG**



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PITCH PROWLER

It was Freddie Mercury, who first sang to the world at large about Fat Bottomed Girls - a musical trend that has only gone from strength to strength over the last forty years - and this month's Pitch Prowler will be no different, introducing a wide bodied girl to make you rocking world go round.

A thick bodied and familiar sight to any Mog-fan, and downright imposing to a layman - this 2013 Plus 8 is a classic head turner, no reliance on gimmicks or one of a kind lineage, just a beast under the hood and a beauty to behold.

And the beauty is more than skin deep, with the red and black binary going strong throughout the vehicle, and topped off with some undeniably cushy modern touches. With foot-well lighting, air conditioning, and a radio/CD player (for blasting Queen, naturally) this car is a perfect example of how the classic Morgan doesn't necessarily require sacrifice in comfort.



Finished in a striking corsa red with a beautifully contrasting black Yarwood leather trim, with striking red stitching, this girl could be mistaken as a favoured matchbox car come to life - with every opportunity for visual contrast leapt upon in a car that is pure style; from the upgraded 19" black Aero 8 wheels, to the embroidered headrests.





You won't have to rely on that radio for your soundtrack at all times though - with the roar of the latest 4.8 BMW V8 engine - there will never be a quiet moment, quite literally! And you can put all of that power to use with a true racer's finesse thanks to the 6 spd manual transmission.



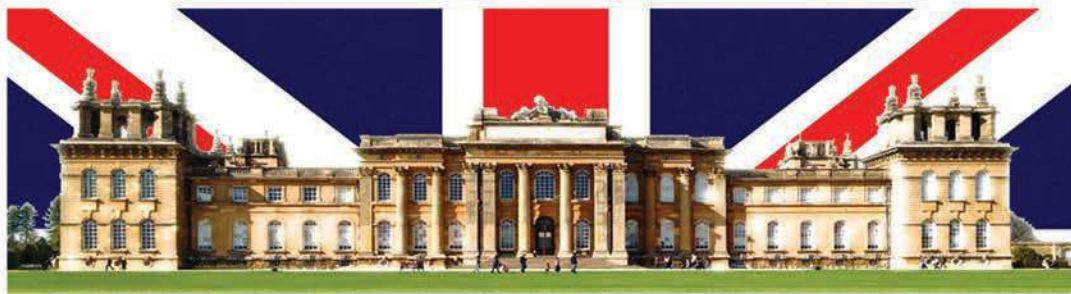
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A heavily reduced Blenheim Palace entrance fee is being negotiated for everyone arriving in a Morgan, pre booking required, details will be published nearer the event time.

The event will include: exhibitor representations by The Morgan Motor Company and the Morgan Sports Car Club, plus a number of other interesting Trade Stands.

Pre registered Morgans will receive a Commemorative Rally Plaque kindly sponsored by Insurers Gott & Wynne.

A 2020 AMD car badge and associated merchandise will be available and released nearer the event date.

Gates will open at 8:30am

To book, please contact Rosemary on: 07935 708190 or email allmorgansblenheim@gmail.com

Further news on All Morgans' Day may also be found at:

www.facebook.com/allmorgansday and www.twitter.com/blenheimmorgans



MORGAN'S POMADE COMPANY LTD, HAIR AND BEAUTY PRODUCTS

*An independent British manufacturer of luxury hair and beauty products
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WORDS Travis Blake

Some years ago my Father told me that when his hair turned prematurely, to his mind, grey he discussed with my Mother the possibility of reversing this not inevitable process, oh such vanity! Considering his Father's follicle free and shiny bonce, they decided that keeping his hair regardless of its colour might be the best course of

action rather than disrupt the universal equilibrium and attempt through chemical intervention to return to looking the age that he actually was! Well, they obviously hadn't heard of the wonder treatment that is Morgan's Pomade, which, being that Fathers' hair colour loss was in the 1970s, at that time had already been helping men of the World restore their ➤





colourful locks for over one hundred years!

Having shared that anecdote with you, we now have an idea of what this made in Britain product can do, but what exactly is Morgan's Pomade? Morgan's original pomade is an oil based hair darkening product, which essentially does what it says on the tin, to coin a phrase. The company's first product was a shampoo, which was formulated, packaged and labelled all on the kitchen table and had the wonderful name of "Marie Antoinette Eucalyptus Egg Julep Shampoo"! The now World famous Pomade was formulated two years later and soon became a hit with word of the product spreading quickly among the stylish men of London and top gentlemen's barber shops. Unlike a traditional hair dye, Morgan's Pomade gradually darkens hair over time with regular application over a period of three to four weeks; this makes the effect of colour change less obvious and more subtle, this colour restoration can then be maintained using less frequent applications of the

product. Handily, Morgan's Pomade is suitable for all types of hair and also revitalises hairs that may have become brittle and dry while helping to maintain a healthy scalp, it contains wheat germ oil a good source of vitamin B.

Having begun in 1873 the family business, created by Robert Martin, grew quite quickly and although still a one man operation the production expanded from the kitchen, bravely, to a small factory unit in Highgate, North London. Moving in to the twentieth Century Morgan's' Pomade was establishing itself as a well-known English product and brand, also at this time word of this quality item was travelling further afield across the channel to our European cousins. Fantastically, this luxury men's hair product was making a splash in the undisputed style capital of Europe and becoming de rigueur among the style council of Paris, and throughout other happening capitals of Europe.

The outbreak and continuation of World War 1 ➤



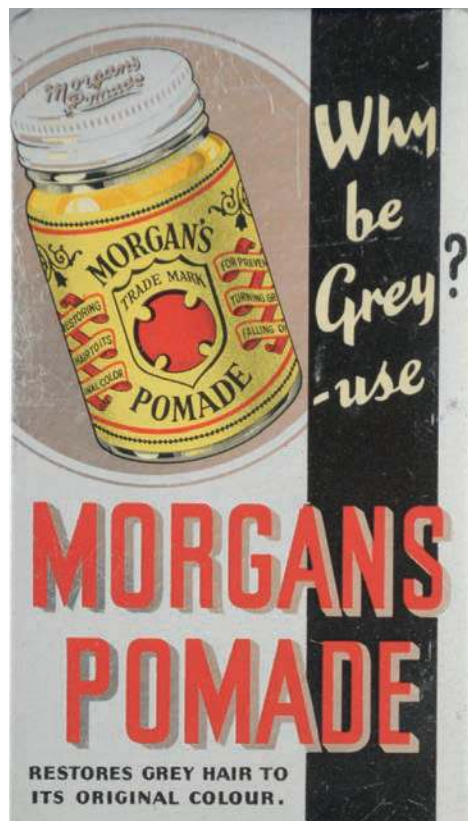


created hard times for Morgan's as it did for many British manufacturers and small businesses, one acute issue being difficulty in obtaining the raw materials used to create the pomade. To further compound the struggle Robert Martin died, and left the business to be run by his Wife Jane Dinah. However, the war did in fact create an opportunity for the company; British soldiers were fighting on many fronts including the

Indian sub-continent where Morgan's Pomade was unknown, the product proved to be a great success and India became the company's biggest export market, a case of every cloud, albeit a very serious one can have a silver lining!

Soon after the war and in to the 1920s and 1930s Morgan's Pomade had crossed the Atlantic and entered the golden age of Hollywood, a time of high





sophistication with suave and immaculate dressing a must for the man about town, a look that not only suited but positively required Morgan's products for one to be properly and fully attired for any occasion. Rumour has it that Morgan's Pomade was the favoured hair treatment of many a Hollywood star and several big names in the world of show business and entertainment.

In the prosperity years of the post war period after both World wars international markets flourished and Morgan's Pomade Company continued to grow as it exported its products in to these growing markets, with very strong growth in Western Africa particularly in Nigeria. This growth led to the company relocating to larger premises this time settling in the picturesque seaside town of Whitstable on the north coast of Kent. Here the company constructed a purpose built factory with enough land available for further expansion and it invested in modern machinery and technology which enabled a significant increase in production capacity.

As we carve our way through the confusion of the 21st Century men are once again reaching

for Morgan's Pomade and the company's range of products as male grooming is again in fashion as men strive to look their best both formally and casually, so much so that Morgan's recently achieved the sale figures of over one billion jars of pomade. A major market for the company is that of the professional barber which has seen a huge resurgence and return to a more traditional offering from the barber's chair, with Morgan's products being used by the very cream of the crop!

Morgan's Pomade Company prides itself on its range of products that are all produced from natural ingredients and researched and developed in their own onsite laboratories and rigorously tested to the highest standards, they even ensure that their supplying partners meet specific ISO standards. The company also considers its ethical and environmental responsibilities and ensures that it uses minimal packaging with all packing, labelling and despatch carried out in-house and there is no animal testing. Such high standards have led to Morgan's achieving some prestigious awards including, the Global



Excellence Award for the Best Hair & Beauty Products Manufacturer 2018, Award for Best Men's Grooming Product 2019 and British Master Barbers Award for Best Product of the Year.

As for my Father, his remaining hair colour would be best described as white, which is well suited to the distinguished gentleman that he is, whereas me on the other hand could certainly use some assistance as I move in to the lower runs of my second half century. Thankfully I still have a full head of the stuff but my once deep brown hue is fading fast. This has me thinking, purely in the name of journalistic research I might add, to give this quality British product with a fine heritage and international renown, a try and if you care to join me you can make a purchase or contact Morgan's Pomade Company on the details below. **MOG**



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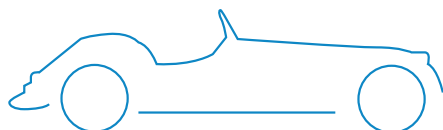
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WHAT WE SAW ON OUR HOLIDAYS

Or, four have fun in France! Here are some of the vehicles that caught the eye on the annual family road trip to Brittany. WORDS & PHOTOGRAPHY Travis Blake

Ah, the open road, you just can't beat it especially when you are driving your accommodation so you can stop wherever you please and France is so perfectly appointed to cater for this style of holiday or an even longer road trip. I'm sure that this will be very familiar to many of our readers as the easy access and close proximity to our little island make the opportunities for travel and to experience the French culture a huge attraction for many of us.

We travelled from Dover across to Calais on the ferry in our trusty Volkswagen T4 Westfalia California Exclusive. From Calais we made our way to Honfleur, via the magnificent wonder of modern engineering the

Pont Du Normandie, and then pushed on to the very picturesque port of St Malo and from here we chased the sun to the Ile d' Arz, via Vannes.

Just a few hundred metres from the Aire du Campingcar in Honfleur, looking abandoned but given its condition it was obviously not, we spotted a stunning Morgan 3 Wheeler, resplendent with its polished body finish. There was something incongruous about its surroundings and how it appeared to have been left, given that it was next to an official car park with plenty of space. It almost looked as if it were about to take part in a photoshoot? If the owner is a MOG reader please do get in touch and let us know, it would be great to put an



owner to the motor..

Imagine my surprise when the most spotted classic on the roads of France turned out to be the “Mondeo of classics” the MGB Roadster, with just the two pictured here being the nicest we saw. I should not be surprised by this as the esteemed British sports car manufacturer sold more than a whopping half a million of the blighters between the years of 1962 and 1980.

A very funky adaptation of a French motor design

classic, the Citroen 2CV, that is incredibly functional in the sunny and sandy region of Ile de Arz, is the mini-moke-like Citroen Mehari. Introduced in 1968 this lightweight, weighing in at 535Kg, (coincidentally just ten kilos heavier than the Morgan 3 Wheeler) utility vehicle featured all independent suspension. There was also a, now rare and sought after, four wheel-drive version available from 1980 to 1983. Production of this fun and very practical little gem came to an end in 1988 ➤





with under 150,000 having been made. Today a very good example could set you back as much as £25,000, with average prices in the region of £15,000.

Citroën's forerunner of the 2CV and its assorted variants is the Citroën Traction Avant, the original Citroën to feature four-wheel independent suspension which was pioneering as a mass produced feature. A range of six and four cylinder cars mainly of four door saloon configuration the Traction Avant was introduced in 1934 and from then until its final production twenty three years later in 1957 more than three quarters of a million units had been produced. Interestingly, the Traction Avant right hand drive cars were assembled in the U.K at Slough, where the car was known as the Citroën Light 15, or Heavy 15 dependent upon variant. Of the two pictured here, the one that looks as if it has been salvaged from the bottom of the river Seine is in fact a daily driver and you can see the owner sat in it.

Sticking with the Citroën marque, who in my opinion has been one of the most forward thinking and innovative European car manufacturers of the Twentieth and Twenty-first Centuries, we chanced across the magnificent Citroën DS. This car owes its ground breaking hydropneumatic suspension, which provided an automatic levelling system and variable ground clearance, to developments of the Traction Avant. This futuristic looking four door saloon was originally styled by sculptor and designer Flaminio Bertoni, also responsible for the 2CV, the H Van and the Traction Avant. The Citroën DS, starting life as the ID19 and ending with the DS23 was around for twenty years from 1955 through to 1975, during which time just under one and a half million were produced. The car we chanced

across is a DS21 Pallas in excellent condition which in the current market could command up to £30,000, but the big money is in the convertible version (only 1,365 produced) fetching six figures.

How about Renault I hear you ask, well, representing this well-known follower of Citroën's fashion we have the 2CV inspired Renault 4 and the one we spotted is the ever practical commercial variant. This particular van is being used, as many are these days, as a mobile marketing tool for a local Irish Bar, there really is one in every town folks. The Renault 4 was considered the first mass production hatchback and although it was produced in big numbers, over eight million between 1961 and 1992, good ones are becoming increasingly difficult to find and values are climbing.

Suddenly, as I was having a little pedal in the sun on my Brompton bicycle, the flash of a high gloss black drop top, with sumptuous red leather and chrome caught my eye, I gave chase, thankfully the driver was promenading and I was able to catch up after about a kilometre of exertion! Yes, la piece de resistance a Simca 8 Sport Cabriolet, I asked the owner to pull over so that I could take some snaps and he happily obliged. This beautiful car has an aluminium body, produced by Facel and designed by my all-time favourite studio Pininfarina. The Simca 8 Sport Cabriolet first appeared on the company's stand at the Paris Salon in 1948 and by 1949 the orders for the car were more than Facel could produce, production ended in 1951. Sotheby's have a Simca 8 Sport Cabriolet in an upcoming sale with a guide price of 80,000 to 100,000 Euros. Catch one while you can this is a rare and fast appreciating, elegant French classic. **MOG**

Le Mans Classic 3-5th July 2020



Keith Ahlers In TOK 258 during the 2018 Classic

For many Le Mans Classic is the best classic car event every two years. And for most Morganeers the best way to go is with the French car club VinMog. In 2016 and 2018 far more British Morgans attending the Classic booked this way than any other. The VinMog party is restricted to members only - but membership is open to all and the subscription just €10 per year.

The reason is obvious - their prices were quite a bit below those offered by some other organisations, and at the event they had some of the best facilities including seats in one of the better grandstands, parking (for Morgans) within one of the best sites inside the Bugatti Circuit, right by the Dunlop Bridge, where they arrange a decent size marquee with facilities for their members to enjoy.

For 2020 VinMog has already filled some 70% of their hotel rooms - so some still remain, it is not too late to join one of the best groups that will be there. Send an e-mail to travel@vinmog.fr or go to www.vinmog.fr and select 'Events' for full details.

They will shortly be offering deals including camping, and also for those that wish to arrange their own accommodation - but just want to be able to enjoy one of the best parking positions within the circuit and really good grandstand seats available to club members. To register interest in either of these possibilities just send an e-mail to the address above.



The VinMog Marquee is often busy. Last year some of the race cars joined us for the wine & cheese party.



All in the VinMog party had paddock passes, so were able to get close to the competitors - many of whom also stayed in a VinMog hotel.

VinMog is registered in France as a 'Not for Profit' association regulated by the law of 1901 (member number RNA W833003338) and is a member of the FFVE (la Fédération Française des Véhicules d'Époque).

MOG

Life



PLUS SIX BUILDING GATHERS PACE

Plus Six building is now in full swing. For one brief moment last month last month the chassis had taken over the PDI bay at the Factory, so new cars were stored at the Visitor Centre. Normality has been restored now, but it was great to see the evidence of a successful launch of the new Mog.



RAIN OR SHINE

An umbrella is a useful thing to have with you in September when you're running with the roof off and stopped in traffic. But it's also incredibly useful as a sunshade at tropical Castle Combe and you're waiting for the start of the race.



In the factory and beyond

POLISHED PERFECTION 2

Since February's MOG featured the incredible polished alloy Plus 8 there has been a growing interest in the look. A few 3 Wheelers had already been built, particularly the Brooklands Editions. But now the bare alloy Sumner racing Plus 4 has been polished to perfection. Along with its brass and copper cowl it's a great looking car. Allegedly Belgian race scrutineers were so impressed with its looks they just waved it through as "Manifique", without checking anything!



MOG DOG

This month's MOG Dog resides at Williams Automobiles. Being surrounded by many sportscars on a daily basis it has become a little nonchalant about them all. But it is very discerning when it comes to finding a comfy rug.





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