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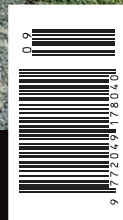
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EDITOR'S LETTER

I'm still wishing I was out there driving; the sun is shining out of a cloudless sky I've a full tank of petrol and I've found my sunglasses. But of course there is a magazine to produce.

It has been a remarkable month for the Morgan Community, hasn't it? At last the Plus Six is out there and before long the first customers will be taking delivery of their cars and experiencing the Joy of Six. The reaction to the car has been extremely positive, at last Morgan is back doing what the company has always striven for throughout its 110 year history, namely building a car that outperforms the competition. So I make no apology for featuring the car over the last few issues.

Last month we asked the question as to how Morgan can appeal to the younger driver, well this month we have one emphatic answer, just keep on doing what you do!

We'd love to hear from more of you though, as it's your feedback that keeps us going.

Well I'm off down to the garage now, 4/4 or Plus 8? I'll decide when I get there, it's a tough old world.

All the Best

Nigel Bradford, Editor



010 THRILL ON THE HILL

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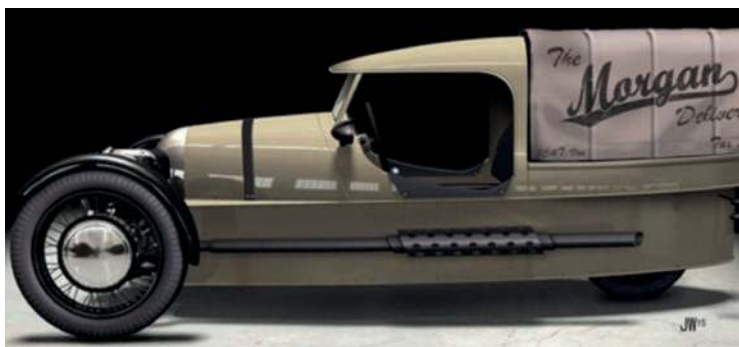
LOADING BAY PARKING TICKETS COST UK VAN DRIVERS ALMOST £600,000 A YEAR

Van drivers in the UK have been hit with fines worth £1.7 million in the last three years for incorrectly parking or stopping in a loading bay, according to research by Volkswagen Commercial Vehicles.

Councils have issued an average of 13,000 parking fines a year since 2015 with figures rising by 10% year-on-year – highlighting how the rules around loading bays are increasingly unclear for van drivers.

Further demonstrating the confusion around loading bays, the research conducted by Volkswagen Commercial Vehicles, showed nearly a quarter (23%) of appeals against Penalty Charge Notices (PCNs) for incorrect use of a loading bay were successful.

Legally, van drivers are allowed to stop at a loading bay to drop off or collect goods but, the new statistics reveal, thousands don't fully understand the rules.



The majority of loading bays can be used to collect pre-ordered goods or unload goods that require a vehicle to transport them. If a vehicle is left unattended, it needs to be clear (through the use of hazards for example) that goods are being loaded and unloaded.

Additionally, drivers are not permitted to stop in a loading bay without loading or unloading or to use it to wait for parking. It is also always important to check the time restrictions within each loading bay as these vary from council to council. Loading bays cannot be

used for collecting or dropping off passengers.

The Volkswagen Commercial Vehicles research, obtained via a Freedom of Information request, reveals the councils which have issued the highest number of loading bay PCNs over the past three years. Van drivers working in Glasgow, Manchester and Haringey need to take most care when making deliveries or stopping on red routes.

Perhaps the time is right for a new Morgan Van, as we all know you can park a Morgan anywhere! (Allegedly).

TWO THIRDS OF MOTORISTS WOULD LIKE TO SEE VAPING

Over 70 per cent of motorists would like to see vaping banned in cars according to a new survey by Motorpoint.

The web-based poll from the UK's leading independent car

retailer found 73 per cent of drivers would like to see use of the hand-held devices outlawed on the roads. A total of 350 people took part in the survey at motorpoint.co.uk.

Although vaping behind the wheel is not technically illegal

motorists could face prosecution for driving without due care and attention when holding the devices, resulting in a potential fine of up to £2,500 together with penalty points, and in some cases, disqualification from driving. Smoking in cars is also

KRAZY HORSE HOLDS PLUS SIX DEMONSTRATION DAY

BURY ST EDMONDS, Suffolk. East Anglian Morgan dealer Krazy Horse wasted no time in hosting a demonstration day for the Plus Six having taken delivery of the car the weekend before at Thrill on the Hill. They welcomed esteemed customers including local FolkMog members to try the Plus Six and ran 21 demonstrations across our demonstration range.

A great day was had by all and feedback on all the cars, particularly the Plus Six, has been fantastic. No one commented on the macaroons, but there were none left at the end of the day, so they must have been excellent as well!

Remember all dealers now have demonstrators, so contact your local one for a test drive now!



LAST VOLKSWAGEN BEETLE DRIVES INTO THE SUNSET

PUEBLA, Mexico (Reuters) - Volkswagen rolled the last Beetle off the assembly line on Wednesday 10 July, the end of the road for a car that ran from Nazi Germany through hippie counterculture but failed to navigate a swerve in consumer tastes toward SUVs.

Serenaded by a mariachi band and surrounded by proud factory workers, the final units of the retro, rounded compact were celebrated at a VW plant in Mexico's central Puebla state more than 80 years after the model was

introduced in Germany.

The Puebla factory, which already produces VW's Tiguan SUV, will make the Tarek SUV in place of the Beetle starting in late 2020, Volkswagen de Mexico Chief Executive Steffen Reiche said. "The bigger vehicles are more popular in the United States, the main export market for the Mexico factory".

This news went almost unnoticed in the UK. So does this mean that the Morgan 4/4 and Plus 4 now officially hold the record for being the car longest in



production? After all the original beetle and the modern one were rather different cars anyway, originally rear engined before becoming a rebuild of the front engined Golf! The Plus 4 and 4/4 differing primarily only in engine size.

BANNED IN CARS

legal although since October 2015 it has been made illegal to smoke in a car carrying anyone under the age of 18.

Here at MOG most of us find the concept of smoking in a car repellent, the ash goes everywhere

above 50 mph. As for vaping how often do you reach for the fire extinguisher when you see clouds of smoke emanating from the open window of the tin top in front? Surely the driver can't see too well when that's going on?



Letters

CONTACT US AT:
letters@mogmag.co.uk

MOG ★ Star Letter

DEARMOG,

Having been introduced to Morgan cars at a very early stage, when my father assisted Gregory Houston Bowden with the photographs to his great book "Morgan - First and Last of The Real Sports Cars" - how could I forget as a young boy the arrival, on many occasions, of Gregory outside of the house in a splendid bright yellow Plus 8! - it was perhaps no surprise to my parents when I became the proud owner of my first Morgan some 40 years ago - Pyxie (PYX 160L - sadly never retraced but hopefully still alive!) - military commitments and many overseas tours to sandy places where no Morgan would be seen, resulted in a "Morgan

Free" environment until, with retirement beckoning I once again took delivery of a replacement. Thoroughly enjoyed and well-travelled around Europe "Mary" has had a few adventures to date - the last occasion being when a slightly nervous nephew asked if I would lend him the car for his wedding! What could go wrong - a helicopter pilot in the Fleet Air Arm - used to handling complicated machinery.... of course I would - a third generation driving a Morgan!

What a splendid day was had by all - just wishing there had been a check on the size of the bride's dress - but guess that is what Bridesmaids are for - folding the dress and looking after the Bride!



Probably no finer way for a married couple to start their lives together .

Martin R Lilley MBE FCMi FCILT

A splendid day indeed. The Editor would like to point out that nothing at all could go wrong with a pilot driving a Mog, particularly a naval one! By the way we're sure the bride's dress size was not at all out of the ordinary. Though her train does look rather long, hope it did all tuck away. Our very best wishes to the Happy Couple

DEARMOG,

You have a first class publication. After several years of owning my 1960 Morgan Plus 4 Four Seater

it was time to move on. It was a beautiful car and hopefully I made it even better. Moggy was sold to a new owner in the Chicago area.

I acquired Moggy as a result of one, liking Triumph engines and two, always admiring the Morgan Malvern back story of hand craftsmanship. At 73 years of age I needed something easier and purchased a TR6. Need to fix a couple gremlins, but it is everything I hoped for.

Thanks for past pictorials of

my sweet car on your pages. Morgan's will always have a special place in my memory. They have unique character along with a purity of sports driving. The classic Morgan is the essence of a sports car.

John Tuteur
 USA

So sorry to hear that your Mog has had to go as it's a great looking car, but we quite understand. We promise that we'll keep you in touch with everything Morgan in the future. Good luck with the TR.





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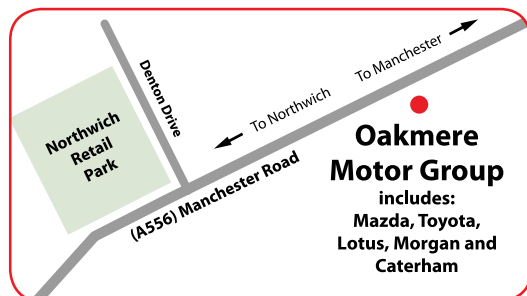
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THRILL ON THE HILL

THRILL ON THE HILL

Morgan's annual 'Thrill on the Hill' event, held on 11 August at Prescott Speed Hill Climb in Gloucestershire, saw the official handover ceremony of the first 11 Production Plus Sixes.

WORDS Nigel Bradfor PHOTOGRAPHY Nigel Bradford, Lawna Banks



Once again Morgan Motor Company's Thrill on the Hill proved to be a memorable occasion. Since its inception at Shelsley Walsh in 2014 "Thrill" has been a celebration of all things Morgan with owners bring their cars from far and wide to this most inclusive of events and enthusiasts coming to see the cars. Drivers who fancy themselves as racing drivers can have a go on the track, others who probably value their cars over their lack of driving skills nevertheless turn up and park alongside the track. Runs on the Hills have never been timed, and no one should feel any pressure to drive outside their comfort zone. Indeed, I'm certain that each event has had more drivers take to the track as

those who just watched in previous years realised that they were missing out on the all the fun. This year the chosen venue was the Bugatti Owner's Club's hill climb course at Prescott, near Cheltenham, as it had been in 2018. Last year the focus of the celebrations had been the 50th Birthday of the Plus 8. This year, whilst celebrating Morgan's 110th Anniversary, the focus was very much on the future, as the event was used to finally show the all new Plus Six to the people who really wanted to see it, the extended Morgan Community.

Of course the new car had been unveiled on a glitzy preview day at the Geneva Motor Show. It had subsequently attended Le Mans Classic, Mog 19 and ➤





then driven up the hill at the Goodwood Festival of Speed. The World's Motoring Press has beaten a track to Malvern and delivered its verdict. It may be all new, but it looked like a Morgan. Yes, the car had created a stir when it was displayed statically at Mog 19, but even there most comments from the august ranks of the Morgan Sports Car Club seemed to be aimed at the lack of a manual gearbox, preferably a four speed one by Moss, whilst the lack of sliding pillar front suspension divided opinion.

But now here were more examples of the car than had ever been seen together in one place, outside the Final Finish Shop at Pickersleigh Road. These were the Real

Deal, these were the production cars we had all been waiting for and they were here to be handed over to the UK Dealers, the long wait was over

The official handover took place on the hill itself during the lunchtime break represented the first deliveries of the all-new Plus Six.

In total, 11 UK-based Morgan Dealerships were in attendance to take delivery of their new Plus Six models at Thrill On The Hill, from as far north as Perth in Scotland to as far south as Exeter in Devon.

The arrival of the new demonstrators offers an opportunity for customers to try the latest Morgan, so





now anybody interested in experiencing the new Plus Six is invited to contact their nearest Dealership. Go on, you know you want to! More than 150 Plus Six orders have now been placed, with customer deliveries expected to begin during the fourth quarter of 2019.

The Plus Six is an all-new car that celebrates Morgan's distinctive design. It features a BMW three-litre inline six-cylinder turbocharged engine and is the first model to be built on the company's new CX-Generation aluminium platform. Fewer than 1% of its parts are shared with other Morgan models. So apart from an easy up hood and the bonnet releases it's fair to say that your Mog has nothing

in common with these new babies at all. That is apart from a strong family resemblance and, I suspect, the same big smile inducing qualities of all Mogs. Well judging by the reactions of the happy dealers.

Ok so here's the brief sales pitch, as that is why a lot of you read MOG isn't it? The Plus Six has a starting price of £77,995 inc. VAT in the UK. The first 50 cars to be built will all be First Editions in 'Emerald' or 'Moonstone'. Priced at £89,995, these editions are fixed specifications and include a lightweight composite hard-top roof. Examples of both specs made up the group of cars in the handover.

>



THRILL ON THE HILL



Steve Morris, CEO of Morgan Motors, proudly announced to the assembled Morgan Community: “We are delighted to witness the first Plus Six models being handed over to our UK Dealership network here at Thrill On The Hill 2019. The sight of all 11 Plus Six First Editions is one to behold, and this handover marks the culmination of years of hard work from our small team based in Malvern Link. I would like to thank all the staff at our factory, and our Morgan Dealerships in the UK and around the world, for their continued efforts in bringing Plus Six to market. We look forward to a bright future for this fantastic new Morgan.”

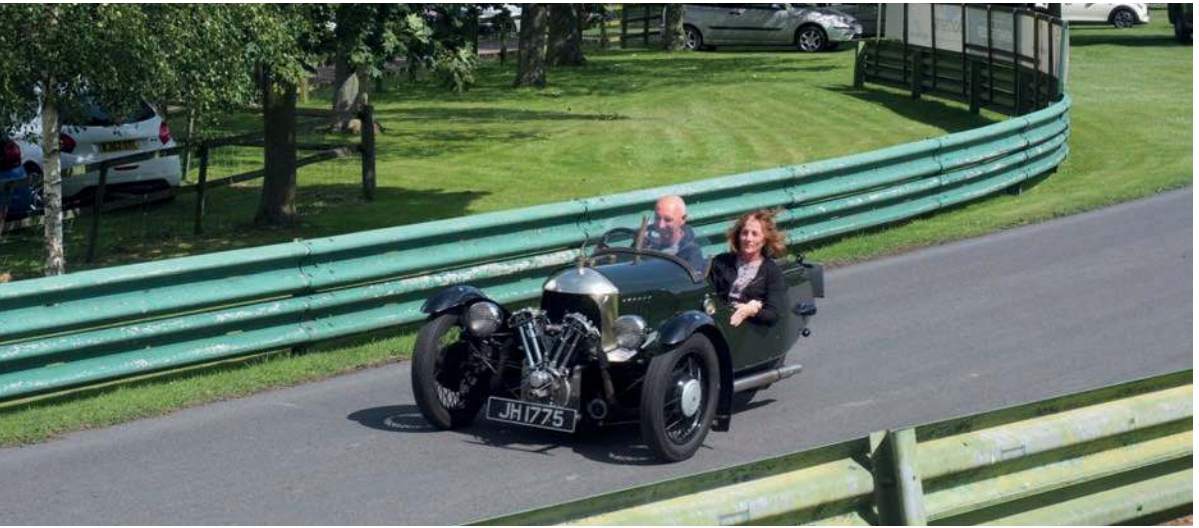
Mog went on to ask him how he felt now the cars have been handed over to the dealers so now the public

can now experience the cars for themselves.” It’s a momentous moment for us”, replied Steve, “because as with all of these things, we are a small manufacturer. We have limited resources to do such a big project and get it out. So it’s like everything we do. Until you get the car in the hands of the dealers and the customers you wonder. Yes we get the Press feedback, but the next phase of our story is to get the cars out there, because it is a phenomenal car! It’s a monumentous moment, a great time for us and a lovely car”.

MOG asked if he could now breathe a sigh of relief. Steve grinned and answered “No No, production ramps up now and we have to get stuck into it!”

Immediately after the handover the dealers were all





asked to position their cars for the spectacular picture that we feature on this month's cover. The scene was bathed in glorious August sunshine, but ominously dark storm clouds were gathering. Of course dealers are all experts at quickly fitting side screens and easy-up hoods, so they all took the evolution in their stride. Then came the moment that all who assembled at Prescott had waited so long for. The cars started their demonstration runs up the hill. The knowledgeable crowd were impressed. The cars sounded great, if a little different to previous models, the discerning eye of the Morgan owner could easily tell that this was a new car, hidden in plain sight at other events, this was new and exciting. The proportions are a little different. The bonnet is shorter, the car a little wider, and is the hood just

that little bit higher? Time and experience will tell. But it is certainly a Mog, and that's what really matters.

Of course Thrill on the Hill is not just a demonstration of new cars, it's the biggest mass participation event on the Morgan calendar. That's why we love it. The paddock was full of Mogs of all shapes sizes and eras. As with all Morgan events old friendships were strengthened, new friendships were made, and yes Dear Reader I for one did have to explain to one non Morgan owning member of the public, a Bugatti Man I'm certain, just exactly how much wood there is in a traditional Morgan.

The morning had been bright and sunny, but as the Plus Six demonstration runs were coming to an end the heavens opened. Hoods were fitted to cars that possibly ➤



THRILL ON THE HILL



had never had their hoods fitted since they were built, or restored. As even the most optimistic of fresh air motorists had taken note of the weather forecast. This all caused much derision from the three wheeler owners who were all parked in the top paddock. All these cars had arrived at Prescot in convoy from the Malvern Factory, as they had in previous year. I must say that I never cease in my marvelling at the positive attitude to a good soaking that seems to unite these owners.

The rain seemed to get heavier as the afternoon progressed. Hill Runs came to a stuttering end in the torrential rain and close of play was called a little early. With a slightly damp distributor I sat some of the afternoon out under a hood that demonstrated leaks where none had ever existed before. Clearly a day of two halves, Thrill on the Hill 2019 was still great fun. I can't wait until next year. Hopefully they'll allow me to use my remaining unused Hill Run Ticket then. See you there! **MOG**





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(2003) PLUS 8, 35TH ANNIV

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THRILL ON THE HILL



The performance is a given, but the ride matches it. Bumps are smoothed out and it's superbly sure footed.

Richard, Bell and Colvill



Keith says:

The new generation of Morgan has arrived. It's fantastic!

Jamie says:

The drive is confidence inspiring
Brands Hatch Morgans



The Plus Six is a stunning car. I was amazed in how good it was. The handling and power train and simply amazing. I can't wait to spend more time in it now I have her.

Henry, Williams Morgan



It's the best thing Morgan has done by far
Melvyn Rutter



A truly pleasurable and eye opening trip back to Cheshire in Oakmere's new Plus Six demonstrator !

The Plus 6 is Morgan for the 21st century. Handling and ride are like nothing experienced before from Morgan and the performance from the BMW drivetrain is simply breathtaking.... Well done Morgan Motor Company !

Simon, Oakmere



It way surpasses any previous Morgan and will blow supercars out of the water

Elliot, Revolutions



The Plus Six is a dramatic step forward in terms of capability and usability, all while staying true to the Morgan ethos. The Plus Six feels just as exciting dashing around the city as it does flying along B-roads.

Greg, London Morgan



After the rain stopped the fun started! The Plus Six is a huge step forward, mind bending performance with fantastic touring abilities. This is going to change the motoring landscape for Morgan and Morgan customers alike.

Dan, Krazy Horse Morgans

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will not own the car without this
payment). Total amount payable
£61,810.92. Subject to status.



EVERYONE'S A WINNER AT THE SILVERSTONE CLASSIC

With probably more Morgan Participation spanning well over the marque's 110 years than at previous meetings our headline is not far from the truth. For surely the purpose of this, the historic car calendar highlight of the year is to see the cars in action and not to actually win something? Or then again, perhaps not...

WORDS Nigel Bradford PHOTOGRAPHY Nigel Bradford, Preben Bograd and Silverstone Classic

Boasting an unrivalled programme of 21 epic retro races, there was no shortage of winners at this year's record-breaking Silverstone Classic – some were even presented with their coveted trophies by racing legends including three-time World Champion Sir Jackie Stewart, touring car ace Gordon Spice, and rallying legend Paddy Hopkirk.

The Morgan highlight of the event was, arguably, the return to the track of the "De Walt" Aero GTN, the 2002 Le Mans car. In that year it had completed over 17 hours of the race, outperforming 3 Ferraris a Porsche

and a Spyker (remember them?) along the way. But if aluminium chassised Aeros are not your bag then the meeting also included a brace of pre-war three wheelers, two Plus 4 SLRs and last but not least Leigh Sebba's 4-4 that had completed the 24 hours of Le Mans driven by Prudence Fawcett in 1938.

The MSCC were in attendance in force, but this year they were not in their usual spot in the infield, rather they were parked just inside the main gate, a spot more suited to cars completing a parade lap. This year to celebrate 110 years of Morgan. ➤



Proud Owner Preben Bograd



Steve Hyde and Richard Hay, two of the names on the door



Leigh Sebba and Peter Cole and the 1938 4-4

Once again, the Classic's theme was Rocking and Racing, the rocking this year was also commemorating an important anniversary, 50 years since Woodstock. The line up of that first and most famous of festivals was represented by a string of top quality tribute acts, covering the originals. The evening saw many normally sensible car owners entering into the spirit of the thing and dressing up accordingly. Mog owners were no exception.

But back to the track. The flagship races for Morgan Enthusiasts were the two Le Mans recreations on Saturday Evening. This was principally to be a celebration of Bentley in its Centenary, but Sue Darbyshire and Ewan Cameron were going to do their

best to spoil the party!

Mog caught up with them after practiced on Friday. Ewan facetiously compared Silverstone's wide track to being so like the M25 he didn't know where he was half the time. Sue added:

"None of us know where we're going!" She then went on to explain their frivolity by adding:

"None of the corners on the full Grand prix circuit are Morgan friendly. It's really hard work."

Ewan added, "On the slow corners we could be upside down at 50 mph. They are very tight, and you can feel the inside lifting." Sue added: "and the tight corners are followed by a quickish corner, so you need to grab top again before you go round the quick corner. I was





grabbing top at the apex, it's very difficult. It's horrid! It's so un-Morgan friendly."

Looking at the picture of all the cars in the Paddock prior to the race you can easily miss the little black Mog with its brass cowl.

The race was a magnificent spectacle, once again crowds gasped as the plucky little Morgan defied the odds and had a magnificent race. Ultimately the result was disappointing, as Ewan takes up the story: "We had a great race, but we found that we had lost a spark plug lead at the driver changeover. Sue fantastically held to 11th place when we should have finished around 7th. Losing the lead meant that we were running retarded on one cylinder, so frustratingly we were down on power.

We will be back next year!" So the usual suspects can watch out for them then. Special mention should also be given to Simon Edwards who also raced his 1930 Super Aero with distinction a little further down the field.

Then on to the "main event", the Masters Endurance Legends, where once again a Mog would run against a Bentley, and other more favoured cars. All had gone so well for the GTN on Friday. The car recently acquired by Morgan Owner and Enthusiast Preben Bograd, had originally been intended to be the centre piece of his little Danish museum for all things Morgan. But once Preben had the car he figured that it should be back on the track, coming home to fill a drip-tray now and again. He felt that any car should run and not just stand still ➤



Keith Ahlers and Billy Bellinger won a class trophy in the pre 66 GT Cars race



Newly added streamlining for Ewan and Sue

and dry for years to come.

The sight and sounds of the car during that first qualifying practice were an assault on the senses. It looked simply magnificent, and to ignore ear protection anywhere near it was an invitation to a life of deafness. There had been problems running the car, it was felt that the electronic ignition was playing up. But with a bit of help and advice this problem was seemingly overcome.

It was felt that the car wouldn't win, but it would give a good account of itself. One of her original drivers from that famous 24 hours in 2002, Steve Hyde was piloting her again. He was confident of putting up a good show.

The race started as "Joe Cocker" was taking to the concert stage. Love may have lifted the car up to where she belonged, but the magic had gone and after one lap she failed.



Steve takes up the story: “We had a rather frantic starting procedure that didn’t go to plan in the collecting area and the engine wouldn’t start. When we eventually fired it up and I went down to the pit lane, but I couldn’t leave the assembly area because people were in the way with their trollies. So I had to turn it off again. Then we pushed it into the pitlane and I started it up again so I could join the back of the “train” from the pit lane. But

when I got to the end of the pit lane there was a red light so I had to switch off again. Then when the light went green I started up for with what must have been our fourth or fifth start attempt of the afternoon. It was then that we discovered that the car wasn’t running any better than it had been the day before. All the stopping and starting hadn’t helped either. I did a flying lap and then it was clear that the car wasn’t going to run any farther. So I ➤





pulled over and watched the race go past for the next 40 minutes or so. “

Steve went on to say that he'd had fun but the drive had not been the trip back down memory lane that he had hoped for.

The good news is that with a little help from its friends the big Aero will be back at Silverstone next year, hopefully with some quality track time before that. MOG will be there, you should be there too!

In the meantime go on to YouTube and search for “Morgan Aero 8 GTN at the Silverstone Classic 2019” It's a great little four minute movie. **MOG**



A groovy Phyllis, Mike, Helen, Neal and Margaret



BREAKFAST MEETING

SATURDAY 28TH SEPTEMBER

We have a rather special Breakfast Meeting planned for Saturday 28th September which we would like to invite you to!

One of our customers - Ken Smart, Executive Director for Business Strategy at McLaren Automotive, will talk about the short history of McLaren Automotive.

Ken has been a Morgan owner for 26 years, but will bring a McLaren 720S for breakfast.

As usual we will serve breakfast between 9 and 10am, and as usual everyone is welcome - Club members, friends and family!

However we anticipate a lot of you will want to join us for this one so we ask that you please RSVP to helen@rtcc.co.uk or call on 0118 9831200 to confirm your attendance.



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PHILIP'S DOUBLE DEL

After missing the Mallory Park Round of the Aero Challenge, Philip Goddard came to Donington and racked up two wins driving his Class 'A' V8 in the Peter Morgan Memorial Meeting that had been incorporated within the MGCC race meeting over the weekend of July 20/21st.

WORDS Bob Bull PHOTOGRAPHY Tripos Media

A field of 26 assorted Morgans had entered for the two rounds of the Challenge, however, the starters were reduced to 25 following Roger Whiteside being unable to start due to an accident in a previous race at the meeting. While driving his 4/4 in the Equipe Relay Race, Roger was knocked into a spin by an errant Marcos (that had ignored the Black Flag for three laps), and was hit by a following MG, resulting in a broken scapula, and a visit to Derby Hospital. We wish him a swift recovery. This left Phillip Goddard as the sole entrant in Class 'A', and he lined up in pole position for the first race with Andrew Thompson alongside followed by John Emberson, Dominic House, making his season's debut, Simon Baines, Tony Lees, Simon Orebi Gann, Phil Thomas, and Tony Hirst, with Craig Hamilton-Smith completing the top ten.

We are used to the V8's not getting off the line too

swiftly, and expected to see Andrew in the ARV6 leading the pack away, however, we reckoned without an absolute demon getaway from Simon Baines back on row three, who led a swarm of brightly coloured Moggies into Redgate for the first time. Well done that man! Power will always tell on a dry Donington circuit, however, and with the sun either shining or hiding behind a cloud, Philip soon had the black V8 into the lead although Andrew was reluctant to let him have it all his own way, and clung on to Philip's coat tails for several laps by dint of better retardation into the bendy bits. John Emberson held a safe third spot from Tony Lees, and Simon Baines with the rest of the field making their own arrangements as to finishing positions. In several cases drivers found it hard to decide who should finish where, leading to some close racing and plenty of excitement for the onlooker, Phil Tisdall and Craig H-S battled throughout the 15 >



A demon start by Simon Baines from row three saw him head the snarling pack into Redgate Corner

IGHT AT DONINGTON



Stephen Lockett, Brands Hatch Morgan customer leads BHM boss Brett Syndercombe. One way to keep the client happy?



Their Off! A view from the back of the grid



Phillip Goddard set a winning pace in the sole Class 'A' car running, chalking up two victories



Simon Sherry, 'The Flying Doctor' flings his Class 'C' V8 through the Chicane with Peter Sargeant close on his tail



A view few drivers care to see. A group of Morgans leave the final corner, and set off on another lap

laps, just 0.406 second separating them across the line. Meanwhile John Emberson had gradually closed in on Andrew Thompson's silver ARV6 before forcing his way passed after Andrew resisted his advances vigorously for a number of laps. After the race John sportingly admitted he was aided in his endeavours by braking problems for the ARV6. Second and third was a well earned reward for them both. Tony Lees took fourth and Simon Baines fifth after his brief spell in the lead. John Milbank scraped home 0.322 tenths of a second before Simon Orebi Gann for 6th, and Tony Hirst in 8th sensibly kept well clear of the Tisdall/ Hamilton-Smith dice as they filled out the top ten places.

Phil Thomas did well to claim 11th, after an earlier pirouette, while Jack Bellinger continued his Championship bid by winning Class 'D' in 12th. position although an ever improving Stephen Lockett was very close behind. Completing the finishers were Brett Syndercombe, Tim Ayres, James Sumner, Tim Parsons

(delayed by a trip into the kitty litter), Greg Parnell, Tom Richards Peter Sargeant, Paul Bryan, Simon Sherry, Richard Fearn, and Michele Bailey. Sole retirement was Dominic House.

Class victors were Phillip Goddard (A). Phillip Tisdall (C), Jack Belinger (D), Michele Bailey (E), John Emberson (G). Tony Lees (J), Tim Parsons (R), and Tony Hirst (S). All the class winners also recorded fastest lap in class except in Class 'D' where Brett Syndercombe claimed the honour.

In between races a certain amount of fettling seemed to be required on several cars, but all except Dominic House made it on to the grid for Round 2, although Michel Bailey was missing as Hubby Chris had his turn in the family +4.

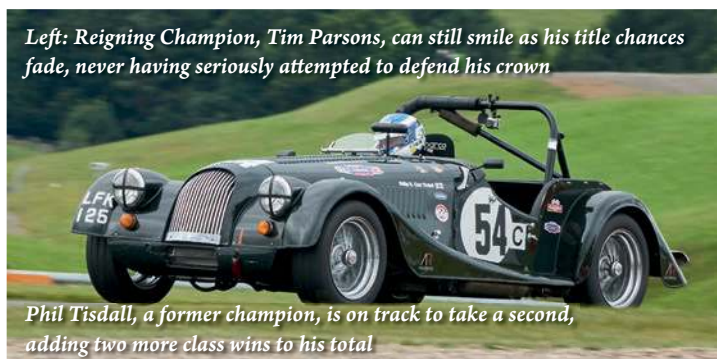
Once again the nimbler Class 'G' cars got away well, but Philip Goddard lead into the final corner on lap one, passing John Emberson's Roadster along the Starkey Straight, with Simon Baines, Tony Lees, and Andrew



John Milbank, who competed in the very first Morgan Challenge, is as feisty ever with his +4. Craig Hamilton-Smith leads the pursuit



Left: Reigning Champion, Tim Parsons, can still smile as his title chances fade, never having seriously attempted to defend his crown



Phil Tisdall, a former champion, is on track to take a second, adding two more class wins to his total

Thompson in close attendance while the remainder of the pack sorted themselves out behind. The Goddard V8 settled down to reel of the laps untroubled by the lesser lights as Andrew made his way past Tony Lees and Simon Baines before setting off in pursuit of the Emberson Roadster. In this task he was eventually successful helped by oil getting on to John's rear tyres, but ran out of time to make a challenge although only by 0.776 of a second as the chequered flag fell. In sixth place Simon Orebi Gann came home alone, while the Club Sports of Tony Hirst and Craig Hamilton-Smith were separated by the proverbial sheet of Bronco, but they were at least separated. A stern word from Team Manager Mark Evans ensured there was no repeat of the Mallory Park incident. Phillip Tisdall, John Milbank, and Phil Thomas flashed across the finishing line covered by a single second, although things might have been different if Phil had not stopped to admire the grass at the chicane for a spell. Jack Bellinger doubled up in Class 'D' despite

Brett Syndercombe giving him little rest, another pair with only a coat of paint between them, and Tim Parson was the last unlapped runner in 14th place. Stephen Lockett came along next, followed by Tim Ayres, Greg Parnell, and James Sumner, the trio all within 1.5 seconds, with Peter Sargeant, a smidgeon ahead of Simon Sherry. Paul Bryan, Richard Fearn, and Chris Bailey brought up the tail end, however, Tom Richards failed to finish at all in the car he shares with dad, John.

Class awards went exactly as for race one.

Once again the destination of the Peter Collins Tray, awarded to the overall Championship winner, is likely to be decided by the number of runners in a class as only three regularly contain the minimum three starters necessary to qualify for the full ten points. So we leave Donington and head to Silverstone for the ever popular, Bentley Drivers Club Meeting, two Aero Challenge rounds and the traditional Techniques Trophy for four cylinder cars, a must for Morgan fans. **MOG**



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THE FEATHERS HOTEL, LEDBURY

Situated in the centre of the charming and historic market town of Ledbury, Herefordshire, The Feathers is a well known landmark and an excellent base for any Morgan owner wishing to visit the Malvern area. (see MOG Fleet this month for further coverage of Ledbury).

WORDS & PHOTOGRAPHY Granville Orange and the Coaching Inn Group

The hotel itself has such a history associated with it that it has warranted a book by Will Swales which is available for guests to take as a complimentary gift. I won't go into too much detail here, but the distinctive black and white timber framed building dates back to Elizabethan times and was built between 1560-1570. The first records of the property functioning as a hotel date to 1702, when it was known as the "Plume of Feathers," possibly as a declaration by the owners Thomas and Joane Pantall of their support for the young Prince of Wales and a hoped-for return of a Catholic king. At the time the country was ruled by Protestant monarchs William of Orange (a possible relation to myself?) and his wife Mary.

Leaping forward through a fascinating and well-

documented history, we come to 1908 when the assets of the hotel were divided between the two surviving children of the then owner, Sophia Edmunds. In the will, reference was made to the "carriages, horses, motor cars and effects". Of interest to our readers is the reference in 1908 to the motor cars amongst the assets. The progression from horses and carriages to the provision of motor cars is not one that many hotelkeepers would have been able to afford at the time. With Stoke Lacy just a few miles away, one can only imagine if HFS himself might have arrived by car during those early days of motoring, bearing in mind the fact that the three wheeler Morgan dates back to 1909...and could it possibly be that the cars on hire from the hotel were Morgans? I have asked the hotel historians the question. ➤

WHERE TO STAY



By 1920 the hotel had undergone substantial change to cater for the mass production of the motor car, and the old coach houses and stables were converted into garages. A photograph taken at the time shows that the hotel continued to provide motor cars for hire, and signage to the front of the hotel indicates approval of the establishment by the Automobile Association and the Royal Automobile Club, which continues to this day, the hotel having three AA stars plus an AA rosette for its restaurant.

Today the hotel has private and free of charge parking for 20 cars and to the rear of the hotel there is also a large public car park with a direct access into the hotel. There are 20 bedrooms available, and from spring 2020 there will be an additional 5 rooms, all on the ground floor, including two rooms specially adapted for the disabled. These new five rooms are being created in what was the hotel swimming pool and spa area which is now closed.

I met with Assistant Manager Charlie “Chuck” Macloed. He explained that of the 20 rooms, one is

“Eve’s Cottage”..which is described as luxurious self contained accommodation, and there are five other de-luxe rooms. On the ground floor there is Fuggles Restaurant, an a la carte yet informal restaurant offering excellent cuisine, there is the bar which offers bar snacks all day long, including The Feathers popular “grazing and sharing” platters, and there is the new coffee shop which encompasses the residents lounge and in the evening becomes a comfortable place to relax and perhaps enjoy one or two of the 22 different gins on offer ! The hotel sources 90% of its meat produce from an award winning butcher in town, and other food produce is locally sourced whenever possible. The Feathers is part of The Coaching Inn Group which operates 15 historic coaching inns around the country, and in June 2019 The Feathers underwent a major refurbishment which has created an extremely comfortable, informal and relaxing experience for guests and non-residents alike whilst retaining the charm and character that has welcomed travellers to



Ledbury for the past 317 years.

I asked Chuck about the hotel's folklore and ghosts. He told me the story of Emily, a "friendly little ghost" who lives in what is now a linen cupboard on the top floor of the hotel. Perhaps less friendly, Chuck has had pillows thrown at him and he told me of one particular episode when he was working late at night and alone in the hotel and kept finding two dining chairs on the floor. On three occasions he went to pick them up and place them around the long bench style table, only to find them laid on the floor again. He went to pick them up a fourth time and before his very eyes they were upturned and on the floor again! I have in the past had the pleasure of staying at The Feathers and the wobbly, creaks and squeaks of the main staircase and corridors add to the atmosphere, spooky or not.

The hotel welcomes Morgan owners on a regular basis, is only 11 miles from the factory in Pickersleigh Road, and is on the HFS 110th Anniversary Route (see last month's edition of MOG). Car clubs are also

welcome, and the hotel advises readers to book direct with the hotel and you will be guaranteed to be offered a room rate £5 cheaper than the cheapest internet booking sites quote. Multi room discounts are available by negotiation with the hotel. Check-in is the usual time of 3.00pm, but there is a bag drop facility and guests have the hotel facilities and the whole of Ledbury to enjoy if you do arrive early, and whilst check-out is the usual 11.00am, you can leave your cars in the hotel car park until 5.00pm on the day of departure. Ledbury is served by good rail links and is on the Hereford - Worcester - Paddington line should guests prefer not to drive, and talking of guests who drive, one regular visitor to the hotel is a local resident of Top Gear fame. Other famous local residents include Liz Hurley, albeit I did not have the pleasure of bumping into her on this occasion...perhaps next time! **MOG**

For bookings please call 01531 635266, and Email: feathers.ledbury@innmail.co.uk

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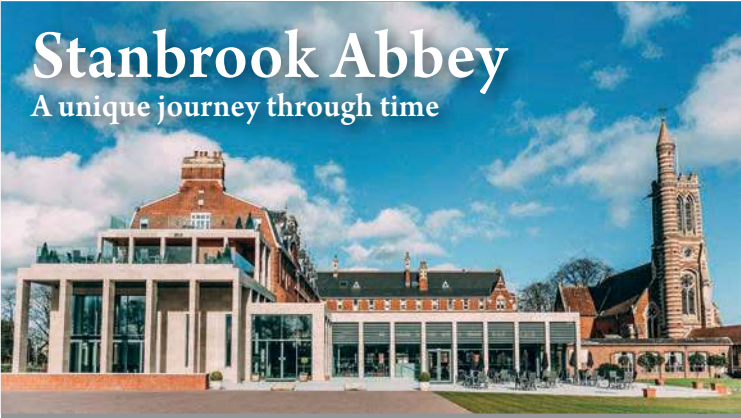
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LANCHESTER

It's one of the most history-making, ground-breaking names in British automotive engineering, yet it's been allowed to fall into obscurity.

WORDS Dave Smith PHOTOGRAPHY As credited

Do you want to start a heated debate/fight at your car club meeting? Just ask who built Britain's first car, then go and find a table under which to hide. It seems that, arguably, the first proper 'car' was built by Frederick Lanchester.

Born in 1868 in south London, the middle of eight children, Fred was a gifted scientist and engineer, and won a scholarship to the Royal College of Science. At the age of 21, he joined the Forward Gas Engine Company in Birmingham, where he made some very successful refinements to the company's engines, and, in 1892, resigned to try to sell his gas engine patents in America. This wasn't successful - mains gas was expensive in the US, and rare outside major cities - so he came home, set up his own workshop and did subcontract work for various companies, including Forward.

In 1889, he had visited the Exposition Universelle, the World's Fair in Paris. After walking through the grand entrance to the exhibition - the new Eiffel Tower - he saw something that really sparked his imagination: a new machine called the Benz Patent Motorwagen MkIII.

Like any good engineer, he knew he could build it better, and, in 1893, designed and built a single-cylinder engine that he fitted to a boat. Within a year, he had the backing to set up a new company, designing and building cars.

By 1895, he had a four-wheeled prototype with a 5hp engine that was to become Britain's first car. Not a motorcycle or three-wheeler, not a carriage with an engine instead of a horse, but a motorcar, designed as such from the ground up. The engine was ingenious, with a single piston attached to two con-rods, driving two counter-rotating cranks and flywheels, so it ran

very smoothly. It had its first road-test in early spring, 1896, before the single-cylinder engine was replaced with a two-cylinder, 8hp flat-twin version in 1897. Shortly afterwards, he moved to a new home and workshop in Birmingham and built a second car, the Gold Medal three-seat phaeton, with a similar powerplant.

With these machines in his portfolio, he secured financial backing from the likes of the Pugh brothers, of Rudge-Whitworth cycles, and the Whitfield brothers and, to follow a pattern,

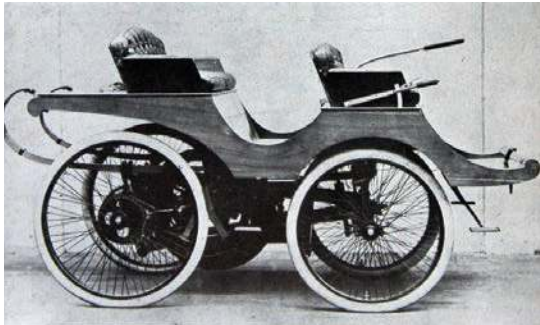
brought two of his own brothers in on the deal. Thus, the Lanchester Engine Company Ltd, with Frederick and his brothers, George and Frank, on the board, was incorporated in late 1899.

The first days of the 20th century saw Lanchester making half a dozen cars with a view to production. These cars had a four-litre flat-twin with the counter-rotating cranks, air cooled using two large fans, with a three-speed epicyclic gearbox and worm drive, and were used as demonstrators before going on sale to the public in 1901. Very soon, there were models of 10, 12, 14, 16 and 18hp available, the larger engines being water-cooled.

In 1902, just seven years after building Britain's first car, Lanchester invented a feature that wouldn't catch on in the mainstream for another 50 years, and that you'll struggle to find a car without today: disc brakes. Accounts vary - some say they were used on brass discs at the front wheels; others say that the caliper acted upon the clutch plate - but this was very much a first step on the road towards the braking system used almost universally by the end of that century.

So Lanchester's cars were highly unconventional, but also cutting-edge and of superb quality, so it found favour with the high and mighty of the day. By 1904,

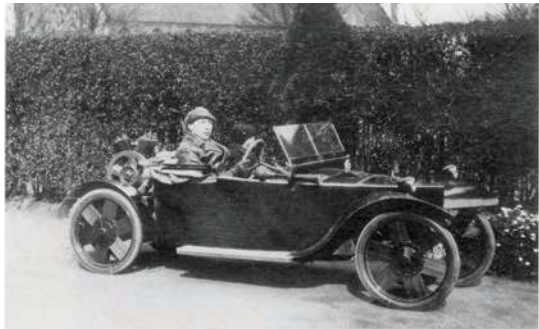




1895 Lanchester - the first car

these included the Marquis of Anglesey, His Grace the Duke of Portland, the Most Hon. The Marquis of Zetland, and Major Lindsay Lloyd, R.E., on behalf of the War Office. One of the first celebrity owners was Rudyard Kipling, who ordered a 10hp, which was delivered to his Sussex home personally by George Lanchester in 1902.

Somehow, despite seemingly having found the recipe for success, and with full order books, the Lanchester Engine Company Ltd went into voluntary liquidation in early 1904. After regrouping and refinancing, the company restarted later that year under the name Lanchester Motor Company Ltd. Fred continued to invent, and came up with more solutions, still in use today, to prevent noise, vibration and harshness - his



George Lanchester in a wooden, BSA-engined MkII Lanchester (Birmingham Museums Trust)

new 20hp four-cylinder used a block-mounted balance shaft, and his 1907 38hp six-cylinder used a crankshaft harmonic damper.

In 1909, Frederick Lanchester took a step back from his own company, becoming a part-time consultant, while also consulting for Daimler and, later, Daimler's parent company, BSA. While still at Lanchester, Fred experimented with everything from the seemingly mundane - a new-fangled steering wheel instead of a tiller was an option on Lanchesters from 1908, and became standard by 1911 - to the outrageously advanced - he was experimenting with turbocharging and fuel injection before World War I. Other advances we can thank Frederick Lanchester for include pressure-oiled bearings, forged pistons, piston rings, hardened



1899 Lanchester phaeton



1901 Lanchester 12hp (Clive Barker)



1903 Lanchester 12 (Clive Barker)



A 1904 testimonial from Rudyard Kipling!



1910 Lanchester 28hp Landaulette (Alf van Beem)



1914 Lanchester Forty dash (Peter Turvey)



1926 Lanchester landaulette

cylinder liners, plus torsional vibration dampers and harmonic balancers. He developed independent front suspension, and was even the first to use the detachable 'knock-off' wire wheels of which we're all so fond... In 1915, he took out a patent for an internal combustion engine, electric motor and generator operating on a common shaft. This was refined over the next 10 years into the 1925 'Petrelect' system - yes, Fred created and patented the first hybrid.

As if this were not enough, he was also a genius in the then-new field of aeronautics and aerodynamics, and some of his work with aircraft became industry standard, too. In fact, the aircraft that played such a significant role in WWI, and all aircraft since, owed much to Fred Lanchester, but that's a whole new story.

George Lanchester played an increasingly important role in the family company in the early 'teens, and when Frederick resigned in 1913, George took over; Frank was running the London-based sales department. Occasionally, Frederick's high-tech developments were a little too high-tech for a conservative buying public, and George began making Lanchesters a little more conventional. That doesn't mean dull, though; the first



1927 Lanchester petrol/electric hybrid (Elliot Brown)

development was a new six-cylinder, 5.5-litre 40hp engine that developed 78bhp at 1,800rpm. This new Lanchester Forty had a conventional long bonnet with the engine beneath, and George lapped Brooklands at 115mph in one of the two 40s built for racing.

Sadly, such frivolities were soon replaced by the sombre business of war, and Lanchester's Sparkbrook factory spent 'the Kaiser War' turning out artillery shells, aircraft engines and armoured cars based on their own 38hp chassis.

After Armistice Day, production of the Forty restarted. It was the only Lanchester model available, and, with its 6.2-litre overhead cam engine, was a top quality, refined, sporting tour de force. It was also, however, stunningly expensive, pricier even than Rolls-Royce's Silver Ghost, so the market was limited. This led to the smaller Twenty One joining the range in 1924, with a 3.1-litre six-cylinder, four-speed 'box and four-wheel brakes. This grew into the 3.3-litre Twenty Three in 1926 and, two years later, the Forty was replaced by the 4.4 straight-eight Thirty.

This straight-eight was the last of George Lanchester's designs as, during the late Twenties, the depression



1930 Lanchester Thirty straight eight



1935 Lanchester, Daimler straight-eight, Vanden Plas touring body



1927 Lanchester tourer

began to erode the market for such top-end machinery. Within weeks of a glamorous display at the Olympia Motor Show in 1930, the company's bank called in its £38,000 overdraft, and Lanchester was left high and dry. This forced the sale of the company, and their Sparkbrook neighbours, BSA, bought the company for a song in 1931. BSA packed Lanchester up and sent it to Coventry to live with its new stepsister, Daimler.

Lanchester's salad days of innovation and market leadership were gone, and a future of badge engineering and playing second fiddle lay ahead. The first new model, the Lanchester Eighteen, was designed by George but owed more than a little to the Daimler Light Twenty. The 1933 Lanchester Ten was a fancied version of the BSA 10, and the 1937 Lanchester Fourteen was basically a facsimile of the Daimler New Fifteen.

Once again, war cast its shadow over an already troubled Daimler/Lanchester alliance, and with the Luftwaffe taking a particular interest in Coventry's manufacturing plants, times got even harder. After the war, with much of Coventry in ruins and steel in restricted supply, Daimler went back to making luxury



1929 Lanchester sports tourer in Haynes Museum (Hugh Llewelyn)

cars and limousines while Lanchester got to make the new LD10, a 1,300cc four-door saloon. It looked a lot like a halfway house between the Ford Prefect and the Ford Pilot, which is unsurprising given that Briggs of Dagenham, who also made the aforementioned Fords, made the LD10 bodies.

The next new model would be five years later, with the 1950 Lanchester Fourteen and the export version, the Leda. Daimler was still suffering, though, having taken a kicking from post-war austerity and Purchase Tax on top-end cars, and introduced the new, compact Daimler Conquest in 1953... just after Purchase Tax was reduced. The Conquest was based on the Fourteen, and was effectively competing for the same buyers.

It seemed that Lanchester, ever the second fiddle to Daimler, had been sabotaged from within. They shambled on for a couple of years until 1955 when, with a new model codenamed the Sprite at the prototype stage, struggling Daimler simply phased out the Lanchester name. Throwing the Lanchester weight overboard wasn't enough to keep Daimler afloat, though, and BSA sold all its Daimler interests to Sir William Lyons over in Browns Lane in 1960. ➤



1937 Lanchester Eleven (Andrew Bone)



1947 Lanchester LD10, Briggs body (Steve Glover)



1951 Lanchester LD10

A corporate pass-the-parcel game saw Jaguar merge with BMC to form British Motor Holdings in 1966, then with Leyland and Rover to make BLMC in 1968, then the nationalised British Leyland in the Seventies. It was privatised again in 1984, taken over by Ford in 1990, then lumped in with Land Rover when Ford bought that in 2002. Ford sold both to Tata in 2008, whereupon they were merged to form Jaguar Land Rover in 2013.



1953 Lanchester Leda (Clive Barker)

Somewhere, in a dusty filing cabinet somewhere in Coventry, JLR (and therefore Tata) still own all the rights to the Lanchester Motor Company Ltd. Is this great name forever destined to exist solely on paper, another forgotten soldier from the massed ranks of British automotive heritage, or might it one day be dragged out, dusted off and maybe applied to some cutting-edge experimental or prototype vehicles from the JLR stables? I think Frederick would approve of that. **MOG**



Lanchester sculpture



Frederick W Lanchester

Troops of the Russian Armoured Car Division by their Lanchester armoured car, circa 1916 (Imperial War Museum)



Frederick Lanchester died on March 8th, 1946. In his later life, among countless awards for engineering prowess, he was a Fellow of the Royal Society, an Honorary Member of the Royal Aeronautical Society and the Institution of Mechanical Engineers, and had been President of both the Junior Institution of Engineers and the Institution of Automobile Engineers. His obituary from the IME said that, had his contemporaries accepted his early research, Britain would have been a decade ahead of the rest of the world in aeronautics. Of his automotive work, they said: "For the first 10 years in this field Lanchester introduced in rapid succession numbers of features still regarded as the best practice, and probably no other single person in this country has been responsible for so many pioneer inventions of value

in this particular branch of engineering."

There's a large monument to Lanchester on the Birmingham site where Fred built that first car way back in 1895, and a commemorative blue plaque on his former Sparkbrook factory. Coventry's Lanchester Polytechnic was also named in his honour, but was renamed Coventry University, though the imposing Lanchester Library is still on campus. Lanchester's name should probably be held in the same esteem as that of Brunel, Stephenson, Whittle or Watt, yet he seems destined to remain in relative obscurity. Maybe, one day, Frederick Lanchester will be looking up at you from the back of a £50 note and you'll have cause to think of how very different the automotive and aeronautical landscape might have looked without him.

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MORGAN MAYHEM AT SILVERSTONE



This year's programme listed two rounds of the Morgan Aero Challenge race series plus a race for the Bentley Drivers Club Sports Car Challenge, an event catering for an eclectic mix of sports cars of an historic nature. Included in the race as a separate class was the fourteenth running of the Techniques Trophy for four cylinder Morgans, and just to add confusion there was a separate award for the first 'pushrod' engined Mog home.

A couple of new names appeared in the entry list plus that of Ollie Bryant, making his annual appearance in the Challenge and, driving possibly the most highly developed V8 currently in action. Qualifying went much as expected with the Bryant car on pole, and the illustrious Keith Ahlers relegated to second spot, not

a position he is used to, both in Class 'A' cars. Class 'G' filled the next three slots, John Emberson ahead of Andrew Thompson and Simon Orebi Gann, while the rest lined up behind in some sort of order, most noteworthy was the sight of Tony Hirst languishing back in 16th place, well behind team mate Craig Hamilton-Smith in 12th.

From the red lights going out, Ollie Bryant simply ran away and hid from everyone else, while Keith Ahlers gave vain pursuit, further back John Emberson made what would turn out be a costly mistake. Leaving his braking late into Becketts John locked up and took to the escape road, dropping to the back of the field before setting out on a come-back drive.. This left Andrew Thompson well clear in third and Simon OG in fourth, as Phil Thomas,

Brett Syndercombe takes a perfect line through Copse Corner. Where's Jack?



Peter Sargeant prepares for battle in the Assembly Area, before lining up for the start

The first Saturday in August means the traditional Bentley Drivers Club Race Meeting at Silverstone, one of the longest running fixtures at the circuit that was first run in 1948, and one in which Morgans have always been prominent.

WORDS Bob Bull PHOTOGRAPHY Tripos Media



Keith Ahlers leads Ollie Bryant as the two Class 'A' V8's dominate the race



A pack of Morgans hurtle down the Wellington Straight, with Jack Bellinger and Brett Syndercombe both anxious to reach Brooklands Corner first

Tim Parsons, and newcomer, Mark Butterworth also circulated in splendid isolation. Phillip Tidall leading Class 'C' had Tony Rivers' Roadster in close attendance, this providing some interest for the spectator. Meanwhile John Emberson had made his way up to seventh place when John Richards spun in front of Paul Bryan, who in avoiding the gyrating ClubSports was hit by Emberson's Roadster. Both cars too badly damaged to continue.

After fifteen laps Ollie Bryant took the chequered flag, ahead of Keith Ahlers, who had closed the gap to just over three seconds at the finish aided by the inevitable safety car as the bent Morgans were removed from the track. Andrew Thompson duly won Class 'G' in third place with Simon Orebi Gann in fourth, ahead of Phil Thomas, Class 'J', and Tim Parsons, Class 'R'.

Debutant, Mark Butterworth, more used to an Allard, ➤



Banana Split! Peter Cole resists James Sumner's advances through the complex in a mellow yellow moment



Ollie Bryant prepares to pounce before going on to take his second win of the day

was an excellent seventh, as Phillip Tisdall in eighth place clinched Class 'C', followed by Tony Rivers, and Greg Parnell, having a good run in the Aero 8GN, all covered by less than a single second at the flag.

Craig Hamilton-Smith claimed Class 'S' and Brett Syndercombe took Class 'D', beating Jack Bellinger to his obvious delight. These two have an ongoing, and friendly rivalry which adds much to the awards presentation at the end of the day. Tony Hirst was a lacklustre 20th. and only third in Class 'S'. Was Mark Evans joking when he said 'team orders'? Twenty five cars finished with Ian Sumner joining Emberson/Bryan in retirement. Michele Bailey drove her usual steady race to take Class 'E', although lapped five times by the flying Bryant Morgan. Another first timer, Paul Vokes finished a fine 16th. in his ClubSports with an eye to a full season in 2020.

Before the second Aero race many of the four cylinder cars had also appeared in the Techniques Trophy, luckily all survived for the Aero start and so the cars lined up in the order of finishing in race one, Ollie Bryant and Keith Ahlers side by side at the head of affairs. From the off, it was Keith who took the hole shot to lead, holding

of Ollie until on lap three Richard Fearn hit the Armco rather hard at the Complex, bringing out the Bentley safety car for four laps. It was during the safety car period that mayhem broke out. While the leaders slowed behind the Bentley the drivers behind were anxious to close up the gaps to the car in front and continued at some speed. However, the safety car suddenly slowed to allow an ambulance to join the track causing some heavy braking behind, and a couple of bumps. Sadly Tony Rivers rear ended Jack Bellinger's V8, both cars being forced into retirement, while a suspicious dent appeared in the back of Peter Coles Roadster. Once the carnage had been cleared away, the race resumed and the power of the Bryant Morgan soon overcame Keith's V8, and pulled away to a comfortable win, with Keith equally untroubled in second place. Andrew Thompson had been holding a safe third until on lap 12 his steering rod snapped, leaving Andrew with no means of controlling the ARV6. Luckily the breakage occurred at the approach to Becketts Corner where there was a decent run-off area, allowing for a relatively safe end to the incident, although not before giving the driver a few



Ancient and Modern. Ian Sumners', 1953 'Old English Upright' +4 looms over Richard Fearn's sleek Clubsport. Sixty five years between them. The cars, not the drivers!



Jack Bellingers red car is surrounded by the Brands Hatch Morgan Mob. Brett S, leads while Greg Parnell blocks the outside line, and Steve Lockett closes the back door

anxious moments. Thankfully the last four laps were without further drama, as the leaders took the flag, with Simon Orebi Gann benefitting from Andrew's demise in third, and Phil Thomas, fourth with Greg Parnell excelling in fifth spot, barely holding off, Phil Tisdall, and Mark Butterworth (who appeared as Sam Butterworth in the official results), by less than a second. Steve Lockett, Craig Hamilton-Smith, and Paul Vokes filled out the top ten. Peter Sargeant, Peter Cole, Brett Syndercombe, Simon Sherry, James Sumner, Tony Hirst, Mary Lindsay, John Richards, Chris Bailey, taking over from wife Michele in the family +4. and John Milbank completed the finishers. Tim Parsons was the other non-finisher, reasons unknown.

Despite the number of bent motor cars thankfully nobody was hurt and the prize giving was handled with her usual aplomb by Katy Thompson, and despite a badly damaged chassis on his V8, Jack Bellinger was still able to exchange banter with Bret Syndercombe over who had the most awards to take home.

After the race Ollie Bryant revealed that his start was hampered by an 'iffy clutch', allowing Keith Ahlers

to beat him off the line, but said it was a lot of fun, particularly when he thought that it was the last lap, and he made a side-by-side lunge around the final corner to take the lead from Keith. However, there were still several laps to go and he won by a single second.

With eleven rounds completed the championship looks as close as last year, with Craig Hamilton-Smith on 103 points, Jack Bellinger 97, Andrew Thompson 96, Tony Hirst 94, and Phil Tisdall on 87. With the best eleven results counting dropped scores will now come into the equation, and Phil Tisdall has three 'no scores' so can only add to his total, everyone else will drop points unless they fail to add any more before the end of the season. Place your bets now.

Castle Combe is the venue for the next chapter in the saga, MOG will be there to bring you the latest news of who and what is looking good.

NB; Tim Parsons won the Techniques Trophy from James Sumner with Matt Taylerson first 'pushrod' home. The overall winner of the race was Richard Plant in one of his V8's beating a fearsome Lister Chevrolet into second spot. **MOG**



To the victor the spoils. Ollie collects a kiss from Series Co-Ordinator, Katy Thompson. (He also received a trophy but?)



Richard Fearn comes to grief. One badly bent Clubsport, one driver shaken but not stirred. Strong cars these Morgans

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With 30 years experience we at Librands Ltd share a passion for Morgans with enthusiasts worldwide and are here to provide the best products and service available

NEW LAMPS FOR OLD

Your daily drive's lights much better than your Morgan's?

WORDS Nigel and Matti PHOTOGRAPHY Nigel

We all have to say that “Better Car Lighting” is the perfect name for a company that helps you to upgrade the lights on your pride and joy, but without changing the appearance at all.

MOG decided to see what could be done with Nigel's Plus 8 and so the story begins.

Better Car Lighting, based in Warwickshire, is owned and operated by Gil Keane, who designs and develops the bulbs and upgrades. He runs it as a mail order business and has no retail showroom or counter and offers no fitting services, but customers can either order what they want on the website www.bettercarlighting.co.uk or can telephone Gil for advice and a chat about what might work best on their car. He has over forty years of experience of upgrading car lighting and will know what questions need to be answered to make the right choices. He is on **0121 773 7000**. He also provides tech support to customers and can identify your bulbs, if you can't, either from a description or a mailed image. ➤



IMPROVED LIGHTING



So, armed with photographs of the main headlights on Nigel's +8, the driving lights and the side lights we mailed Gil and waited for his advice. We have to say service was pretty impressive, with a response within 15 minutes, we had upgrade suggestions and a question about which bulbs were fitted to the spotlights, as they could have been one of several types. Gil has worked with Morgan supplying lighting solutions, so we had no problem with accepting his suggestions, especially as everything comes with a money-back guarantee. We confirmed the selection and got a Pro Forma Invoice ready for payment by return email. Gil pointed out that doing things this way leaves a written record, which makes things easier if changes need to be made at some point. We received our delivery the next day.

Armed with a box of goodies and a couple of screw drivers Nigel and I started to replace the bulbs and see what a difference this would make, having been out the night before in the dark so we can share with you our before and after pictures.

We started out by working out which bulbs went where, and this was made easy as all of the packets were clearly marked. The tools needed were two screwdrivers,



one flat-bladed and one posi, and a pair of pliers was pretty much all we needed, though just to do the job properly glass cleaner and chrome polish and a couple of microfibre cloths.

It's pretty easy to remove the headlight, one Philips screw removes the chrome trim, then three more at 10, 2 and 6 o'clock looking at the headlight and the lights out. Unplug the electrical connection and take the headlight to your bench. From the back of the light one clip releases the bulb. Remove carefully and replace with new LED version, a lot bigger and we didn't fit the rubber cover again as no need and no way was it going to fit. Realign the clip and its back to the car for refitting. Refit the 3 screws, clean the chrome trim before re installing as you can get to the bottom of it easier and you are done, 7 more to do.

In all instances it's a really easy job and whilst it took the two of us an hour plus to do the whole car, we did have a couple of cups of tea and spent the time cleaning the chrome and trims as we took each light off, even the insides of the indicator lenses all the got a wash, dry and polish just to as we thought do the job properly.

The results, even on a sunny day we could see straight ➤



IMPROVED LIGHTING



away the lights were brighter, indicators, side lights, headlights everything were so bright in comparison to when we started, maybe it was just cleaning them but later that night we did our after pictures and as you can see what a difference it has made - absolutely brilliant! Thanks Gil the new lights make using the car in the dark so much better. The old instrument lights still give off a warm glow, but the dim warm glow of the old headlights has gone. Now the darkest of country lanes are as bright as they could possibly be. It was good to note that the

lights had not needed adjusting either. The dipped beams were as they had been before, no oncoming motorists were dazzled and driving fast on a busy A road felt so much safer. Nigel wishes he had upgraded earlier.

There are of course options and different fittings available for all Morgans. On Nigel's Plus 8, we upgraded headlights, spotlights, sidelights, indicators, stop and tail lights, reversing light and rear foglight and the total cost was just under £410.00 including VAT and next day delivery. In our opinion, that was money well spent. **MOG**



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CONVERSATION STREET

This month we moved to the Chequered Flag at Cutthroat Green just South of Malvern because it has a bigger carpark and better music. But before the landlord started singing old Led Headlight's hits we turned our attention to our latest topic.

"Should Morgan compete at Le Mans again? Racing is very expensive, but Morgan is a sports car manufacturer so motorsport is very important to the Company. Last year there was still a little bit of activity with the Morgan branded LMP2 cars, but that has now finished. It was always understood that If a true business case could be made for competing again, the Company would look upon it favourably. Indeed, "never say never again" was often said whenever the question was posed.

If I go back in time, and remind you about the Le Mans race in 1962, TOK 258 (well... the racing car with that reg. number... but that is maybe another topic), did the race with an average speed of over 150 km/ hour. (not many Morgan drivers ever reached that speed for a minute...) That car, during the complete 24 hour race, NEVER changed tyres!! From time to time they came to the pit for a check-up, drivers change and new petrol.

If you compare that with how it works today..... at least 3 well paid drivers, changing tyres I don't know how many times, spending a lot of time in the pit, a technical crew with a lot of people, a lot of PR/ sponsor activities etc. , etc. With other words it's a very money consuming activity.

Yes I have to agree it would be fantastic to see Morgan GT racing.. but let us all be realistic

One Vantage GT3 is circa 200K, So prepping a Plus Six to a fully commutative race spec would be close to that if not more, a race weekend in that class 30K and practice, spares and hospitality. In addition you'd need to design different detachable wings to replace damaged ones, etc.

With over eight races in a season unless you miss the odd race, oh add some spare Plus Sixes, yes plural, to finish the job.

Let's imagine that the new investment in the company has given some impetus to a racing business case.

Should there be a new Morgan GT racing car? What should it look like? What would be the ideal form of racing for it? Is Le Mans a possibility? Or are we only ever going to see Historic Morgans racing in the future?

Indeed, is Motorsport essential for a Sports Car Manufacturer, or just an expensive diversion?

Still it's a Roll Over in the lotto tonight, ring me in the morning to see if there is a new Morgan privateer team!

TOK was representing a car that was basically available for every customer of the MMC. What you see today, the cars you see at Le Mans, are not street legal. After the race in 1962 they re-adjusted the clutch, fresh petrol in the tank, and put the set of "grey wire wheels" back on the car (During the race they used black wire wheels with lower tyres) and they drove the car, over the road back to London/ Lawrence Tune engines.

Today the teams bring the cars to Le Mans with huge trailers, packed with spare parts and special tools. Any idea what that cost? Who pays? Mostly sponsors!

ABSOLUTELY, Le Mans, Sebring and Daytona 24, these are the races that people travel to and watch on TV and through streaming worldwide. Race on Sunday Sell on Monday still applies to the sports car business. Enthusiast Cars for Enthusiast and racing is part of the mix Morgan is first and for most a Sports car company. GT class in the Plus Six, something the customer can relate to and see themselves driving in a similar shape on the road. Continue to subtly the evolve the cars and race to prove the innovations. I see this as the most important things that Morgan can do in the near future.

The Morgan Motor Company can ask others to help, but mainly it must be paid by the MMC because it must be promotion of the brand.

Racing with what type of Morgan? We are all very happy that the Classic Line still exist. A car based on that model isn't fast enough.

Maybe the SLR model can be used as the introduction of a "NEW" Morgan model.

I've mentioned a number of times in our conversations Nigel (Shh, no names!) that Morgan has succeeded because of its steady ship approach to car design but now it is being pushed to increase sales volumes that means it needs a new customer base to fill that gap in current and future production numbers. Racing is something that will drive forward development and potentially entice a new era of enthusiast. But I do think the classic design of the halo car is what prevents supercar owners getting in a Morgan. Maybe a distinction between the classic Morgan's and a racing programme spawning a new halo car will honour the Morgan brand and drive the business forward. The racing programme shouldn't sanitise the analogue Morgan experience but more give it design direction. I think TVR got it bang on with the new Griffith but failed because it looked too mundane. A carbon rubber Morgan with an ash frame, 450bhp through rear wheels, 1000kg weight target, no driver aids but a sleek body would interest all the sports car enthusiasts. They seem to be getting bored of the BHP race cars of pretty much all the main manufacturers that rely on technology to keep their cars moving forward.

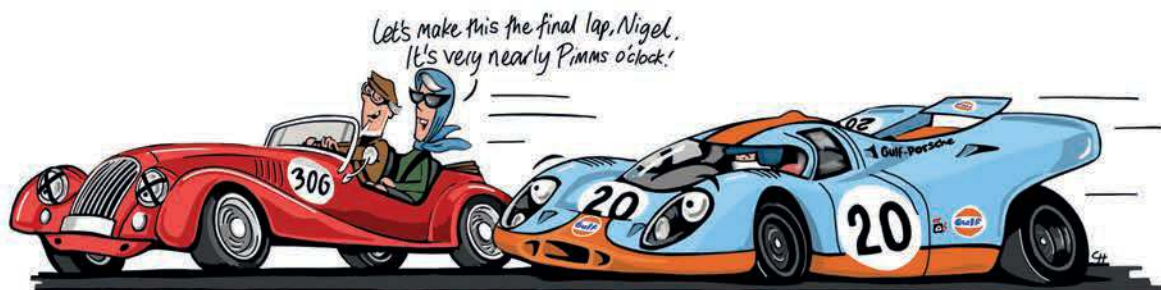
With my very short experience in motor racing I can certainly confirm that it costs a huge amount of money to be in the racing game. And it's not to be pessimistic about the subject, but with the relatively small profit from MMC, from which they are going to develop new models, be creative and innovative, I find it very hard to see how they

can develop a full blood race car and attend to high profile races with all it takes of money and manpower. It would have to be a close work process with some rich Morgan fans, who can afford at least to pay for the development of the car. Maybe then MMC could finance the crew and entry fee for the races. As an owner of the Aero8 2002 Le Mans car, I could only hope for MMC to build another GT race car, which of course should look like a Morgan as we know them from the looks of the road cars. Le Mans is still the ultimate race for me to attend with a Morgan on the track - let's hope for that.

I do feel that racing is a huge part of sports car manufactures history whether it is Lotus, Ferrari, Lola or Morgan.

I guess over the years I have been frustrated that Morgan have not embraced racing and have left it to others. It is also a shame that as it stands it will be a thing of historic cars and not a modern Morgan. We can't look at it and say Morgan were back at Le Mans as apart from a badge the LMP2 car was not a Morgan. There is plenty of racing that a GT car can be built for but I think it would have to be a private team to invest in it with backing from MMC.

I'd love to see Morgan at the forefront of motor racing once again and competing at Le Mans... and indeed elsewhere. Creating a new and modern identity rather than continually looking back on history and what was and might have been would be in my opinion a real step forward. Perhaps F1E might be a target for the new Italian owners... but hasn't it been rather quiet since they bought the majority shareholding? Who knows what their plans are and furthermore, why don't they publicise them? I find this extremely worrying and a concern to all lovers of Morgans who cherish the marque and now worry that it is in the hands of venture capitalists. What is the future for Morgan cars? It's unclear and anybody's guess.



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Old Head unit holding you back? Can't hook your smartphone up to your stereo system to receive calls or listen to your favourite stored or streamed playlists? No chance to embrace the digital radio revolution that's taking place around us? Well, fret no more, because Pioneer UK has the answer. The SDA-11DAB is tiny little box of tricks that uses its electronic witchcraft to bless any car with both handsfree Bluetooth calling ability and the next generation of DAB+ radio signals. Great for modern cars - but PERFECT for classic and retro machines, this is a real gamechanger.

The SDA-11DAB features superior DAB performance and combines it with a very easy to use menu and dedicated radio preset buttons, essential to allow you to stay focused on driving.



Also included is built-in Bluetooth, to allow you to receive phone calls conveniently and safely. Pioneer's SDA-11DAB is very easy to fit, even the DIY mechanic can have it in a working in just a few minutes. It is designed to work with existing factory stereos, either wirelessly, or via a wired connection.

Simple phone pairing is possible, while Bluetooth wireless technology makes life in the



vehicle safer and more convenient for any driver. It can be mounted to either the windscreen or the dashboard, takes up very little dash real estate. The SDA-11DAB easily fits into the palm of a hand and with a built in microphone and built in hands free calling (which can be switched to a line out function to external amplifiers) it's the easiest way to add functionality to stereos not produced within the last decade or so.

CLASSIC MORGAN CARDS

www.etsy.com | £2.99 (+ delivery)

This A6-sized greeting card features a detailed illustration of a Morgan Super Sports MX4 by George Morgan at GMorganillustration, any Morgan enthusiast is sure to be pleased by receiving it. It is produced on 350 gsm card and is supplied with a quality white envelope. The card is blank on the inside making it ideal for any occasion whether its for a birthday, Christmas or just to say thank you to someone.



HERGEST RED MORGAN TIE

www.lemans88.com | £29.99

This Hergest Morgan tie is designed and made in England, the designs are completely unique and made in small numbers. It features a lovely detailed Morgan repeated in a pattern on a plain



but vibrant red background. The tie is made from 100% silk and

is presented in a gift box making it the ideal gift for Morgan and classic car enthusiasts alike.

SWIVEL IMPACT ADAPTER

www.lasertools.co.uk | £49.66

Underneath the car and need to get the job done quickly, the fasteners are likely corroded, so naturally you reach for your trusty impact gun. But what if access is limited? You can't get a socket near the fastener. You could put a spanner onto it but want to undo the fastener quickly! And you could do with the power of the impact gun. Laser Tools to the rescue! The new half-inch drive swivel impact adaptor (part number 7536) is designed for the impact gun.

The compact design and multi-angle swivel action allows access from a variety of angles. This adaptor is tough impact-quality, manufactured from high-tensile SCM440 steel which has better tensile strength and resistance to wear than chromium steels; and if the quick-change adaptor eventually wears out, just replace it (part number 7537). You will be surprised at what a difference fitting the swivel adaptor makes to ease of access with your impact gun. Use your impact gun in these inaccessible areas.



Rumblings From The Shed

Rumblings this month have been inspired by the afternoon's weather at Thrill on the Hill

HOW NOT TO GET WET INSIDE A MORGAN WHEN THE HOOD IS UP, AND IT IS RAINING

This article is for all Morgan's with studded screens and not the easy-up type, (as they never leak). There are two methods to stay dry; the first is to get a passenger with long arms, a good cloth and a bucket to wring out the cloth. The second, is to install a hidden gutter between the hood and the windscreen that stops the water getting in by channelling the water sideways towards the doors. Here we will concentrate on the second.

To do this you need; a roll of duct tape (use a good brand as the adhesive is better and apparently

Monkey tape works in water!), leather hole punch-pliers, a Stanley knife (or scissors) and a dry day (if outside).

Step 1. Remove the hood from the windscreen studs and clean both surfaces to remove road dirt and dust.

Step 2a. Apply a strip of duct tape to the vertical sections (45° sections) of the window on both sides. The tape needs to be placed so that the lower half of the tape is stuck to the windscreen frame, the upper half will be attached to the hood later.

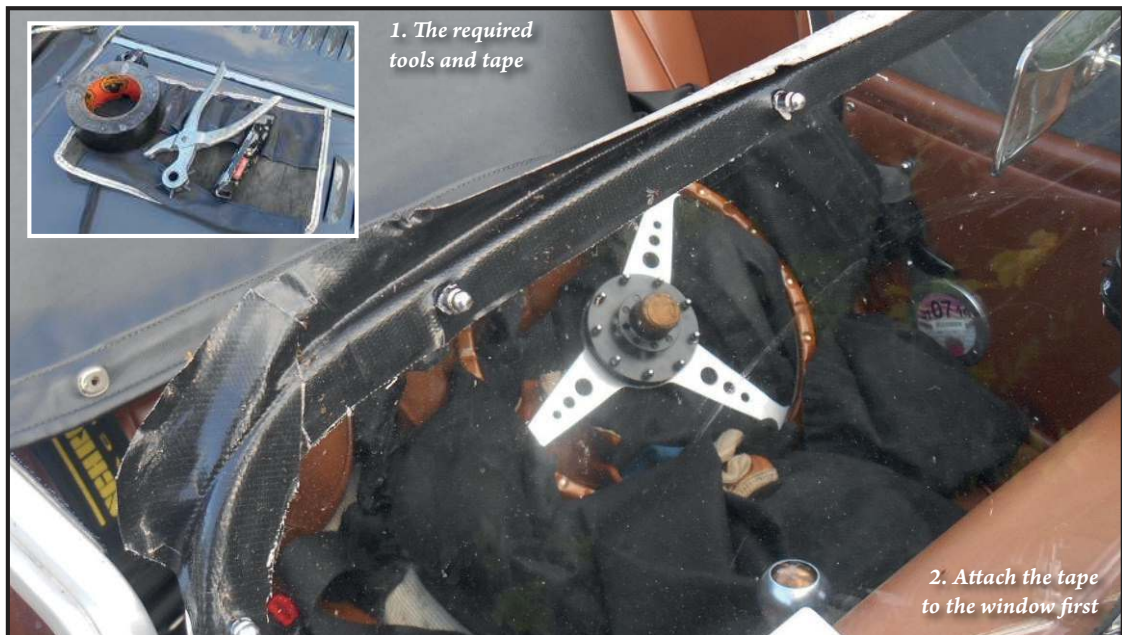
Step 2b. Using the hole punch, make corresponding holes in the duct tape to allow the stud to pass through. (*Picture 2.*) Making sure that you push the duct tape onto the frame ensures that it adheres to the surface fully.

Step 3. Apply a strip of duct tape across the top of the windscreen, again using the hole punch to make holes in duct tape to allow the studs to pass through. firmly sticking the duct tape to the surface.

Step 4. We now need to fold the "unstuck" duct tape over the



1. The required tools and tape



2. Attach the tape to the window first

3. Ensuer the tape is stuck to both the hood and window



studs to mark the duct tape as we need to either punch or cut (using the Stanley knife or scissors) a corresponding hole/wedge/slit on the unstuck duct tape, so when the hood is popped into place the studs work correctly and the duct tape sticks to the hood (Picture 3.)

Step 5. Install the hood onto the studs, checking that the upper section of the duct tape is fully stuck to the underside of the hood.

Step 6. Stand back and marvel at the multiple uses for duct tape.

Please Note.

This is not a suitable fix if you drive with the hood down most of the time. As you need to apply new duct tape after the hood has been removed. But when you have to drive a long distance with no choice it's better than getting really really wet.

4. The invisiable gutter



A NEW CAR FOR A NEW YOUNG OWNER

Readers will recall the topic of last month's Conversation Street was getting younger drivers interested in Morgan ownership. Well just after publication we received this impassioned response from new young owner Alex Eastern

WORDS Nigel Bradford PHOTOGRAPHY Cam McMillan and Nigel Bradford

After reading his letter which, follows here, we had to get back to Alex and find out more!

"Firstly, as a relatively young new Morgan owner (28), I feel it necessary to highlight one problem I've found, even as a diehard Morgan fan. Trust me, if this caused doubts for me, it will cause a problem for any young potential owner. I'm not going to lament on how expensive Morgan's are, because this can always be rebutted by the handmade and individual nature of the car, but frankly, they are expensive.

My Plus 4 has cost well over 50k- even with all of the freebies included with the 110 edition. Yes, its hand built- yes, my Morgan is unique, but it still cost 52k, and now for the kicker. For the same price as my car, I could

have purchased a blindly fast BMW M2 Competition, a stunningly well handling Alpine A110 and many other fast cars. Cars that to many "young people" provide a much better instant gratification, of speed, handling and overall performance. That is the kicker, I still keep thinking to myself what I could have bought. But then I remind myself of why I bought my Morgan, and all is well in the world. As an 18 year old I fell in love with Mogs. But with price increases, every year, the more I saved up, the more it felt like my dream was slipping away from me. When I first started this journey of Mog ownership, Plus 4's were around 34k, and 4/4's 30k. Add 10k to each now.

I'm no expert in market research, I'm not sure what demographics Morgan might wish to reach. Maybe ➤

A chat with CEO Steve Morris





Alex with his treasured first copy of MOG (Issue 006)



Signing the car



With pen and the bonnet bump

I'm a lot younger than the target market, which is understandable. But hopefully in a few years' time I might be a father, if I was many men, this would put my dream back to retirement. I am however, incredibly lucky, because my wife and family love cars and they understand my passion. They understand that my passion for Morgan is - pardon the pun - what fuels me through all that life has to throw at me. That means I have a garage for my Mog, and a daily driver allows me to cosset my shiny toy in a way that many of my friends cannot do. A Morgan on the whole is not practical, whereas an M2, or even an Alpine or Cayman can be. You can use the Morgan's competition every day. Hands up to those who use their Morgan's all year round.

There will always be people, like me, who will crawl over glass to have just a taste of Mog ownership. But I'm the only me I've met. The cross section of my friends is exactly the stereotype many might imagine, BMW M2's, fast Golfs, Focus RS. What is the correlation between these things? Perceived value for money in a way which is reflective of modern society. You get the acceleration you want for your money - they look rather "mean" - but they have a boot and back seats.

Now, I know that the cars that I have mentioned, are not direct competitors to a Morgan, and it really is a chalk and cheese comparison, but budgeting for a nicely specced Plus 4, puts you squarely within the same price bracket as the more expensive cars mentioned."

We met Alex in person at the Factory because it transpired that as he wrote to us his car had only just gone into build. We were amazed to find out that his story of Mog passion owed a little to MOG Magazine itself. He told us that a few years ago he was coming home from a holiday in the South West. Stopping off at Strensham Services on the M5, gazing towards the Malvern Hills, petrolhead Alex remarked to his

companion that "Morgans were built around here". This prompted him to buy a copy of MOG from WH Smiths. Thus was a connection established that has continued to this day. Alex told us that in those far off days when ownership was just a dream MOG provided him with a monthly Morgan "fix", and kept his interest going.

He told us of how he has saved, and saved and now he can afford his dream car he has ordered it.

As we accompanied Alex and his Mum and Dad to see his unfinished car in the preparation area of the paint shop he dropped a bombshell. He told us his Plus 4 is being named "Hurricane" in memory of his Grandfather Bertie Brown, a wartime pilot with 28 Squadron RAF. Bertie flew Army Cooperation missions during the Burma Campaign. It is for this reason that the car is being finished in "RAF Blue" and will sport a bonnet bump in tribute to the Hurricane's tropical air filter. Up until that point we had just assumed it was a Super Sport lookalike! How wrong we all were.

Alex signed the wood that will be behind the driver's seat and we left him alone with "Wor Hurri" and memories of granddad. Clearly this story needs much more space, and it will continue over the next few months. **MOG**



Alex and a Super Sport, almost as his car will look



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IN THE COCKPIT

Dave Pugh

What are you driving?

It's a 2009 4/4 Sport.

Is it your first Morgan?

No, I used to have a Plus 4 Four Seater, with a TR Engine.

Oh that's rather different, which one is the more fun to drive?

This one definitely. It's not a very powerful car but you can drive it quite hard. That's what I like. Having a Plus 8 these days is a bit of a Licence Loser. This you can drive spiritedly and you're not breaking the legal limits!

How long have you had this car?

Since 2009, from new, It was the limited edition Centenary model.

What has been your most memorable Morgan experience?

Picking my kids up from the maternity hospital and taking them home from birth, so their first car ride was in a Morgan.

Fantastic, you're not the only dad I've heard of doing that, but it's certainly not a common occurrence! Now there is something unique about this car and its hard top. What was the inspiration for that?

The Inspiration is the Airline Coupés of the 1930s, MGs in particular. I'm surprised that Morgan apparently have never done one, though of course there were Drop Head Coupés, but with the Airline Coupé they missed the boat.

So this is something you built yourself?

From scratch, yes. I used to be a technical illustrator, so I did the drawings first. When I thought I'd got it right I decided to make one out of wood to see if I had got it right and to see what it looked like. It caused such a stir when I used to appear at

events in its various stages over the years, that I thought maybe I should think about manufacturing it. This one is wood and finished in primer, but the final models will be carbon fibre. Of course production models will be any colour customers want, matching the car or two-tone like this. I'm not asking anyone for money at this stage but if anyone is interested they can contact me and well see how the interest goes.

Anyone interested in one of Dave's hardtops should contact us here at MOG and we will pass your details on.



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MOG *Fleet*

CAIN POULTON

WOOD FLOATS?

On an impromptu whim, late one sunny afternoon, The Wolf Cafe Racer headed out to the Badlands with me in the “steerie” seat and the hobbit in the “go that direction” seat, I took to the road, pointed and headed towards the flatlands!

For those that have never visited the Fens it is a place that gives you vast skies, sunsets to marvel and sun rises that rise in the East, the first rays to hit this Great Island surrounded

by salt water. With fields of black soil, roads on dykes that in a morning mist they seem to hover free of the earth or even better on a moon lit night that never ends!

The roads themselves can be so straight that you wonder if you will ever find the end; Then all of a sudden you reach a 90 degree corner; be aware on the roads that run along the drains as they can be very bouncy and the water is very deep.

The Fens are a flip side to deserts

as they are fertile but in many ways the same with immense skies and not to be forgotten the Fens version of a sandstorm, locally called “Fen Blows” where the dry black soil gets lifted up in the air by strong winds and blown across the landscape. Luckily for us, it was not the time of year for this freaky phenomenon, we just had the warmth of the sun and the open road.

As we ambled through the flat lands, in the distance the historic and “highly” important landmark Ely







Cathedral. The Cathedrals haunting image was shared with the world by Pink Floyd; on their album cover for The Division Bell. You know, the one with the metallic heads in a field with their mouths framing the “The Ship of the Fens”, Ely Cathedral. This impressive building with its octogen lantern acts as a lighthouse to travellers visiting this land that was once surrounded by water, marshes, swamps and the Fen Tigers, before it was drained!

Over the millennia, Ely has homed famous characters from history that included, Oliver Cromwell and his family. Their home now hosts the tourist information office for the city. We had to stop outside the great entrance to the Cathedral for a photo or two, and as usual the little Racer attracted an audience. Our planned flying photo shoot ended up with long conversations with travellers from afar that found themselves on this little island in the Fens.

We also met, as we made our way down the tricky Forehill, the Fenland Mountain Rescue Chaps and a lady they referred

to as Donkey; “I asked if it was because she carried all the kit”... No came the curt reply from Donkey “HeAllHeAll, He always Calls Me that!!!” Brave Chaps and a lady that deserve a mention for their work in keeping The tourists from getting into trouble on the treacherous slopes around the City of Ely.

So after our amble around the “Ship of the Fens” we (That’s the Royal we) and the Hobbit needed

food. So what is and was a perfect way to end this little jaunt, other than Freshly cooked fish & chips from “Alan’s” in Broad Street. With our fish supper wrapped up we had a short drive as we headed for the Quayside off Waterside Road to eat our catch. There to watch the yellow ducklings eating out, then let the wolf Cafe Racer join in the paddling, well they must float “they have a wooden chassis don’t they?” **MOG**



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GENERAL INFORMATION

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I have another classic car, a 1963 Studebaker Avanti. We also have a modern saloon and my son has a road car and a project car. We have too many cars and the Morgan is the car we use least. Car can be seen in Potters Bar, Herts. Email Rob for more photos. Price £48,500

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PHIL ROYLE

**MORGAN
HAS BROKEN**


Parade lap line-up

When you own a Morgan car, you may find that occasionally you inhabit a strange world which often throws up the unexpected. A few days before writing this, Liz and I were sitting at home reading when the doorbell rang. I answered the door and on the doorstep were two people that I did not recognise. They quickly explained that they were fairly recent owners of a 4/4 and had problems getting it into gear and that the local garage had suggested that they look me up to see if I had any advice or suggestions. We also found out that they live a couple of hundred yards

away. They came in for a cuppa and explained the problem and I pointed out that my technical ability was just about limited to greasing kingpins and changing a wheel. They had not come across Talk Morgan and so I suggested they sign up, as there was probably someone on there who could get to the source of the problem. On the way to Prescott a couple of days later, my companion for the day, who is a technical whizz, suggested that there was probably a bent fork in the clutch/gearbox which can cause the problem. This I relayed to them the following day. It was great to meet another Morgan

owner locally and a great excuse for using the headline above which I have been waiting to use for ages!

In a similar vein, yesterday, I noticed a couple of young lads on the drive giving the Morgan the once-over. They were aged about eight and eleven and were helping their Mum to deliver leaflets. As I opened the door, they shot off expecting to be told to keep away from the car, but were surprised and delighted when I asked their Mum if it was OK for them to have a proper look. I invited them to sit in the car which they did very carefully and asked lots of questions. They left with a Morgan



club badge each and a huge grin on their faces. I hope that it may have sparked an interest in classics and the Morgan marque in particular. In my opinion seeing a child or an adult smile is worth the occasional scuff on the paintwork or leather and it may engender respect and cut down the risk of being “keyed”.

There have been two major events which I have attended, since the last edition of MOG, the first of which was the MG car club races at Donington which included the Peter Morgan races on the Sunday. I arrived late morning as I was taking a service at Mickleover Methodist

Church at 10am but managed to get home, changed and at the track by 11.30. The congregation welcomed a very short service (rather than the 20 thousand mile one) that day!

Parking for Morgans was in the paddock and so I pulled up next to the other Mogs, some of whom were racing and others spectating. I was asked whether I wanted to do a parade lap at lunchtime but said that I thought not. A few minutes later I was asked if I would do the parade laps as there was a young man who was fascinated by Morgans and had never been in one, therefore, could I take him round as a passenger. I

agreed and we duly signed the said disclaimers and joined the track. It turned out that not only did he live in Derby but had recently bought a house virtually backing onto mine – it’s a small world.

There was a fair bit of the usual catching up amongst the Morganeers and Nigel and I had a good chinwag over lunch. Chris Bailey and I had a couple of minutes to finalise plans for the MSCC stand at the NEC in November. All in all, a fruitful day as well as the great racing to watch. I think I’ve said this before, but Donington is, in my view, the best track in the country for spectators ➤



A rare line-up of +6s

and always has a family atmosphere about it.

The Morgan races were spirited and resulted in some bits of paintwork being swapped on track, but all was amicable back in the paddock.

The next event was the MMC Thrill On The Hill which again was brilliantly organised by the Morgan Motor Company. There was the presentation of the dealers' demonstration +6s and a line-up of around a dozen of them was a sight to behold in the paddock. The weather had been damp and so I took to the hill in a steady fashion and on the run down the return road looked in my mirror to see I was almost being "lapped" by a race-tuned Morgan. All great fun and thanks must go to the marshals and Steve Morris & team

for another Thrill On The Hill.

Following a fantastic lunch in the very well-appointed restaurant we looked around the stalls and the paddock. We then went into the small but fascinating Bugatti museum on the site. As we emerged from there it started to drizzle a bit and so we made our way back to the car for our jackets. As we arrived at the car the heavens opened with a thunderstorm of Biblical proportions and we were drenched just getting into the car. The roads became rivers and folks were wandering around looking rather like a bizarre wet T-shirt competition.

We decided to cut our losses and get home before the deluge followed us up the M5. The roads to the M5 were rather waterlogged

which made interesting driving for the procession of escaping Morgans in which we found ourselves. The rain cleared a bit by the time we got to the motorway and apart from the few idiotic drivers undertaking and weaving at high speed in and out of the traffic, we had a good journey back to Derby.

That's about it for now – except that last month I said that I would show you my earliest encounter with a Morgan. Unfortunately, my film scanner has decided not to work, so until a new one arrives on Friday, I shall keep you in suspense until next month.

Here's hoping that the second half of August and the first bit of September is more amenable to topless driving than it has been for the last week or so. **MOG**



Who says the French have no sense of humour



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LEDBURY



This month we stayed local and visited the historic market town of Ledbury. Mentioned in the Domesday Book as Liedeberge, gaining its name from the River Leadon, upon which it stands, and “berg”, the old English name for a hill.

The town is sited at the southern end of the Malvern Hills, and at the centre of the High Street is the iconic Market Hall...the “house on oak stilts”. One of several historic black and white buildings within the town, this Grade 1 listed building dates back to 1617 and today still hosts markets on a Tuesday and a Saturday. It really is a historical gem, described as the best

example of its kind in England.

Our article this month on “Where to Stay” features The Feathers Hotel in Ledbury, another splendid black and white timber framed building dating back to the 1560’s, and there are a number of other such black and white buildings within the town, including the 16th century Town Hall and properties along Butcher Row, a “chocolate box” cobbled street where you will find the town museum which is definitely worth a visit. At the top of Butcher Row you will find the Parish church of St Michaels and All Angels which is also worth a visit with some amazing stained glass windows, some by the William

Morris workshop from a Burne-Jones design. Readers may recall our two-part article in MOG editions 76 and 77 on the Black and White Village Trail. If undertaking that stunning route then why not tie it in with a visit and a stay in Ledbury.

Ledbury has had a strong relationship with poets over the years, and the annual poetry festival is a big attraction, in fact the largest such festival in the UK. The first festival was held in 1997 and was opened by the great jazz singer, art critic and writer George Melly. Save the date: 3rd-12th July 2020 should you wish to attend next year. Victorian poet Elizabeth Barratt-



Browning lived in the town, John Masfield, Poet Laureate 1930-1967 was born in Ledbury, and the Dymock Poets - a 20th century group, were based in the nearby village that gave them their name.

Ledbury is a charming little market town, busy, and full of lovely shops and shops local to Ledbury. It seems to thrive on the fact that it nestles at the foot of the Malvern Hills, yet is on a flat landscape, and the one main street with its little alleyways off add to the attraction of residents and many visitors alike. The many cafes, public houses, hotels and restaurants are packed with people, all enjoying a slower, more relaxed and indeed

more civilised rural and quaint way of life here on the Welsh Borders in contrast to the hustle, bustle and pollution of city life.

Christine and I are regular visitors to Ledbury, and arriving in MOG 3W always attracts interest. On this occasion one visitor from Wales approached us and asked us all about the car, unaware that they were still being made up the road in Malvern. "You've made my day" he exclaimed with joy having had a chat and a photo with us ! Other guests came out of The Feathers Hotel as we parked up outside for a photo shoot... they themselves, whilst dodging the rain showers, taking their own photos

of the car. We experienced the same admiring glances and approving comments when we parked up by the Market Hall...all part and parcel of owning and enjoying a Morgan car.... as I'm sure all our readers appreciate and enjoy.

If arriving by car, as most of our readers are likely to do, then the countryside around Ledbury offers so many attractions for the visitor. The ancient Forest of Dean, Symonds Yat and the Wye Valley, Eastnor Castle, various National Trust properties, Ross on Wye, Monmouth, Hereford and the cathedral and Mappa Mundi, and talking of maps, of course there is





Malvern, Morgan, the Elgar Route and now the new HFS 110th Anniversary Morgan Route...so much to see and do and so many picturesque villages along the way.... an area of the UK generally unspoilt and steeped in history, folklore, rural life and framed in such beautiful scenery. The Mappa Mundi itself is a medieval map of the known world dating from around 1300,

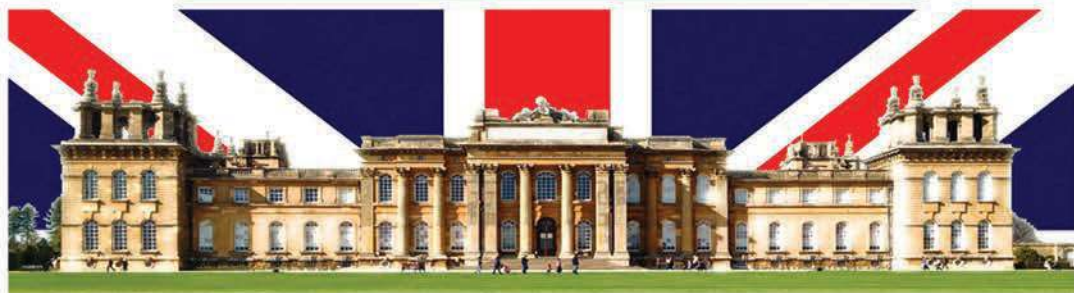
drawn on a single sheet of vellum, and is the largest medieval map known to exist. Details of all these places, suggestions and indeed schedules of what's on and where can be picked up at the Ledbury Tourist Information Centre, 38A The Homend, Ledbury.

Well, Christine and I dodged the showers, the MOG stayed reasonably dry, and following a tour of town

on foot with our Nikon cameras in hand, we returned for a welcome coffee in The Feathers lounge, served with complimentary chocolates. In examining our shots, several I'm afraid were ruined with rain drops on the lens, but we had sufficient to support our afternoon out so headed for home before the gathering dark clouds opened themselves of their contents upon us again! **MOG**



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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.

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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



PITCH PROWLER

If your worst nightmare is the nail breaking, finger bruising struggle to reattach that tight Morgan hood - I know mine is - then the team here at Pitch Prowler has an elegant solution.

Although a short-lived (in the grand scheme of the company's 110 year history) experiment, we're incredibly excited here at PP to bring you one of Morgan's most striking designs - the Aero 8 SuperSports. With its stand out targa top, and head turning Aero 8 looks - this is a Morgan that will never fail to make someone question their own taste in cars.

Famously the first new design for Morgan since the 60s, the Aero family continues to be in a league of their own. Not only will you draw looks of jealousy (and, let's be honest, a bit of confusion) from those bored commuters in dull estates, but also (dare I say it) from a few of your fellow Morgan owners as well - with the stand out design certainly, but also with the raw power of a car that was literally decades in the making.

And power isn't just about what's under the hood, in a sickeningly understated white finish - with black alloys and black leather interior (finished with white stitching) this beauty isn't here to wow with its colour palette or any kooky add-ons, she is here to take your breath away in a far more literal sense.





Hiding a BMW 4.8L V8 under that unassuming bonnet, this beauty takes the opportunities presented by the incredibly lightweight Aero 8 frame and does more than just run with it. With over 360bhp to send to the rear wheels, and no fancy computers to decide what does what, it's your foot on the pedal that decides how much you want to unleash this beast - and when you decide it's time, there's nothing in the world that will stop this car from doing what it was meant to do.



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An increasingly rare sight on the roads these days, this uncommon delight is not likely to make another appearance here at PP for quite some time, and is stated to be an appreciating asset for the discerning collector - although with a girl like this, who's splitting hairs at £139,950?

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WORDS Travis Blake

Ah, this Island nation of ours completely surrounded by sea, I guess we could stay put and just enjoy the land but why limit ourselves when there is all that water to enjoy and explore and the opportunity to find some tasty food too! In order to get cracking with our sea going exploration we are going to need a boat and that is exactly what the great people at Cornish Crabbers can help us with, they make boats!

As the name strongly suggests Cornish Crabbers

are based in Cornwall, their head office and factory are in Rock, North Cornwall and the company have been making boats there for more than forty years. The renowned British boat builder, Westerly Boats, first exhibited the Cornish Crabber in 1975 at the London Boat Show. The new boat represented a move in a different market, a 22 foot boat designed by Roger Dongray, although the initial four plywood boats built were 24 foot as Peter Keeling of Westerly felt that this was a better length. ➤







Although there was an initial crossover with Westerly Boats, Cornish Crabbers Limited was established as a trading business in 1977. In 1978 Roger Dongray developed another design and built from plywood a 19 foot sloop with the intention of using the boat for his own enjoyment. This boat proved popular and Mike Hughes, a builder that helped Roger produce the 19 foot boat built another six boats for people locally. The 19 foot "Shrimper" was then produced from GRP, polyester resin reinforced with glass fibres, for the hull and Cornish Crabbers have produced well over a

thousand of these boats and it continues to be a great seller. Interestingly, although Roger is a boat designer of international renown having designed what is quite possibly the most popular trailer sailer, that is a sailing boat that can be transported using a road trailer, for example, towed behind a car, to you and me, he did not have a full time career in a marine business but found success as an architect. He has created designs for amateur buildings in wood, amongst other construction projects and having recently retired is once again producing boat designs. Of course many royalties have ➤





been paid for his superb boat designs over the years.

Today, all Cornish Crabber boats are made to order and the entire GRP hull moulding takes place at the company's site at Rock in Cornwall, and this allows the Cornish Crabber Customer the opportunity to choose various colours and finishes for their boat. The boats are constructed using a range of materials, techniques and skills in the process, and delivery times from order and price, vary widely depending on the size and specification of boat ordered. A Cornish Crabbers boat is of course of a high quality product and as a company they aim to provide a high level of service

that their customers would expect when ordering and specifying their new boat. The company actively encourages interested parties to visit the factory in Rock, Cornwall, to get a feel for the boat building process and to get a much closer look at the materials used, finish options available and to be happy in the knowledge that your yacht will be built by excellent craftsmen to your exact specification.

Cornish Crabbers offer a range of craft to cater for all levels of sailing ability, experience and bank balance from a sailing dinghy to the flagship, beautifully appointed Mystery 35 featuring a standard painted





finish with mahogany wood trims. The Mystery 35 is described as an ideal fast dry cruising yacht for a couple or family and can be yours for £165,450 and despite being a spacious vessel it is easy and nimble enough to be operated singlehandedly by an experienced sailor. Conversely, you can sail away in a Limpet 10 for the bargain price of £3,950 which is Cornish Crabbers entry level dinghy that they describe as “The coolest classic sailing tender on the market”. Of course the classic Cornish Crabbers offering is ubiquitous Shrimper 19, the company’s most popular product which has impressive production figures, with more

than 1100 being built since 1979. The Shrimper is set apart from other trailer sailers as its standard outboard motor can be upgraded to take a Yamaha 9hp inboard diesel. Also, the boat has a self-draining cockpit, is roomier than other boats in its class and has a lifting keel allowing it to venture into coves and creeks and very handily can be easily launched and retrieved from a single axle trailer. You can own your very own classic Cornish Crabbers Shrimper 19 from £34,950, dependent on specification.

There is also a very healthy second hand market for these boats and the company also offers repair and



refurbishments, restoration and used boat sales, and as the brand has a certain kudos and bit of a cult following there is a Cornish Crabbers Club for owners and enthusiasts. If you have a hankering for the wet stuff, with a longing to feel the wind in your hair and are looking to set sail for a lifetime of adventure, contact the good people at Cornish Crabbers to find out what options are available for you. What better way to take to the waves than in a quality British built sailing boat. **MOG**

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THERE AND BACK AGAIN – MOLLY'S HEBRIDEAN ADVENTURE



In 2014 I enjoyed a 6 week sabbatical from work – which is a complete work detox with no contact being allowed for the period. As the primary carer for a disabled wife who finds travel very difficult, I was planning a series of local day trips. However, my wonderful wife encouraged me to take two of the weeks to do my own thing whilst my daughter provided cover to properly recharge my batteries (and all

that cost me was a lot of gifts from Arran Aromatics and Hebridean Jewellery).

I knew instantly what I wanted to do. I am half Scot and the West Coast and Western Isles are my favourite part of the world. So I planned an island hopping trip through the Outer Hebrides in my then Morgan, Molly, a 2007 Plus 4 which I'd had from new - taking my walking boots, golf clubs and some good books. ➤

Is the Ideal Morgan adventure one to the coast or the mountains? Well it's probably one that takes in both. Ian Smith went on one such adventure a few years ago. Ian's love of Morgans is well known in Worcester as he often uses his car to commute to work. Parked near to Worcester Cathedral his blue cars have often featured in tourist's photographs. Here Ian tells of his tourist experience..





I had not travelled alone before and found the whole experience completely relaxing - not having to worry about who was hungry, who needed the loo, whether people were bored, travel sick or whatever else. I could just please myself – if I fancied the look of a hill, I just stopped and walked up it. If a pub looked good, it needed me to stop and have a pint and read a bit more of my book. In fact I found the whole experience life changing.

I had worried about how I would fit everything in the car for a fortnight away including golf clubs and whether the car would ground out getting on and off the ferries. In fact Molly performed beautifully and became quite a celebrity with fellow travellers telling me where they had seen me on the islands as I bumped into them. I was also

very lucky with the weather having the roof down for 12 of the 14 days.

I planned my route carefully to take in some great driving roads and nice places to eat and stay. That started with breaking the journey north (well after 320 miles!) with a first stop at Dumfries House Lodge which does lovely B & B at a very reasonable price.

I had organised a series of Calmac tickets for the various ferry journeys and did have a laugh when I picked those up as I was asked what a Morgan is “is it a 4 x4?”! I included a rapid drive around the Isle of Arran and around the Mull of Kintyre (you must drive those roads – I had a great drive with a Healey 3000 in front of me and an Impreza Turbo behind!) in going to the amazing Kilberry



Inn for my next stop (a single storey, whitewashed building with a red corrugated tin roof and about 5 rooms but the food is good enough for the Queen to have eaten there on her own Hebridean cruise).

I sailed from Oban across to the Outer Hebrides – starting in Barra, then travelled over the next few days via ferries and causeways through Vatersay, Eriskay, South Uist, Benbecula, North Uist, Berneray, Harris and then Lewis. I had read copious guide books before I went but they had not prepared me for the sheer beauty of the Hebrides. The landscapes are quite different but all fascinating. The beaches are as good as any in the world, the water crystal clear and the wildlife abundant. Everywhere seems uncrowded which adds to the magic.

As a keen fan of the author Peter May, I loved travelling through the places mentioned in the Lewis Trilogy.

There were lots of special, and funny, moments like on South Uist when the mechanics at the Council Depot who maintain the islands' buses and dustcarts insisted on an in depth, bonnet up examination of Molly when I'd parked there for a mountain walk. All in return for a piece of toast and a wee dram in their mess room.

From Harris, I had a day trip to St. Kilda. In a fortnight of highlights that day stood out. I've visited the Great Barrier Reef, the Great Wall of China, the Terracotta Warriors and the Empire State Building (amongst other places) but nothing has taken my breath away like the sea stacks of St Kilda - an amazing place and well worth a visit ➤



if you get the chance.

I managed to play golf on Barra (with the cattle sharing the fairways), Harris (with the greenkeeper giving me midge cream and talking me round the course) and Askernish (the most stunning course I've played).

On the way home I drove around Skye (which felt positively crowded in comparison to the Hebrides) and then went to Duns in the Borders. My magical trip was completed by visiting the Jim Clark Room and then my hero's grave at Chirnside. Having seen him win the 1967 British Grand Prix, I found that very moving especially as I stayed in what it turned out had been Jimmy's local.

A fuller account of my trip can be found here

<http://ianjcsmith.blogspot.com/2014/09/there-and-back-again-hopefully-mollys.html> **MOG**



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CAUTION HOT

Seen in the Gaydon home of the British Motor Museum is this lovely 1935 Super Sports.

We think that there is one design feature that would look wonderful on a new M3W. Has anyone seen these before?



CAUTION CONTENTS MAY BE HOT

Feeling he needed a new mug, the editor treated himself to one from the shop at the British Motor Museum recently. It was only when he got home he realised exactly what it said in the design.

Might they be planning a 110th Anniversary Celebration at Gaydon next year? You'll hear about it in MOG first if they are!



In the factory and beyond



THREE PLUS THREE

At a secret motorsport research and development facility located just a short spring away from Malvern Technology park MOG was astonished to witness trials of a new Three Plus Three car. At least we assume it was new as it was heavily disguised with a rusty red finish to throw snoopers off the scent. The car appeared to be powered by a well-tuned JAP engine, but this was not the vehicle's most prominent feature. Most modern cyclecars are two seaters, this model is easily distinguished from its competitors by means of a finely sculptured third seat mounted to the rear of the usual two person compartment. The seat had the appearance of those that used to be fitted to tractors and other farm implements several generations ago. Indeed the agricultural heritage of the design was enhanced by the unique safety strap provided for the third seat's occupant. This state of the art fitting looks all for the world like a length of binder-twine. A further safety feature is the St Christopher medal mounted on the dashboard, this should cover all unforeseen dangers on the road, or off it.

It can also be seen that no expense has been spared in terms comfort for the third seat passenger as two foot warming pipes have been mounted on either side.

It remains to be seen if type approval will be forthcoming for this vehicle. The designers are confident that it will be. The dynamic cornering stability and off field performance enhancement, that the leaning and bouncing up and down of the third seat passenger provides, should ensure that this car may well have a successful future.





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