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Full babydoll spec. 255bhp. No 5 of 13. A great mix of road and track. A rare Morgan to be offered for sale. Huge specification.

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Morgan Plus 4 Narrow

Body One off Morgan - Huge Specification. Finished in Porsche Heron Grey and Cuba leather, Power upgrade with lots of extras.

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New Morgan - 2019

Bentley Velvet Red with magnolia leather. Red mohair weather gear and stainless wires, over riders, walnut dash and more.....

NOW ONLY - £53,995



Morgan Plus 4 - 2015

Met Silver with Mulberry leather, stainless wire wheels, over riders, black mohair hood, spare wheel, walnut dash, UJ badges

NOW ONLY - £41,995



Morgan Roadster - 2010

Sports Sand with distressed tan leather. Black wire wheels, mohair weather gear, luggage rack & spare wheel, bespoke dash and more.....

NOW ONLY - £39,995



Morgan Plus 8 - 2013

Rosso Red over blk leather, Stunning car. Black Aero Supersport alloys, full mohair in black, 9,250 miles FSH from new.

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EDITORIAL

Editor	Nigel Bradford nigel@mogmag.co.uk
Art Editor	Ian Denby-Jones ian@meteorcreative.co.uk
Contributors	Phil Royle, Cain Poulton, Bob Bull, Granville Orange, Christine Orange, Charley Bradford, Michele Jarvis, Dave Smith, Travis Blake, Larry Ayers
Cover Picture	By Nigel Bradford

SUBSCRIPTIONS

Telephone	01905 928278
Email	subscriptions@mogmag.co.uk

PUBLISHING

Publishing Director	Matti Rogers Tel: 07973 725760 Email: matti@alphadeal.co.uk
Publishing Assistant	Liam Fisher Tel: 01905 611926 Email: liam@alphadeal.co.uk
Advertising Sales	Alice Rogers Tel: 01905 611926 Email: alice@alphadeal.co.uk
Publisher	ALPHADEAL Elmhurst, 9 Shrubbery Avenue, Worcester, WR1 1QN Tel: 01905 611926

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EDITOR'S LETTER

There are times when all I want to do is just get in the car and drive. That's what Morgan ownership does for me. Just get in the car and forget about everything else. Thankfully this never happens as MOG nears production day. Then getting the magazine together becomes totally engrossing. Articles come in from all over Morgan World, some expected, some not. Sometimes promised articles fail to appear, or arrive late. I understand that this has been the case with some subscribers' copies of the magazine lately too. This is incredibly frustrating for all of us here at MOG Towers as we always enjoy putting each edition together and we can't wait for you all to read it. The problem has been with the mailing system, and is quite beyond our control. We are looking at ways of improving our delivery times. Sadly my favourite option, that of personally delivering each copy to your door, driving a Morgan, has already been ruled out. It would involve subscription rates of nearly £5000. So we will try to improve by normal means. But if any one actually wants to take out a "Super Subscription" in the meantime, I might consider it... UK postcodes only!

All the Best

Nigel Bradford, Editor



STOKE LACEY 110

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THRILL ON THE HILL

Morgan Motor company has announced that all Dealers will receive their Plus Six Demonstrators at August's Thrill on the Hill. The event held at Prescott this year on 11th August will see Owners and Enthusiasts from all over the world bringing their own cars to drive up the Bugatti Owners' Club Hill Climb track. Now with this news it is to be hoped that the many



customers who have paid their deposits, and others wondering if they may be better off with six inline cylinders than with their current configuration, may just get their first test drive with their

dealer up the track. It will certainly make a change from a quick cruise around the block.

Mog can't wait, but it's not long now. Next edition will carry full coverage, of course!

FIRST NEW LOTUS MODEL LAUNCHED AFTER GEELY INVESTMENT IS

London, UK – 16 July 2019) – The world's first fully electric British hypercar, the all-new Lotus Evija, has been revealed. With unparalleled performance and a target power output of 2,000 PS, it sets new standards in terms of advanced EV engineering. Quite simply, the Lotus Evija is the most powerful series production road car ever built.

Like all Lotus cars throughout the brand's storied 71-year history, the Evija has been precision-engineered to deliver an outstanding driving experience both on the road and



track. It is the most dynamically accomplished model ever built by the company, setting new standards for Lotus driving performance. Above all else, it is 'For The Drivers'.

As a name, Evija (pronounced 'E-vi-ya') means 'the first in existence' or 'the living one'. It is highly appropriate; Lotus has an unquestionable reputation for

its pioneering approach in both automotive and motorsport.

The Evija marks the start of an exciting new chapter in the history of an iconic and much-loved British sports car brand. It is the first hypercar from Lotus, and the company's first model with an electrified powertrain. As the first completely new car to be launched under the stewardship

WOULD MOTORISTS PAY TO HAVE POTHOLES FIXED?

Almost 20 per cent of motorists would make a one off payment to the Government to fix the country's pot hole problem according to a new survey by Motorpoint.

The web-based poll from the UK's leading independent car retailer found 18 per cent of drivers would pay over and above their Vehicle Excise Duty in order to raise the £9.79 billion required according to the Asphalt Industry Alliance to bring British roads up to scratch over the next decade. Based on the 32.9 million people who currently hold a UK driving licence this equates to a one-off

payment of £239.

Britain's ongoing pot hole problem was recently dubbed a "national scandal" by the Transport Select Committee who called on the Treasury to provide a "five



year funding settlement so local authorities can address the road maintenance backlog." Some 500,000 pot holes are reported annually by members of the public every year according to the RAC

Foundation.

"Pot holes are not just a nuisance when driving but a genuine safety hazard for all road users," explained Mark Carpenter, CEO of Motorpoint. "It's encouraging to see from the poll that we conducted on our website that motorists support the idea of paying a one-off surcharge to address this real problem and repair our roads to a level where all motorists are able to drive on them safely and securely."

The Pothole Menace need fixing it's one factor that can really sour Morgan ownership. But a payment like that would be a bitter pill.

ELECTRIC HYPERCAR



of Geely – the world's fastest growing automotive group – its significance cannot be overstated.

The Evija is priced from £1.7m plus duties and taxes. A £250,000 deposit secures a production slot.

Here at MOG we can't help wonder of Investindustrial will go for something similar from Morgan. Nothing like a bit of competition!

A DAY AT SUNNY DONNY

Donington lived up to it's nickname over the weekend of July 20/21st, when the MSCC combined with the MGCC to put on two days of racing. Unfortunately Roger Whiteside was ruled out of the Aero Challenge rounds following an accident in an earlier race, leaving Phillip Goddard with no opposition in Class 'A', and two comfortable victories. John Emberson overcame Andrew Thompson for second in

both races, and there were Class wins for Tony Lees, Tony Hirst, Phil Tisdall, Jack Bellinger, and, Tim Parsons, while Mr and Mrs Bailey shared Class 'E' spoils.

There was a lot of close racing, several excursions into areas best left alone, some slight contact, and the usual Morgan Family atmosphere in the Paddock. We will tell you more in our next edition, be sure not to miss it.



Letters



CONTACT US AT:
letters@mogmag.co.uk

MOG ★ Star Letter

DEARMOG,

It was great to meet you at MOG 19, and finally put a face to the name. Have to say its a real shame MOG Magazine was not part of the event and wonder why the club don't allow you to be part of such a great weekend, as a long standing club member and owner of 35 years in my humble opinion MOG does not compete with the clubs magazine, it compliments it! (but then who am I to make such observations).

Well for me MOG 19 was a superb weekend, the weather, the venue and to finally see in the flesh the Plus 6 I am so close to ordering, just made my weekend.

After several meetings with my local dealer who was at MOG 19 and looking at pictures on a computer, to see the finished car was spectacular and makes my decision to purchase even closer to becoming reality. Have to say to be greeted on the MMC stand by a

very pleasant salesman who attempted to sell me a car direct and indeed save me money, in his words "we can do a better deal on a new +6 than you will get from your dealer " took me by total surprise .

What are Morgan doing? Selling cars direct when they have such a great dealer network in this country, committed, knowledgeable and decent people who are building the brand far better than MMC could ever imagine. After all to see the misspelt Miorgan Flags on their stand did make me chuckle. Attached photo just in case you missed it!

Surely now under new ownership selling cars direct will become a thing of the past, after all Aston Martin don't do this do they?

Keep up the great work with the magazine and look forward to meeting you again soon probably at All Morgans Day next year I hope!

Anon

Thanks very much and it was great



to meet you too. Cannot really comment on the MMC selling direct but we do hear frequent moans from the dealer network . As to the flags yes we had heard, amazing what can be done with a Sharpie permanent marker.

DEARMOG,

A couple or three months ago you ran an article on a ceramic protection product, including a visit to the place where it was applied professionally at a detailing company. The article included an offer from that company to MOG owners. Unfortunately I no longer have the magazine so I was

wondering if you could send over details of the company and the offer, please.

Very much appreciated and thanks in anticipation.

Paul Leggett

*Hello Paul,
 Pyramid Car Care featured in the*

March Issue No 80 detailing a beautiful Aero. If you have lost your copy and want to replace you can ring MOG HQ on 01905 611926 and we will take care of it for you. Pyramid are contactable on 07538 126392 and from what we heard last time we saw them they have done a fair few Morgans in the last few months.

MORGANS FOR SALE



2009 Morgan Roadster 3 litre
Metallic Zurallic Blue, black leather, stainless wires, luggage rack, Suplex front suspension, Moto-lita, £41,995



1983 Morgan 4/4
Indigo Blue, black interior, reclining seats, tonneau, luggage rack, had extensive renovation work. £21,500



1975 Morgan 4/4 4-seater
Colorado Red, black interior, extensively rebuilt between 2005 and 2014, drives extremely well. £18,995



2010 Morgan Plus 4
Monterey Blue, stone leather, tonneau, walnut dash, stainless wires, luggage rack, Moto-lita, sunvisors. £33,995



2015 Morgan Plus 4
Silver, red leather, stainless wires, walnut dash, luggage rack, mohair hood and tonneau, Moto-lita. £41,500



2019 Morgan Plus 4
Sport Blue, honey leather, door pockets, Moto-lita, one of our demonstrators now for sale. £44,950



2007 Morgan Aero 8 Series 3
Metallic Stingray Grey, mulberry leather, light ash trim, fitted luggage, air con, power steering. £57,500



2005 Morgan Plus 4
Connaught Green, stone leather, walnut dash, luggage rack, door pockets, reclining sports seats. £31,995



2018 Morgan 3 Wheeler
Metallic Solar Yellow, black quilted leather with contrast stitching, natural ash dashboard, clock, tonneau. £38,750



NEW Morgan Plus 4 Works Edition
AR Motorsport Green, black leather. Limited edition, only 50 to be built, rather special! On the road £66,650



2013 Morgan Roadster 3.7 litre
Sport Red, black leather piped red, stainless wires, sunvisors, mohair hood, tonneau, luggage rack. £44,995



NEW Morgan 3 Wheeler 110 Edition
Sports Black, honey leather with diamond stitch, centre split seats, storage pockets. On the road £40,750

01234 750205

High Street, Cranfield, Beds, MK43 0BS Email: sales@allonwhite.co.uk



LAUNCH OF THE HFS MORGAN TRAIL

The Trail has been created as a way to celebrate the 110 year long history of the Morgan Motor Company, and to offer visitors to the area a chance to discover some of the hidden gems in the Company's origins. MOG has been asked by the Stoke Lacey Heritage project to spread the word even further.

WORDS Nigel Bradford PHOTOGRAPHY Granville Orange

ADDITIONAL PHOTOGRAPHY & CALLIGRAPHY Lawna Banks

History doesn't relate why the Morgan family chose Stoke Lacy, but the History of the little hamlet on the Bromyard to Hereford Road certainly would have been different if they hadn't. According to Peter Morgan, his great-grandfather bought the "Living" at Stoke Lacy following the custom in Victorian times whereby the first son in a family inherited the family estate or business, the second son went into the Army or Navy, and the third went into the church. It's not actually known if the Reverend Henry Morgan was the third son, but you get the idea, as he certainly did not inherit the business from his merchant father. Years before it was probably the case that the local vicar was entitled to

receive tithes from local farmers and landowners, but as Peter Morgan once ruefully remarked, his family often ended up supporting the community in a reversal of roles. George Morgan, Peter Morgan's grandfather, flowed his father into the church, almost establishing a clerical dynasty in the Herefordshire parish. Initially, he was a curate at the little church of Morton Jeffries just down the road. It was here that his son Harry (HFS) was born in 1881. Harry was sent away to school at Marlborough, an experience which he hated, particularly the food. He also struggled in the more esoteric subjects, being far more suited to practical and artistic work. With this in mind, it was decided that young Harry would follow a career in engineering, ➤





allowing his talents to thrive.

After attending the Crystal Palace Engineering College for 18 months or so he was apprenticed to William Dean, Chief Locomotive Engineer of the Great Western Railway, who just happened to be an acquaintance of Reverend George.

Rev George was a very keen motorist and owned

one of the first cars in Herefordshire, a Lanchester, so Harry was inevitably down to motoring. So on leaving the GWR at Swindon, he decided to start up a Garage and in Malvern. A sleepy spa and retirement town, not too far from Stoke Lacy. The garage was an agency for six manufacturers, but none of them really impressed HFS as most of them struggled over the two ranges of





hills between the garage in Malvern Link and home. (It is worthwhile remembering that as late as the 1950s some cars could only ascend the steepest of gradients in reverse gear!) So HFS determined to build his own transport that could complete the journey with ease, by means of employing a powerful engine in a lightweight vehicle. A principle that Morgans retain to this day.

In time the Morgan family all moved away from Stoke Lacy, but of course, strong ties remain. It was to celebrate these ties and to help maintain the church itself that the HFS Morgan Trail has been established. The idea came about when Steve Morris, Morgan Motor Company realised that many drivers hiring cars from the Factory were asking where they should go. ➤





He felt that the standard answer of “why don’t you go to the Cotswolds”, probably wasn’t the right answer. By happy coincidence, the Stoke Lacy Heritage project had contacted Steve to see if there was any mileage in MMC working with them to help, particularly in the restoration of the church steeple. So after a charity evening at Pickersleigh Road, the idea of the Trail was born.

To launch the route, Stoke Lacy Heritage held a huge celebration in the form of a traditional fete in

the churchyard. The fete was formally opened by Steve Morris, who made a very low key arrival in a left-hand drive Plus Six. Parked amongst the 45 Morgans that attended hardly anyone saw the new car. Only the eagle-eyed noticed the writing on the back and the distinctive bonnet vents. Just before leaving Steve kindly posed the car by the church for our cover photograph, the new cladding on the steeple of Herefordshire oak proudly looking down on the latest Morgan. One or two people did notice the car then!





Later on in the afternoon, Charles Morgan, HFS's grandson, arrived. All who met him were delighted that he had taken the trouble in a busy weekend for him. He clearly enjoyed himself too. Among the people he met was the current Vicar, Kina, who these days also looks after the bigger neighbouring parish of Bromyard. Mog was delighted to meet her as well as introduce her to the cars that owe so much to her parish. She clearly loved her little ride in Granville Orange's 3 Wheeler, and now Morgan has a new young enthusiast.

So what of the HFS Trail? Well of course we had to drive it. So the next day, Monday afternoon to be precise, we drove the route. First and foremost, it is clear that a lot of thought has gone into choosing the right roads for a mini Morgan Adventure back in time. Only in two places are the roads too narrow for two way traffic, the new river bridge just after Ledbury and towards the end of the B4220

Just before turning at Cradley - The other warning that we feel obliged to give to any driver is that the ➤





road surfaces often leave an awful lot to be desired. This is often the case throughout both counties. Here at MOG, we do wonder if this is a deliberate ploy by both County Councils to reduce speed on their roads! Surfaces apart, all roads provide fine sights and spectacular views. Driven on a quiet weekday afternoon you really are on a journey back in time, The hills and gradients that were the inspiration for HFS to design his cars are all too apparent, and it doesn't require too much imagination to take yourself far back into the last century. But beware if you are driving around tea time. Traffic suddenly becomes much heavier and faster as the school run mums and homeward bound workers take to the roads!

If you would like your own copy of the route; the cards are available from the Morgan Motor Company Visitor Centre and in Stoke Lacy Church. But for now, we reproduce it in the following pages, with some "Chart Corrections" provided by MOG. We wouldn't want you to miss a turn! ➤





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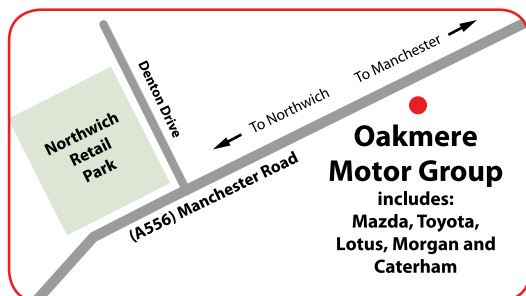
Oakmere Morgan

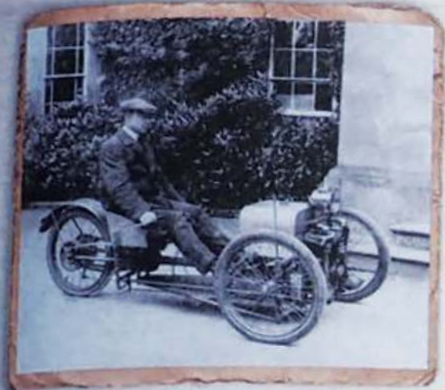
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Ocle Pychard

A465

A417

A4103

Lower Eggleton

Stoke Lacy

Bromyard *Turn right*

A44

STOP FIVE: THE M

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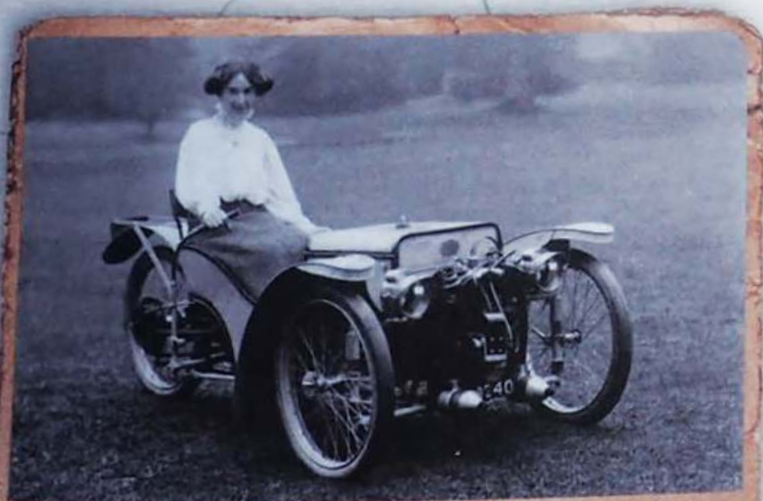
Stanford
Bishop

Castle Frome

B4214

Staplow

Ledb



Lady Dorothy 1910.

STOP ONE: THE WYCHE CUTTING

The Wyche Cutting isn't so much a stop, as it is a place to start.

Your journey begins as the life of an early Morgan did - the old Wyche Road was a challenging test drive for those early vehicles getting to the top. Whilst you might not be allowed up that road today, experiencing that same heart in your mouth adrenaline in your own Morgan, the long easy road up from Great Malvern the still boasts stunning views of the Worcestershire landscape - it's not hard to imagine the elation that the test drivers must have felt upon reaching the top whilst appreciated the view of Herefordshire that opens up as you pass through the Cutting.

We then recommend taking Jubilee Drive (B4232) which starts with a left turn just through the Wyche



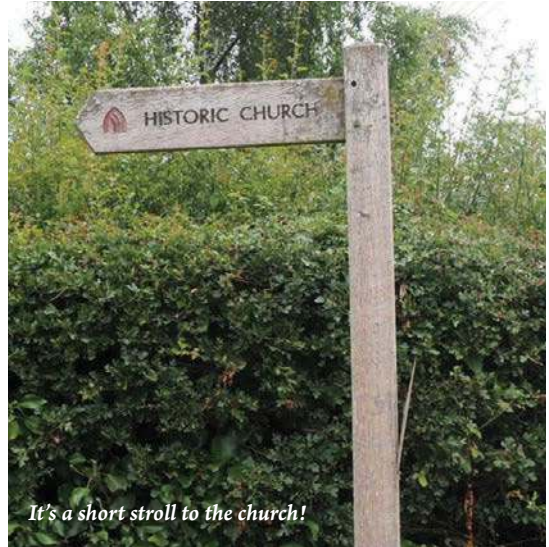
Cutting, and a perfect place to get the wind in your hair, but take care through the first winding and wooded part known locally as Little Switzerland.



STOP TWO: MORETON JEFFRIES

Harry Morgan, founder of the Morgan Motor Company - or HFS as he is affectionately known - was born on the eleventh of August 1881 in Victorian mansion called "New House" in the tiny hamlet of Moreton Jeffries; the second stop on our trial. Your route between here and the factory over the hills is a commute that HFS made himself countless times - and to a large extent those passing views remain unchanged and unhindered.

Although New House is now privately owned, it shares its lovely surroundings with the church here HFS's father, Henry George, was the Vicar - and remains open to the public all year round, under the care of The Churches Conservation Trust. (HR1 3QY) Vehicular access is by prior permission only.



It's a short stroll to the church!

STOP THREE: STOKE LACY, A STOP IN THREE PARTS

The Old Rectory:

The next call on the H.F.S Morgan Trial is the neighbouring village of Stoke Lacy. A picturesque stop by all accounts, Stoke Lacy is famed for its important role in the Morgan origin story and has several prominent locations to boot. HFS's father and grandfather were both rectors of Stoke Lacy church, and when George became rector in 1886, he moved HFS and his siblings into the Old Rectory just opposite the church. The Old Rectory is privately owned today, but

you'll be able to see the frontage where the now iconic picture of HFS with the first ever Morgan car was taken. The Old Rectory is where HFS took up his keen interest in cricket and of course; motor car design. But it was also where George studied photography, and it's his love for the art that has left us with so many family photographs taken at the front of the Old Rectory that show the varied fleet of vehicles within the family.



The Old Rectory

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Air conditioning/ heater combined
Face vents in custom dash
Removable hard top with lining
Simmonds easyfit mohair hood
Stainless hood stays
Radio/ CD player in dash
Luggage rack
Narrow spare wheel
Full size spare
Wishbone front suspension
Five link rear suspension with coil overs and rising rate geometry



Ventilated front discs with four pot callipers
F/R load adjustable master cylinders
Rear discs with mechanical hand brake
Leather elasticised door pockets
Black leather reclining sports seats
Extra padding and adjustable lumbar support
Inertia reel seat belts that work!
Exterior locking door handles

Luggage rack Hills Alive fibreglass lockable/removable box
Custom made front air dam & brake cooling ducts
Large aluminium locking tool box under bonnet
Cibie head lights with night breaker bulbs & built in side lights
LED rear fog and reversing lights
Auxiliary LED rear lights
Stainless bonnet props
Alloy bonnet, doors, ¼ panels and rear panel
Stainless bulkhead
Stiffened chassis

GENERAL INFORMATION

We started this project in 2007, finished it in 2009 and it has done 3500 miles since. It is fast and comfortable, but we have to take our dog with us when we go out.

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

MOG 800 number plate included

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Stoke Lacy Church:

The Reverend George Morgan was a man comfortable with bringing his community together. His flock gathered for social events of every kind, from garden fetes and village Christmas parties - often paid for by the rector himself, and hosted in the Old Rectory grounds. The bustling family home was a hot spot not only for locals, but relatives and visiting clergy were welcomed - with

George serving the village as Rector for an astounding fifty years. One of the first motorists in Herefordshire, George made sure that the Church also served as a backdrop in the early portraits of various Morgan cyclecars and the reverend quickly became a great ambassador for his son's business as well as the Word of God.



Stoke Lacy Church



Portrait of Rev George Morgan in the Church

Herb Lane:

Herb Lane offers an opportunity to stretch your legs, as you wander down it towards Stoke House. Originally built for Harry's sister Dorothy - known locally as "Lady Dorothy" should was often spotted driving though the village on various Morgan prototypes.

At Stoke House, you can also see the old stables, the groom's cottage, and the gardener's cottage which all are now in private ownership.

Other diversions in Stock Lacy include the Wye Valley Brewery, and although unaffiliated with the Morgan Motor Company, they do offer a fantastic tour by prearrangement. The Plough Inn and The Three Horseshoes are two nearby pubs that offer a good lunch during your route.

Stock Lacy is also home to various local artists living and working in buildings originally belonging to the Morgan family. All artists can be visited via appointment. For more information you can visit www.stokelacyheritage.co.uk/artists



Suitably Named!

STOP FOUR: BROMYARD

Bromyard is the nearest town to Stoke Lacy and in the early days of the company, Locals in Bromyard would have witnessed the Morgan family around town regularly. Indeed, the High Street of almost entirely independent shops, hotels, pubs, and cafes has changed little since those heady days heralding the dawn of motoring.

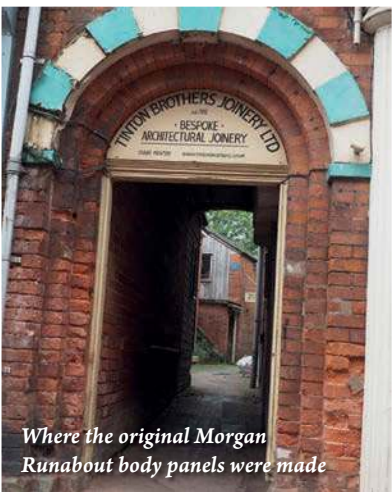
It was in Bromyard that Albert Pettifer, hardware and

general goods purveyor and garage proprietor, maintained the Morgan family cars in the early 1900s, and subsequently made bodies for some of the early Morgan Runabouts.

A.&E. Pettifer Ltd., Ironmonger and Hardware Stores are still in business in Bromyard High Street (B4203) and their original workshop building with its blue plaque can be seen through Tinton's archway just off Broad Street.



Bromyard's High Street



Where the original Morgan Runabout body panels were made



The Old Hop Pole Bromyard



*The site HFS Original Garage at the Corner of
Howsell and Worcester Road, Malvern Link*



*Leaving Bromyard the Malvern Hills
come back into view*



*Leaving Bromyard the Malvern Hills
come back into view*



No more driving now!

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as locals. Although unaffiliated with the Morgan Motor Company, we heartily recommend stopping by. All their fine ales are served in Morgan branded glasses, and the pub contains many Morgan artefacts.

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- Take your time! And don't forget to take lots of pictures - a great Morgan tradition - you can share them online using the #MorganTrail
- Please be sure to make prior arrangements if you'd like to visit the artisans at Stoke Lacy or drive up to New House in Moreton Jeffries.
- Please do not trespass on private property, many of the original Morgan family buildings are now under private ownership.
- Remember to drive safely and responsibly.
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- Have fun and enjoy! Be sure to ask any additional questions when you return to the Factory.
- Or alternately contact us at MOG!

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SUPERCAR FEST

SHELSLEY WALSH. 20TH JULY 2019

MOG's Granville Orange went along in the hope of finding various Morgans entered, not least examples of the Plus 8 or Aero.

Alas, zip ! Not one Morgan in the long list of entrants. Indeed, only one Plus 4 spotted in the public car parks, but that said, I have never seen Shelsley so busy, with thousands in attendance at this inaugural event.

What was on show was a magnificent range of some of the fastest and sleekest and most expensive supercars in the world. With the sun shining on a lovely warm day, it felt a little like being in Puerto Banus on the Costa del Sol, watching the parade of supercars along the marina there.....well, except for the lack of marina,

super-yachts, false tans and surgically enhanced this that and the other on show....OK...it was nothing like being in Puerto Banus, but you get my point ? Anyway, who wants paella and sangria when you can get a one foot long hot dog and a pint of warm local ale at the Costa del Shelsley ? (Hands down please !).

On a serious note, the food on offer was varied and good, as was the choice of drink vendors, including our MOG favourite Piston Gin, and a lovely champagne bar operating from a converted Citroen van.

The public car parks were packed. There were long queues to get into Shelsley and the overflow car parks (bumpy fields) were much needed, albeit one travelled ➤



very slowly if you happened to be in a low slung car as I was. There was also an excellent display from various car clubs too which attracted large crowds. This is where I came across a very lonely looking Morgan Plus 4. Surrounded by Ferraris, McLarens, Lamborghinis, Maseratis, Astons, Bentleys and the like, it sadly drew very little attention. Even sadder, whilst I was taking various shots of it for MOG Mag, I overheard two

teenage lads pass by, with the comment “It’s not really a sports car is it ?”. That comment says so much about where our beloved Malvern car manufacturer sits amongst the other marques with the young of today. However, once they’ve grown up, and their spotty faces have cleared and they have grown hair where it’s not wanted, with luck they just might have developed a sense of taste and style, and then perhaps they’ll





be heading to their local Morgan dealer with open cheque books to buy the latest electric version of what we all love. Oh, ok, thanks for the reminder, of course cheque books will be a thing of the past by then, much like ration books are to most of us today, albeit we will still be arguing about Brexit no doubt and global warming will have resulted in nobody going to the Costa del Sol any more as it will either be a deserted

hot desert or will have been washed away by rising sea levels. Suddenly the Costa del Shelsley as a holiday destination becomes an attractive proposition !

This was the first such event run at Shelsley by Mark Webb. The day was successfully promoted evidenced by the vast numbers in attendance here at Shelsley Walsh, the oldest “continual use” motor sport venue in Britain, and from where Murray Walker did his first outside





broadcast. There was much more for the spectator to enjoy as well as the supercars on show. Camping overnight was a popular option, and during the day and evening a selection of live bands were playing. The food court and bars were open until 10.00pm, with an evening bbq in the Courtyard too. There was a chance to meet 2019 Le Mans winner James Calado (a local lad from Worcestershire), and there were trade stands galore including our friends at MHD Watches and Pyramid Car Care, plus a large Scalextric track to have a go on and set the fastest lap of the day. So, all in all an excellent day out, albeit I must admit to still preferring the old classic cars even though when not driving my MOG 3W I'm in my Maserati - the superb design and performance of these supercars has to be admired. However I shall not be swapping my Morgan 3W for a McLaren Senna just yet, even if I did have a spare £1.5m....although....thinking on it....

PS: Reminder to myself when next meeting with our esteemed Editor over a coffee at the Morgan factory - "Nigel, you know that pay rise that we were talking about...well...!!!" **MOG**





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THE ELMS HOTEL & SPA, ABBERLEY, WORCESTERSHIRE

Welcome to our latest feature on where to stay if making the pilgrimage to Malvern and the Morgan factory. This month we are at The Elms, Abberley, and should you be looking for a peaceful, relaxing and comfortable hotel in the beautiful countryside of Worcestershire, then this is your place. Granville Orange met up with General Manager Martin Page to review the hotel on behalf of our readers. WORDS Granville Orange PHOTOGRAPHY Granville Orange and The Elms Hotel

The Elms is a privately owned, luxurious country hotel, set in 10 acres of attractive rural grounds and gardens. Not only that, but it has a fabulous spa where you and your fellow guests can relax, treat yourselves, and indulge in the various facilities and treatments on offer. There is a large car park where you can safely park your treasured Morgan, and car clubs and groups of Morgan owners are particularly welcome.

The hotel has 23 rooms, 17 in the main hotel, which dates back over 300 years, and 6 in the Coach House, where well-behaved dogs are welcome. All rooms have a view, those to the front across the meadow, and those at the rear across the Teme valley.

The hotel is just 18 miles from Malvern Link and the

Morgan factory. It is also just 7 miles from Shelsley Walsh Hill Climb, the oldest motor racing track in the world. Attracting car enthusiasts over many a weekend during summer, check out the web site for forthcoming events, and I know if Christine and I were staying over at the Elms, she would be perfectly content to let me go off to the hill climb whilst she spent the day being pampered in the hotel spa !

The spa includes an indoor swimming pool, indoor/outdoor hydrotherapy pool, a thermal retreat, two steam rooms, a sauna, and an ice fountain, plus four Elemis treatment rooms. There is also a tennis court and croquet lawn, plus the ten acres of grounds for guests to enjoy, all free of charge for residents. The spa also incorporates a ➤

WHERE TO STAY



garden cafe serving drinks and healthy snacks.

Having enjoyed a day at the spa or out and about, wherever you might have been, you are guaranteed a warm welcome back at the Elms. The relaxing lounge has a lovely country house ambiance and amongst the various glossy magazines dotted around you might even find copies of *MOG* to enjoy. There is a very well stocked Library Bar with an artisan gin trolley (the cocktail waiter will mix exceptional gins to your specific liking) where you can sit and relax whilst perusing the menu for dinner. The Elms prides itself on growing much of the food served, within its own market garden, and on serving high quality local produce wherever possible. The restaurant (known as “Brookes” after Richard Brookes, a former owner of the hotel, has earned itself a four star AA silver rating plus two AA Fine Dining Rosettes and is open to non-residents too. The Elms has a growing reputation for its afternoon teas, and should you prefer a less formal meal there is a lounge bar menu on offer too.

This part of Worcestershire is scarcely populated,

and off the usual beaten track of visitors to the region.

However, if you do take the opportunity to travel to this part of rural Worcestershire then the scenery to be enjoyed is simply stunning with lush green valleys nestled between wooded hillsides, with pretty unspoilt villages and hamlets and some lovely country properties to appreciate. This is some of the most beautiful scenery not only in Worcestershire but in the UK and beyond.

The Elms has an interesting history. Built in 1710 during the reign of Queen Anne, it was designed by Gilbert White, a pupil of the famous Sir Christopher Wren who designed amongst other buildings, St Paul's, London. Gilbert White also designed the magnificent Guildhall in Worcester (which is worth a visit should you be visiting the city on your travels and stay here). Elm trees once lined the drive from the main road up to the hotel, but they have long since gone and have been replaced with lime trees. In 1840 the house was owned by an Admiral Malin, then in 1854 by Rev Pearson who had married into a wealthy Swiss family - the Moilliet's, who owned nearby Abberley



Hall. The Elms was purchased in 1927 by Baronet Richard Brookes as mentioned above, who was a famous race horse breeder and ran Abberley Stud. He added new wings to the house and furnished it with fine features. However, upon the first night of occupation following all the renovation and additions to the Elms, it caught fire and was gutted throughout, the only remnants been the main external walls. The Elms was then rebuilt as we find it today, and was sold in 1946 when it then became a hotel.

Tim informs me that they have had a number of famous guests stay but the hotel discreetly respects the confidentiality of all guests, so names could not be mentioned! However, should fame and/or fortune afflict any of our readers, then the hotel also has a heli-pad for your treasured mode of transport should it not be your Morgan!

Local attractions in addition to Shelsley Walsh include the Severn Valley Steam Railway at Kidderminster, and the West Midlands Safari Park at Bewdley, plus several National Trust properties.

Readers wishing to stay are encouraged to book with

the hotel direct for the best rates, albeit they do have a good rating with Trip Advisor and other booking sites. Also do have a look at the hotel web site for the latest special offers. Check in is at the usual 3.00pm, departures by 11.00am the following day. **MOG**

The Elms, Stockton Road, Abberley,
Worcestershire, WR6 6AT

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(Editor's note: We are pleased to report that Copper Beech House, that we reviewed in our "Where to Stay" article in the March 2019 edition of MOG has won best B&B in Malvern, coming first out of 31 establishments. Congratulations from all at MOG to Kathy and Steve for achieving this accolade).

(We can also report that Stanbrook Abbey, which we featured last year in MOG, whilst already a unique and luxurious hotel venue, has just undergone a further £4.2m investment with additional bedrooms and improvements).

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There's something exceptionally British about any car maker with a double-barrelled name - Rolls-Royce, Austin-Healey, Gordon-Keeble - and here's one of the most British of all...

ARMSTRONG SIDDELEY

WORDS Dave Smith PHOTOGRAPHY As credited

Armstrong-Siddeley Motors celebrates its centenary this year. In their 40-year lifespan, they became known for high quality, solid, reliable, but rather unexciting cars - the company logo should have been a stiff upper lip - despite some fairly cutting-edge technology.

A-S was based in Coventry, the British Detroit, and came about through some large industrialists shuffling the deck. John Davenport Siddeley came to the automobile field, as many Victorians did, through bicycles. He worked for Humber Cycles before moving to the Pneumatic Tyre Company, but left when it became the Dunlop Tyre Company and set up on his own as the Clipper Tyre Company which later became the Continental Tyre Company. I hope you're keeping up - there's plenty more deck-shuffling to come!

At the turn of that century, Siddeley and the Hon. John Scott Montagu each drove a British-built Daimler on Clipper tyres on a 1,000-mile reliability run as a publicity stunt. Both completed the event without punctures, which was great publicity for Clipper, and turned Siddeley into an avid motorist.

In 1902, he formed Siddeley Autocars, adding British-built bodies to Peugeot running gear, but was

soon designing his own mechanicals and having them built by Wolseley. In 1905, Siddeley and Wolseley joined forces to create Wolseley-Siddeley, with Siddeley as sales manager alongside works manager, Herbert Austin. The two companies were a square peg and a round hole, and Austin left to forge his own path in 1906, while Siddeley left to join the Deasy Motor Car Manufacturing Company in 1908. It took some legal back-and-forth to get Wolseley-Siddeley to stop using his name, but once they did, he added it to Deasy's to make Siddeley-Deasy, even though Captain Deasy had already resigned. Shuffle, shuffle, shuffle...

Deasy already had a reputation for quality, and in 1911, a Siddeley-Deasy 14/20 completed a 15,000-mile endurance test around Brooklands, averaging 35mph and 23mpg. Fans of these cars included luminaries such as Sir Arthur Conan Doyle and Lionel de Rothschild. The famous Sphinx logo was born in 1912 when a journalist referred to a Siddeley-Deasy's Silent Knight sleeve-valve engine as "silent and inscrutable as the sphinx". Siddeley liked that reference, and the sphinx adorned all his cars thereafter.

Soon, the black clouds of war covered Europe, and the company focused on powering those new



1933 Armstrong-Siddeley Special (Allen Watkin)



1934 Armstrong-Siddeley Special saloon (Andrew Bone)



1927 Armstrong-Siddeley Short 18 (Steve Glover)



1931 Armstrong-Siddeley 12

war machines: aeroplanes. S-D built 90hp V8s and 140hp V12s for the RAF, while the strong S-D chassis made good ambulances. In 1916, they built a 200hp water-cooled six that would later be called the Puma, beginning a long-running theme of naming Siddeley aero engines after big cats.

In the meantime, Siddeley had imported a Marmon, parked it at his house, and invited his designers and engineers to be “inspired” by this luxurious American machine. This led directly to the development of the 30hp Siddeley Six, and orders began flooding in after Armistice Day, but the deck was about to get shuffled again...

Back in 1847, William G. Armstrong founded a Tyneside factory that made everything from cranes to bridges to guns. In 1882, he merged with shipbuilders, Charles Mitchell, to form Armstrong-Mitchell & Co, which merged with engineering company, Joseph Whitworth, in 1897 to make Armstrong-Whitworth. Yes, that Whitworth, who gave his name to the bolt sizes and threads that confuse mechanics to this day. The new company began making cars in 1902, and opened an aeronautics branch that became Armstrong-Whitworth Aircraft in 1913, which merged with

Vickers in 1927 to form Vickers-Armstrong Ltd. Shuffle, shuffle...

The first Armstrong 8hp car in 1902 was short-lived because, in 1904, Armstrong-Whitworth bought out the London-based Wilson-Pilcher motor company, moved production to Tyneside, and stuck their own name on the 12/16hp 2.7-litre four-cylinder and 18/24hp 4.1-litre six-cylinder Wilson-Pilcher machines. The first car built under A-W auspices was the 1906 28/36, with a water-cooled 4.5-litre sidevalve four, followed, in 1908, by a 5.0-litre 30hp and 7.6-litre 40hp. Subsequent new models featured such modern tech as pressurised lubrication and electric lighting, and built themselves a reputation for quality. Everything halted for wartime production, after which the deck got shuffled yet again...

In April 1919, Armstrong-Whitworth joined with Siddeley-Deasy to form the aircraft-oriented Armstrong-Whitworth Development Company Ltd. This new company's first job was to join the parents' automotive concerns into a new brand, Armstrong-Siddeley Motors Ltd, with Siddeley as MD, and move everything to Parkside, in Coventry.

The first fruit of this union was the 1919 5.0-litre ➤



1935 Armstrong-Siddeley Long 15



1935 Armstrong-Siddeley Supercharged Special
(Thomas Vogt)

WHAT COULD HAVE BEEN



1937 Armstrong-Siddeley 17hp special



1938 Armstrong-Siddeley 17hp (Steve Glover)

30hp model, and, with patronage from the likes of the future King George VI, it was clear which market they wanted. The post-war economic boom was short-lived, though, and the range expanded downwards with an 18hp model in 1921 and a 14hp in 1923. A-S seemed to regard the 14hp as a small, cheap model, even though it was still rather large and expensive, but its rugged build made it popular for export.

By the mid-Twenties, the range was revamped, and soon included 15hp and 12hp cars. Things were going so well that the corporate deck got another shuffle, when Siddeley bought Armstrong-Siddeley and Armstrong-Whitworth Aircraft in 1927, followed by Avro in '28. It was around then that Siddeley got together with WG Wilson to create Improved Gears Ltd. Wilson had invented the pre-selector gearbox,

which would become one of the most significant features of Armstrong-Siddeley cars for decades.

The pre-selector gearbox was halfway between a manual 'box and an automatic, which was still some way off. It used a fluid coupling - the predecessor to an auto transmission's torque converter - in place of a clutch, and the driver shifted a lever into the position of the next gear he'd require, then pushed a pedal to actually engage that gear. It was smooth, reliable, and, even though it had originally been developed for use in tanks, it was so easy to operate that Armstrong-Siddeley 30hp and 18hp models were marketed as "Cars for the Daughters of Gentlemen." Soon it was available on the whole range, and many Wilson gearboxes have survived without rebuild to this day.

At the end of the roaring Twenties, A-S hadn't done



Armstrong-Siddeley radiator cap



1949 Armstrong-Siddeley Coupe Utility



1951 Armstrong-Siddeley Whitley



1947 Armstrong-Siddeley Lancaster



1948 Armstrong-Siddeley Hurricane (Andrew Bone)

much roaring - they were far too respectable for that - and needed to change their image. Despite a few rally successes, and the fact that the now-famous Wilson pre-selector gearbox was being used in the likes of Auto Union grand prix cars, A-S was still seen as a little stodgy and staid.

In 1932, the Armstrong-Siddeley Special replaced the old 30hp. It used aircraft technology and materials in its new five-litre, all-alloy, 145bhp engine, and, with a light touring body, could hit 100mph. They were superb but expensive cars, and certainly helped alter a few preconceptions.

In 1935, at the age of 69, John Siddeley decided to retire. He sold Armstrong-Siddeley Motors and Armstrong-Siddeley Development Company avionics to Hawker Aviation, the chairman of which was none

other than Tom Sopwith. Two million pounds changed hands - although the details of this were rather opaque, and subjected to some official inquiries - and Tommy merged Hawker, Gloster and A-S to form Hawker-Siddeley with A-S Motors as a subsidiary. Shuffle, shuffle, shuffle...

Shortly thereafter, with Mr Chamberlain's "peace for our time" proving to have a short shelf-life, military vehicles were once again in demand, and production at A-S was diverted to Wilson transmissions for tanks, and the Hawker-Siddeley Cheetah radial aero engine.

A week after VE Day - suspiciously quickly - Armstrong-Siddeley were the first British manufacturer to announce their new 1945 models. These were the Lancaster four-door saloon and the Hurricane drophead coupe, both with 16hp or 18hp engines, and named ➤



1954 Armstrong-Siddeley Sapphire export



1954 Armstrong-Siddeley Sapphire export

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Ironwork from the Parkside factory gate still on display (E Gammie)

after some mighty machines built by Hawker. Then came the similarly patriotically named Typhoon and Tempest coupes, and the rather less romantically titled Whitley in 1949, named for the Armstrong-Whitworth Whitley bomber. The Whitley was still aimed at the wealthy in saloon or limousine styles, but was even built as a 'utility coupe' - a pick-up truck - for export.

After being first to market after the war, A-S didn't change much over the following years, believing that post-war austerity would soon end. In 1952, they introduced the Sapphire 346, a large, beautifully built, luxurious four-door with a 3.4-litre OHV straight six, but against stiff competition from Bentley, Jaguar, Daimler and Rover, this cornucopia of leather and walnut struggled to find its market.

In 1955, A-S released the smaller Sapphire 234 and 236. Both had 2.3 litre engines (although the 234 was a four-cylinder and the 236 a six-cylinder...) and were handsome and modern looking, but they weren't traditional enough for the old A-S customers, yet too traditional to appeal to new ones.

As sales slackened, the board couldn't justify the R&D costs of creating a new model, especially as Hawker-Siddeley needed every penny for development

in the new jet age. In a last-ditch attempt to retain their old customers, they modernised the 346 into the majestic 1958 Star Sapphire. Too late. The new Star Sapphire's £2,500 price tag was into Bentley and Rolls territory, but A-S was making barely £50 profit per car. With fewer than 1,300 cars produced between 1958 and 1960, it was no surprise when the accountants halted production and closed the doors in July 1960.

The cards were still being shuffled, though. Later that year, Armstrong-Siddeley and Bristol Aero Engines merged to form Bristol-Siddeley, itself swallowed by Rolls-Royce in 1966, who sold everything pertaining to Armstrong-Siddeley cars to the Armstrong-Siddeley Owners Club in 1972. Hawker-Siddeley Aviation was still going strong until 1977, when they became founder members of British Aerospace, and the Siddeley name finally vanished. Their old Parkside car factory has long since been demolished to make way for a university tech campus.

It was a sad and ignominious end for a company that traded on such core British values of quality, refinement and reliability - it weathered decades of boardroom shuffling, but, in the end, folded its hand in shame-faced silence. **MOG**



1954 Armstrong-Siddeley Sapphire



1958 Armstrong-Siddeley Sapphire 234 (Steve Glover)

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THIRTEEN. UNLUCKY FOR SOME.

(ROUND 7 MORGAN AERO CHALLENGE)

A mere thirteen cars turned up at Mallory Park for round 7 of the Aero Challenge, with some drivers feeling the circuit is a little unforgiving if things go wrong, possibly one of the reasons there were no Class 'A' runners entered. WORDS Bob Bull PHOTOGRAPHY Tripos Media

Simon Sherry and Chris Springall are currently sidelined by accident damage, so they at least had good reason not to be present and correct. Brett Syndercombe was celebrating Fathers Day with his daughter, and Greg Parnell was looking for a gearbox for his GN8, however, despite the paucity of Morgans the racing was close and exciting.

The weather forecast was for a day of sunshine and showers, but Morgan luck held for qualifying allowing Andrew Thompson to assume pole position on the grid in his familiar silver ARV6, and the ever improving Craig Hamilton-Smith taking the slot next door, with Phil Thomas heading Tony Hirst on row two. James Sumner, and Jack Bellinger looked on from behind, with the rest lining up in the order: Stephen Lockett. Kelvin Laidlaw, Paul Bryan, Peter Cole, John Richards, Richard Fearn, and Ian Sumner. The ARV6 was favourite to take victory at a stroll, if the rain held off but it did not! Shortly before

the drivers were due to gather in the assembly area the heavens opened (as they say), and everyone was forced to huddled under whatever shelter they could find, as a torrential rainstorm swept across the circuit. Luckily the sun returned in time for the start leaving the surface damp but drying, however, while Andrew Thompson took the lead as the red lights went out, the two works Club Sports were in very close attendance with Tony Hirst drawing alongside the ARV6 out of the Hairpin, and Hamilton-Smith trying to do likewise. Tucked up behind this trio, Jack Bellinger had Phil Thomas clamouring to get past, as James Sumner lead Stephen Lockett, Kelvin Laidlaw, Peter Cole, Paul Bryan, John Richards, Richard Fearn, and Ian Sumner to complete lap one. Rounding the Hairpin for the second time the front three were still only inches apart, as behind them Jack and Phil also wanted the same yard of track. When nothing had changed on lap three it seemed that Andrew was not going to have it easy with ➤





two very determined Club Sport drivers harrying him all the way to the flag, however, everything changed fourth time around. Andrew came through the final corner in solitary splendour, ahead of Jack and Phil in second and third places. Where were the 'works' duo? Eventually Craig Hamilton-Smith came by in sixth position, some 20 seconds down on the leader, but his team mate failed to re-appear at all, clearly something had gone wrong somewhere. This left Andrew Thompson to coast to a fine win, but Hamilton-Smith was on a comeback drive, scything through the field to reach second place ahead of Phil Thomas, while Jack Bellinger had dropped back from his rival as the track dried out. Further back James Sumner lay fifth, Stephen Lockett was holding down sixth, and John Richards (being competitive) a fine seventh. Having yielded his runner up spot to Craig, Phil decided he wanted it back, and regained the place on lap fifteen holding on to the finish, with Craig just 0.361 of a second in arrears as the chequered flag was waved. Jack took fourth, and then the remainder came home, Stephen Lockett, James Sumner, John Richards, Kelvin Laidlaw, Paul Bryan, Richard Fearn, Ian Sumner, and Peter Cole

in an uncharacteristic last place. (He still won his Class, though.)

Access to the paddock at Mallory can only be achieved by crossing the track, which means that competitors are trapped inside the circuit while the track is 'live', to ease congestion at the end of the day the organisers had made available a short window immediately after the Challenge, an opportunity everyone was anxious to take advantage of. Prior to the race many teams had packed up the transporters, so as the drivers came back to the paddock most drove straight on to trailers, and out of the circuit. With most personnel leaving it was impossible to discover details of the incident between the 'works' cars and, are sparse as we go to print, but it seems the two did come in to contact with each other, and were required to present themselves to the Clerk of the Course after the race. No doubt further clarification will emerge in time

While the field was small the action was excellent all down the pack, a good advert for Morgan racing. One aspect of the limited entry that could well have a bearing on the eventual Challenge winner is the points system, for to gain maximum points there has to be at least three➤





starters in a Class. There are ten points available for the winner of each class, plus one for fastest lap, however, if there are only two entries the winner garners just eight points, and there is one for fastest lap. Should the class have a single runner then it is six points and nothing for fastest lap. With just thirteen starters Classes 'C', 'E', 'G', 'J', and 'R' had only one runner, while Class 'S' and Class 'D', both had a full complement. Jack Bellinger, and Craig Hamilton-Smith both benefitted from this situation, Jack earning ten points and Craig eleven, as he added fastest lap to his tally. The Championship position at after Round Seven is; Jack Bellinger, 69, Andrew Thomson, 68, Craig Hamilton-Smith, 64, and Tony Hirst on 61 points. It could be another tight finish.

Next outing is Donington for a double header on July 21st, if you cannot get there, MOG will give you all of the answers. **MOG**





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(above) Trad Cross Member Rub Plate when fitted in November 2017

(below) Trad rub plate as it is today



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CONVERSATION STREET

There was a point in time - not so long ago! - that many of us would have heard from a few 'Oldies' that their "first car was a Morgan - it was all we could afford!" a sentiment that has aged like milk until you realise that they're talking about something with three wheels, over thirty years old, and in nearly all cases - long gone.

And there's nothing wrong with that of course - it was the desire for a vehicle that was just enough to get you over the hill that brought the Morgan Motor Company to life - but is that sense of history, that comforting image of a Dad's Army-esque face peering over the windscreen as they chug down a country lane, is that now what's putting today's youth off?

At a public show recently I saw a young father going

weak at the knees looking at a Plus 4, until his charming wife said, "Yes, but it's an Old Man's Car isn't it?"

Is a Mog an Old Man's Car? Surely any young person can appreciate the immersive experience of driving a Mog as much as an old fogey? Well it's definitely an excuse for the gang to get together at the Ash Tree and Chassis to have it out.

They were all quick to comment!

I'm just going to come out and say it - there's something in the choice of live music we always seem to get at Morgan events? 1940's and early 50's Swing music (Often performed by tattooed ladies with odd coloured hair in floral dresses, so authentic I think not) Surely Rock, Rap, and even a bit of Bhangra is the way forward, both metaphorically and in terms of better entertainment?

I believe we can excite a younger market with the new Flagship Car. I'm sure it's shape and design will appeal to a younger market that possibly doesn't get the traditional design.

Does it even matter what the purchaser demographics might be? Surely what matters is that the public want to, and continue to buy Morgans - whatever their age might be? Plus, there's nothing wrong when you're a little younger aspiring

to own a Morgan in later life. After all, how many young people have a spare £70,000 to spend on what is likely to be a second or even third car to be brought out on a sunny Sunday once in a while ?

The M3W is the closest thing yet that Morgan has produced that appeals to youngsters as much as oldies. And sadly, yes, the cost of all Morgans is quite prohibitive to youngsters. Even a basket case Vintage Three Wheeler is £15,000 or so.

What's the answer, a big deflation of values?

I agree that sometimes we can portray the Morgan brand as being old and uncool where as it really is a cool brand. Morgan are doing their best to bring the age profile down with hook ups with sun glasses, jackets etc. I think the issue comes when people see old men on TV with them rather than young people. Morgan need to get a car

into a Netflix program or something cool to start appealing to a young age group.

Sponsor a sportsman, give Harry Kane a plus 6 to drive around North London!

I was taking photos of a lonely Morgan Plus 4 at Supercar Fest this weekend, parked between Ferraris, Lamborghinis, McLarens, Porsches, Aston martins and Bentleys....when I overheard two teenage boys walk by and comment "It's not really a sports car is it?". Say no more!

Overheard at Chateau Impney as Martyn Webb drove up the Hill, "it hasn't got a steering wheel, that shouldn't be allowed." But I think we've moved on from that argument. Having said that a modern electric version would be rather fun I think, but maybe today's youth are a bit stuck in the mud.

Considering the cars which seem to attract the younger element of motoring society; they seem to be the prestige cars or those used for track days and so on.

Morgans are sports cars as well as roadsters and this should be emphasised. Here is a car which could go on a track day "straight out of the box" with no modifications. For a relatively small outlay

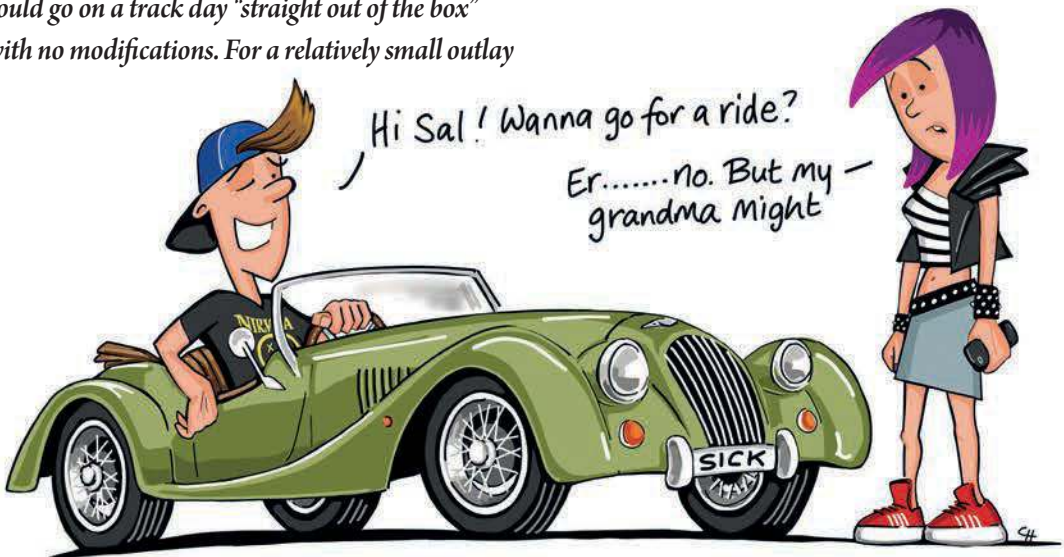
of time or money Morgans can be upgraded to enable them to enter competition at a wide variety of levels. They can even then be driven back home, unless it has become welded to the Armco. Even if there are unfortunate comings together they are fairly simple to repair or rebuild if needed.

The other big plus is of course that they are attention-grabbing - but in the nicest way, in that they invoke a sense of wonder rather than jealousy.

When I park a Morgan on a street, it's often the small children who stop and say "look at that car Mummy!" Children like the car, they can see where the engine is, they can see the spare wheel, they understand it.

Maybe it's pretentiousness at work - perhaps understanding how your car works under the hood isn't "cool" - they just want it to go fast.

Well they aren't generally used as family cars these days, but for the price of a luxury poser-type car you could buy a Morgan and a Fiesta (other tin-tops are available) - it's just a case of simple budgeting!



Products

DAMAGED NUT/BOLT EXTRACTOR SET

www.lasertools.co.uk | £13.73

The “rounded-off” nut or bolt is the scourge of the mechanical workshop. You could get out the angle grinder or better still, reach for this ingenious new Damaged Nut/Bolt Extractor Set from Laser Tools (part number 7524).

This set is made up of hexagon bolt and nut extractor adaptor caps, the specially hardened caps fit over the rounded off fixing and allows a standard 12 point socket or ring spanner to be used to remove the rounded off fastener. The extractor



cap grips and moulds itself to the rounded-off fastener and keeps on gripping until it loosens off.

There are 12 sizes included in the set: 8mm, 9mm, 10mm, 11mm, 12mm, 13mm, 14mm, 15mm, 16mm, 17mm, 18mm and

19mm. For lightly rounded-off fasteners the caps can be used again and again, but for more damaged fasteners the caps are classed as consumable items (replacements parts are available to keep your set complete).



AUTOGLYM ODOUR ELIMINATOR

www.autoglym.co.uk | £8.70 (500ml)

The latest version of Autoglym's trusted Odour Eliminator is a car care classic. Why is Odour Eliminator handy? Well, if your social circle is starting to dwindle because your car smells like old socks, Odour Eliminator is the ultimate 'spray and walk away' tool to eradicate bad smells in an instant.

Odour Eliminator has been carefully formulated with Fragrance Release Technology, which deposits encapsulated fragrance into the interior fabrics. Thanks to the ingenious tech, these pleasant-smelling particles are re-activated each and every time the fabric in question is sat upon, releasing a fresh burst of fragrance, which lasts for weeks.

Odour Eliminator's special formulation means that it's a powerful weapon to have

at your disposal, and one you should keep in your car at all times. It should be your first and last line of defense against smells caused by cigarettes, pets, food and much more, while the fact that it's sold within a handy, 500ml spray bottle means that it's a spray and forget item.



EXTERNAL DEBURR & CHAMFER TOOL

www.lasertools.co.uk | £25.92

There are numerous instances of threads getting damaged: whacking a track rod end with a hammer; cutting a bolt or threaded rod; whacking a driveshaft out of a hub — the threaded ends get torn and squashed. Luckily there is a quick and easy solution from Laser Tools: the external deburr & chamfer tool (part number 7510).

The chamfer tool is designed to be used with an electric drill and is fitted with a 1/4" quick-chuck shaft, maximum recommended speed is 400rpm. The tool is fitted with three super-hard High Speed Steel blades that make light work of repairing damaged bolts and damaged

threads.

Cutting steel or copper pipe can leave an uneven edge that can stop an olive or tube nut being slid on. A gentle touch with the tool leaves a nicely chamfered edge, and the olive slides straight on.

The blades cut quickly and cleanly and are effective on stainless steel, hardened steel, mild steel, copper, brass, wood, fibreglass, and even hard plastic. Bolts, studs and threaded rod, size range from 3mm right up to 19mm.



MHD AGT STEEL EDITION

www.mhdwatches.com | £585.00

The final edition in the MHD AGT range in association with Britain's electric Car Company, Alcraft Motor Company.

Limited to only 100 watches, the AGT Steel Edition timepiece, introduces a solid 316 L stainless steel super oyster style bracelet, clasp & buckle. This sits next to a stainless steel exoskeleton case with brushed top surface, polished side surfaces, centre barrel and crown with knurled finish. Not to mention a bevel edge sapphire crystal glass and display case back!

Within its water resistant chassis encasement, the AGT houses a Japanese Miyota 9015 automatic 24 jewel hacking movement, with 42-hour power



reserve. A machine- turned steel colour sunray dial, gloss black skeletonised precision hands,

finished off with orange markings on the second hand and chapter ring for highlighting colour.

Rumblings From The Shed

Things have moved on. No longer is the Morgan Gear Knob just screwed on to the top of the gear stick! It's become over complicated.

MY KNOBS COME OFF IN MY HAND!! (GEAR STICK KNOB)

No wonder you can find gear knobs with witness marks from monkeys using monkey wrenches, mole grips or whatever comes to hand in an attempt to stop the gear knob coming off, rotating or just gone plain floppy.

Just incase you have a mullered gear knob and wish to change it to the more traditional plain top or old type screw on gear knob the Mazda

gear stick thread is M10 x 1.25 mm. Therefore, most aftermarket Japanese knobs will work. Except for some of the 4/4's as their gear sticks come unthreaded.

The knob has 4 components (**Photo 1**) or 7 if you wish to be pedantic, they are as follows;

- Inner Boss with Plastic Insert
- Grub screws (3 No.)

- Threaded Collet
- Gear Knob

Tools required;

- Soft grip tool (or lots of rubber bands)
- 2.5mm Allen Key

The gear knob is held in rotational place with the threaded collet that locks onto the bottom of

Photo 1. The Components. The Knob is sitting on the Threaded Collet, also only one of the three grub screws could be removed (this required some fettling)



Photo 2. Unscrew the collet



Photo 3. Unscrew the knob and lift off



Photo 4. Loosen all three grub screws

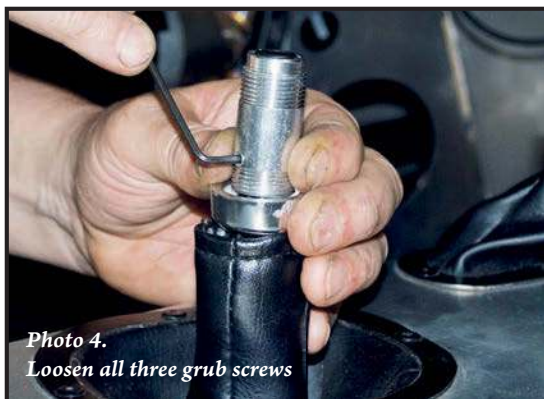
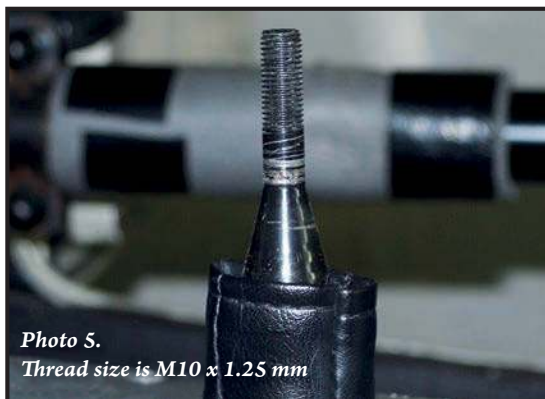
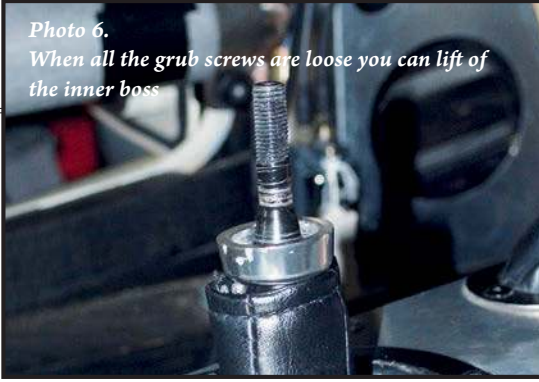


Photo 5. Thread size is M10 x 1.25 mm



*Photo 6.**When all the grub screws are loose you can lift off the inner boss**Photo 7.**When reinstalling the knob, Position the decals correctly then screw up the collet (finger tight)*

the gear knob (just like a lock nut would). The gear knob, threaded collet and the actual gearbox stick, pictured; show the scars of monkeys, tightened for fitment or undoing with incorrect tools or lack of mechanical knowledge.

This gear knob kept rotating, well to be more precise the hole gear knob assembly rotated on the gear stick, due to only one of the three grub screws being used and that grub screw had passed through the threaded boss and wedged between the boss and the plastic insert.

To allow for the removal of the gear knob you need to release the threaded collet from the bottom of the gear knob. This is best done with a soft grip tool, so not to damage the surface finish (**Photo 2**).

With the threaded collet undone from the bottom of the gear knob

you can now unthread the gear knob from the inner boss (**Photo 3**)

The 3 grub screws around the inner boss are at the 12, 4 and 8 o'clock positions they push the plastic insert onto the gear stick, which in turn holds the gear knob in place when assembled (**Photo 4**)

You can now see why many late Mogs have a floppy or rotating gear knob as the inner boss is loose, worst case your gear knob can even lift off in your hand. In (**Photo 5 & 6**) you can see where the threaded boss has rotated on the gear stick and the grub screw gouged the thread.

Now for the correct fitting of the gear knob simply reverse the procedure;

To fit the gear knob, ensure the threaded collet is placed on the stick first (**Photo 6.**) then place the threaded boss on the stick,

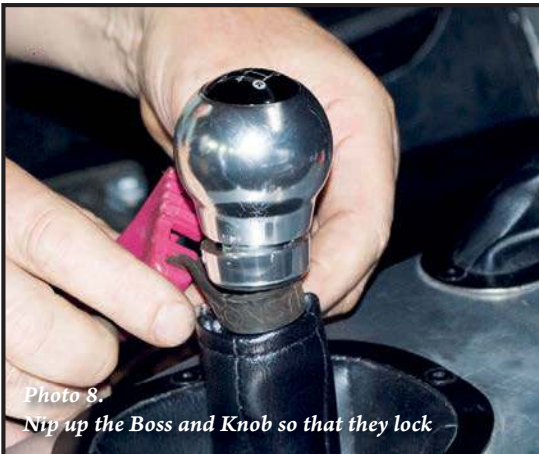
tightening all 3 grub screws so to centralise the gear knob when fitted.

Next, simply screw the gear knob to the correct orientation BUT not tight to the top of the inner boss ensure the decals are correct (**Photo 7**) Then nip the threaded collet up finger tight first then (**Photo 8**) using the soft grips again to lock the threaded collect against the gear knob.

You now have a firm gear knob... perfect!

Note. If you are unable to unscrew the Gear knob from the Threaded Boss because it has been screwed on too tightly. Undo all the grub screws, so you can lift the knob and boss off in one unit. Then hold the boss in a vice thus enabling you to undo the knob (**Note Photo**)

Ciao Bambini

*Photo 8.**Nip up the Boss and Knob so that they lock**Note.**Use a vice to remove the knob if it is too tight*

MHD CR1



MHD CR1 CHRONOGRAPH

Designed in the UK by British Car Designer Matthew Humphries, the MHD CR1 is a 60's inspired, automotive themed, Chrono quartz timepiece, and limited to an edition of 500.

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THE FUTURE OF MOTORING

Finally we imagine how late twentieth and early twenty first century's motoring might be viewed in the future, what will be said by future generations about our almost maniacal motoring obsession?

WORDS Travis Blake

Well, it was a close call but they didn't quite manage the total destruction and annihilation of our home planet, talk about cutting it fine even Michael Schumacher couldn't brake that late, still for a while there, there was a moment when they achieved a great return for the shareholders! You'd have to have some myopic pursuit of profit to create the best ever form of environmentally sound transport, the bicycle, and reinvent it to work on batteries and electricity to simply increase sales!

Whether the view from the future generation will be a harsh one, who knows, but I suspect it will be and in fact the current young generation are already showing signs of indifference and disinterest in the way we use motoring as a means of transport.

The Pangaea Futura TTV (time travel vehicle) has arrived to take me to the year 2120, this version has the

limited range of one hundred years, but the technology is moving along quickly. I arrive in a world that is astounding and inspiring. In this future version of our planet Earth we are without war, without famine, scarcity is a thing of the past, no money, banks or nation states just intergalactic citizens living in peace and harmony and using wellbeing as our measure of success and growth.

It would be disingenuous to deny the incredible amount of innovation, design and development capability and sheer blood sweat and tears that have been invested in the evolution of motor vehicles over the period between 1909 and 2019. We have literally covered millions of miles, but when we come to look back at this will the real cost outweigh the perceived benefits. We know that the whole motor industry of the past one hundred or so years has been, and continues ➤





to be, resource heavy and this is a fact, whether it is entirely detrimental to our planet, environment and our existence is a moot point.

In future analysis what will be identified as the benefits that have been gained from our pursuit of motoring. Obviously, the motor industry is multifaceted as are the vehicles available so it is important when considering how motoring may have enhanced our civilisation to separate out the wheat from the chaff, to lose the noise and bombardment of the marketing departments and drill down to what good it gave. It would be pretty depressing after all if the only enhancement to life from vehicle use and ownership was status and ego inflation, while others were negatively envious of another's possession!

The most apparent benefit is mobility, and this is mobility for all, from those who would be unable to get about in any other way, such as walking, cycling or even public transport, to those of us who are simply travelling from A to B, no matter what our purpose might be. Further benefits include greater communications, freedom, autonomy and of course exploration, all of these things being of vital importance to human flourishing and society and connecting those of us who reside in more rural areas and those who provide vital services. Oh, and a couple of benefits I may have overlooked, pure unadulterated exhilaration and good old fashioned enjoyment! Some may consider this

frivolous at best, but we cannot underestimate the contribution that positive experiences give to human wellbeing.

Will future generations also herald the development of a more inclusive transportation solution that allowed even those without driving skills or qualifications to join in? A system that enabled true mobility for all, an egalitarian solution that removed the stress, danger, and wasted time from motoring, yes, the driverless car, or fully autonomous vehicle! Utilising highly developed sensor technology these autonomous vehicles constantly monitor their surroundings. When operated as connected vehicles, by communicating with each other and monitoring the environment they can better utilise the road space and infrastructure. The potential benefits include reduced congestion, which in turn can reduce emissions and journey times and accidents and will allow the traveller to use their time in a far more efficient, productive or even enjoyable way. A staggering statistic from 2015 is that the average driver in England spends a spectacular two hundred and thirty five hours, the same as six working weeks, behind the wheel, imagine what you could be doing in that time, from reading your favourite magazine, to creating the next great innovation in whatever takes your fancy!

The negative environmental impact of our motoring history and our continued obsession with the motor car is now beyond doubt and only the most stubborn ➤



naysayer would continue in attempting to deny this fact. Co2 emissions are having a worrying effect on the planet and our innovative attempts to reduce harmful vehicle Co2 do not appear to be getting to the crux of the solution, zero Co2, quick enough. Sure, the electric vehicle is clean at the point of use, but due to its batteries requires a greater amount of Co2 to produce than a modern fuel efficient petrol engine car. Although the often discussed electric vehicle is our current answer to the C02 production conundrum, I for one do not believe that it is the ultimate answer. The real innovation for me will be hydrogen powered



fuel cell vehicles, yes there is a long way to go, and the production of hydrogen itself requires a fair amount of resources but the benefits could be great if successful. It is not just the impact on the planet that motoring has created; it also has a very real detrimental effect on human health and wellbeing, particularly in urban areas, contributing to life threatening diseases. Also, motor vehicles require so much of our space to operate; our streets are literally clogged with them, imagine an environment where there were no motor vehicles in view, where children could happily play or cross roads with no danger and breathing clear air. As mentioned



By Matthew Lamb, CC BY-SA 4.0, wikimedia.org



before most of our streets are just, or appear to be areas of vehicle storage as most cars stand idle for the majority of time.

I believe it will come down to how we react to the challenges that we have created and on this we will be judged. The reality is the damage has already been done, and it is this that cannot be changed, but the detrimental effects may be able to be reduced in other ways such as carbon capture and offsetting. Whether the motor industry takes responsibility for this remains to be seen, but I believe we all have a shared responsibility for this as citizens of the Earth if nothing else.

Perhaps the future of motoring really will be “dead boring” as our reader David Wright predicts, but if that is the cost of saving the planet for future generations and having them honour our foresight and altruism to ensure the survival of the human race living where it should and not on some other planet that is alien to us, would it not be worth the sacrifice? Maybe we just need to get our kicks in a different way. **MOG**

As always a big thank you to all our readers joining in the debate, let us know your opinions, you can email me at travis@mogmag.co.uk



IN THE COCKPIT

Alistair Gordon

What are you Driving?

It's a 1999 Morgan 4/4, So it has an 1800 Ford Zetec engine. We've had it for 15 years.

It's a pretty standard car, but has had a few important modifications. Her suspension has been stiffened up with brake reaction bars on the front and a Panhard rod at the back. It's also got an oil cooler and a full Librand's sports exhaust system. I find she's "taught" than a standard Mog, which makes for a great touring car and great fun to drive.

Is she your first Morgan?

Yes, I was actually looking for a Plus 8, and had been talking to Sarah at Brands Hatch Morgan. But one day we called in at the dealership and Sarah said that she had just the car for us, and there it was! It's a long

way from a Plus 8 but it's fine .

It's nippy, it's economical and it's fun.

Did you have any sports cars before?

Sadly not! I've always been something of a Petrol Head since I was very small, and as all Petrol Heads I had a mental Top Ten of cars I would get, given half a chance. Then one day I inherited some money, and my wife said to me that now was my chance to get a classic car. Now I was seriously looking I asked myself what did I want to do with it? Well I wanted to drive It; I wanted to go on holiday in it, reasonably long distances; and I wanted reliability! So I popped down the road to BHM. As I said, Sarah found the car for us and they applied all the modifications for me.

The black badge intrigues me, what is it?

Well it's the 45th anniversary badge of the French Morgan Club, being Francophiles and spending a lot of time in France we joined the Club. The hexagon shape refers to the French nickname for France of "L'Hexagone". I suppose it's the equivalent of us calling Britain "Blighty".

And finally, what is your most treasured Morgan memory?

It has to be our last Morgan holiday, in 2018. We started at Chantilly and had a lovely "dejeuner sur l'herbe" and then drove onto Angouleme. Where, after the racing, we took part in a purely social rally, it was brilliant!

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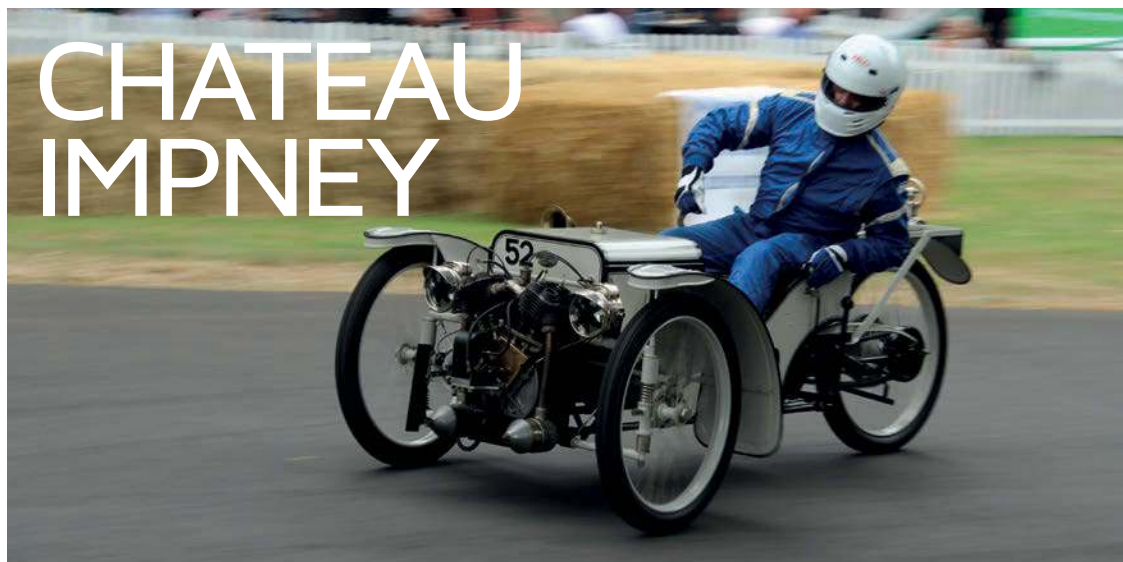


email: simon@sifab.co.uk

Tel: 01788 568475

www.sifab.co.uk

Mobile: 07788 728126



Once again, the little bit of France in Worcestershire drew huge crowds and droves of stunning cars to its annual Hill Climb. Now in its fifth year the Midlands event is growing to gain national significance.

WORDS Nigel Bradford PHOTOGRAPHY Neil Styles TRACK PHOTOGRAPHY Alan Cox

Everyone likes to feel a little bit privileged, and arriving at the Chateau Impney Hill Climb in a Mog you certainly are. Whilst the vast numbers of cars arriving each morning form two orderly queues, any classic just drives up the special lane on the left to their own car park. Morgans then are doubly privileged as they are all parked together nearest the pedestrian entrances. Well it is our "Home" event after all, but even those two lines of "ordinary" cars are admitted with an efficiency that other venues can only dream of.

All competitor cars are classics, nothing dates from after the last run of the old Chateau Impney sprints of

the 1960s. Those events were small by comparison, but despite its size the Worcestershire event still has a wonderfully intimate feel about it. The rolling park once again contained many attractions, including vehicles from the 50 year old Italian Job movie. It seems that no event this year is complete without them. There was a vintage funfair a display of model boats, a steam locomotive from the Severn Valley Railway and with a daily flypast of the RAF's last flying Lancaster bomber, small boys of all ages and genders were truly in a demi-paradise.

This year Morgan interest on the track was limited to three wheelers, but there was a Plus Six parked, somewhat anonymously, in the Super Car Gathering. ➤







Once again, the most advanced Morgan to date was hiding in plain sight!

The Three wheelers ranged from Martyn Webb's 1910 Runabout, making its track debut through some fantastically fast Aeros and a Darmont. Also of interest were three four wheel specials. Salome, The RIP Special, the Hardy Special MkIII, and the unique Morgan/Riley.

The hill climb course winds its way up through the park, along the front of the Chateau itself, and finishing at the highest part very abruptly, with a chicane just before the line to ensure no one is going too fast. The whole event has the feel of a big garden party, with cars, but it's probably best to let some of the competitors tell you what they think of the weekend. First up is Hannah Enticknap who, according to Iain Stewart, had "rather over used her right trainer" with Salome the day before in the paddock. So we cheekily asked her how she was enjoying the weekend as a spectator! Hannah is a great





sport, and chuckling answered: "It's very different from the 'Other Side', it's nice and relaxed. There are lots of cars to look at and they are all very different, so it's nice to actually get a chance to watch them going up. All without stressing and worrying about the results. I anticipate Ian Stewart will be the fastest, as he's standing here next to me!"

Turning to Iain we asked him about his car and his feelings on the event: "I'm driving a 1929 Super Aero. It has a lot of modifications, so it's not a standard road car. But they are all in period modifications. The engine is a Dog-Eared JAP, and today I'm running a very tall first gear, so the car will do 80mph in first! And probably 100 in second, but the idea is to get up the hill in first all the way, only get into second on the straight in front of the House. The car is running well, but I've only had her for 30 years now, so I keep on thinking of ways to improve it. I might get there one day."

"Who is the driver I rate most highly amongst my competitors? Well that has to be Hannah, as she just lent me some WD40!"

"As for how I rate this event, well it's brilliant, really brilliant. It's Fabulous really, it's probably what Lord March dreams of Goodwood being like! I shouldn't really say that because I go there as well, but this is a far more family orientated and friendly event."

We then turned to Duncan Wood who told us about his very elegant red, white and blue Darmont. A car that was manufactured in France under licence from Morgan: "I've had it 2 years, it was built from all period parts about 30 years ago. It's had odd moments of fleeting glory over the years but the previous owner didn't have too much success with it. I've had a little bit of success so far. The engine is original, but I've taken a lot of the trick bits that it used to have off, so now it's a reasonably standard 1927 car. I've got the car set up ➤





for here for a top speed of 80 mph, but on a faster track she's very comfortable at over 100mph. However this is a lovely event it's so relaxed. There's less pressure than other events. This is a lovely setting with wonderful organisation. This is all about having fun and seeing other cars."

Last we spoke to Sue Darbyshire who was competing

in her 1929 Super Aero: "This is just a shopping cart, I'm not running on ethanol here. I've been competing in every event here since they restarted, not in the same car might add. But this is easily my favourite meeting, without a shadow of a doubt, I love it. It's the friendliest, happiest meeting you could possibly attend! If I didn't compete anywhere else ever again, I'd still compete here!" **MOG**



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MOG FLEET

MOG *Fleet*

CAIN POULTON

LAZY DAYS
OF SUMMER



This month has seen a pleasant calm descend over our lives as MOG19 passed into the history books of the Morgan Sports Car Club, allowing us and the Wolf Cafe Racer a well earned rest before the next event in our diary; The Factory's Thrill on the Hill at Prescott. And that's without touching on the lull in the Aero Racing Calendar, as we are also supporting one of the drivers, Richard Fearn at his pre-race Practices and Aero Racing sessions with his Plus 4 Club Sport "Molly".

However, our days of calm are numbered with an upcoming track

day at Donington followed 4 days later by the next round of AR Racing at also Donington (circuit déjà vu) with only a short preparation break of 2 weeks before one of the best AR Race Calendar Events at Silverstone with the Bentley Drivers Club!

Still, finding time to taking the old girl out for the occasional jaunt (the Cafe Racer, not the Hobbit) around the countryside to discover new villages and dusty sections of tarmac; that's a petrol heads utopia!

I have always loved to drive/ride for pure pleasure, and with the invention of the GPS I soon

discovered the joy of getting lost but always ending up where I was meant to be! This little device, once programmed with my final destination, would allow me to follow any road I liked the look of, and to discover the little gems and views that it would offer, followed by the next such lane that took my fancy; and so on.

In the past, this would involve getting very lost as you headed in the opposite direction to where you actually needed to get too. With the coordinates set; I would simply take the turns that looked interesting, even





the ones that lead me to drive the road less travelled; even off piste! As it allowed me to explore and get lost but always knowing where the final direction was.

So, on a day when the weather was warm, the Café Racer and I took to the tarmac to find some of those roads. We found ourselves trundling through Hertfordshire on single track roads with the fields changing colour all around. With some stops on the way round, taking in the views and some refreshments it was our petrol-heads dream. We even had a grasshopper trying to “catch a lift” on the wing of the little Café Racer.

The next stage of our drive lead us across little bridges and through a quiet Hamlet that is named “Nasty” but was anything but! So following my “Eeny, meeny, miny, moe” principle we came across a newly laid stretch of tarmac, that was actually a byway to a farm. It was more like a helter-skelter ride than a road. Let’s just say it was delightful, no traffic, all was right in my little world that was complete when arriving at the farm, to discover a traditional Black

Barn with a tin roof. It was to be an architectural gem, and when you peered through the door you saw all the oak beams. My next thought

was “when can I move in and make it into a garage!” especially with the driveway - or should I say test track!

MOG





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Fleet

PHIL ROYLE

EARLY IN THE MORGAN



I am not, generally speaking, a morning person and not at my best until midday after a coffee. During the past few weeks I have been up and about fairly early due to Morgan commitments and was fairly happy with the situation.

The first of these was the trip to Mog 19 at Dunston Hall near Norwich. Norwich from Derby is not the easiest of journeys as there are no major direct routes: the choice being North then South or South then North. It did turn out to be an enjoyable journey, apart from one twenty minute hold up at roadworks and a heart-stopping moment in Melton Mowbray when a woman

wheeled her pushchair complete with child off the pavement in front of me without looking to see if the road was clear. Luckily, I was alert and managed to avoid the child. Note : when seeing a person with pushchair on the pavement, assume that said adult is an idiot and will behave totally unpredictably, it being a similar mentality to school drop off drivers.

The Mog was a great event and our room at Dunston Hall was enormous with two king sized beds. The self-service breakfasts were equally enormous and set us up for the rest of the day. We stayed from the Friday to the Monday and enjoyed meeting up with lots of people, visiting Norwich and the cathedral (the park & ride

was very close and convenient) and generally talking about all things Morgan related for the duration of the event. It was great to meet up with Cain and Nigel together with other MOG people over the weekend. There was lots to keep us amused and the weather was brilliant and we did not need the top up until we were half way home on the Monday. We had intended staying on in Cromer at my brother-in-law's cottage for another week but as our daughter was still not 100% after her bout of meningitis, we came home in case the cavalry was needed to look after grandchild.

Talking of whom, I had promised him that when the weather was fine, I would take him out in the Mog



*Concourse polishing -
view from my window*



Posh venue



Cain and able?



Prize time

with the top down, which I duly did, resulting in one very impressed six-year old.

The next early start was for Chateau Impney Hillclimb which has become a standard on my calendar now as it gets even better every year. I went on the Saturday this year and had a great journey both there and back.

Upon arrival there was the usual greeting from the car parking people who ushered me into the specific Morgan parking area. There were Morgans everywhere: on the NatWest stand, on the arrival area, and, of course on the MMC stand where the new Plus Six was getting a great deal of attention. Thank you MMC for the very welcome coffee. The atmosphere



Whose back?

MOG FLEET

at this event is great and is a fantastic day out for all the family with amusements & fun fair for the kids and all sorts of displays and activities. There is a wide variety of trade and food stalls with the added bonus of plenty of seating around the main viewing areas.

The paddock is open and filled with all sorts of wonderful machines from Whistling Billy (steam powered) and the Beast Of Turin, to tiny – by comparison- Morgans including Martin Webb's wonderful 1910 replica which made a valiant effort on the hill. There was also a display of supercars including several Bugattis, prancing horses and – of course- a Morgan Plus Six! Which was attracting a lot of attention.

I did, on my perambulations, meet up with the editor and some contributors to a certain Morgan-themed publication and we spent a while together chewing the fat (Morgan-related, of course!).

The machines going up the hill were very varied and ranged from purpose-built hillclimbers to all sorts of combinations of wheels, engines and marques. There was even a race-tuned sit on lawnmower which unfortunately "clipped" the kerb (sorry!!) and rolled over having flown through the air before landing. I think for this entry it was the coup de grace. Driver was unhurt but downcast (or should it be Qualcast?).

In the afternoon there was a flypast of a Lancaster which, on its three very low passes, put on a great display.

If you have not been to this event then you must put it in your calendar for next year – see you there.

That's it for now – I'll be back next month with my discovery from delving in the family archives. **MOG**



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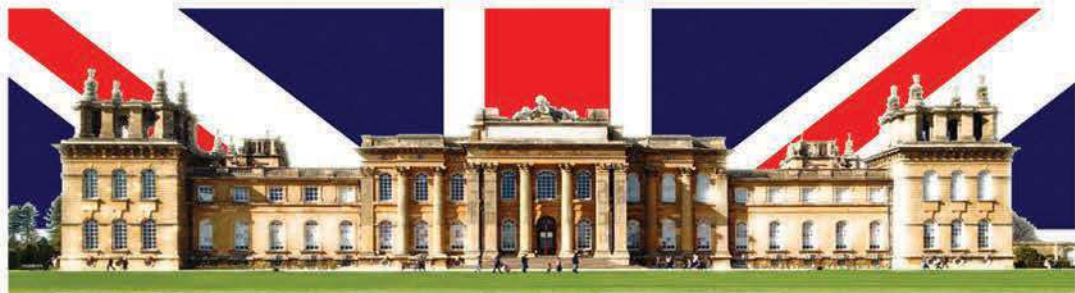


A large screen advert for Flymo?



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



MOG *Fleet*

GRANVILLE &
CHRISTINE ORANGE

SPETCHLEY PARK GARDENS, WORCESTER



The hot, dry sunny weather continues and so it was that Christine and I joined the local Morgan Owners Club on July 4th for a lovely day out to Spetchley Park Gardens, Worcester. Just a few miles from the Morgan factory in Malvern, and a place that I have passed many a time, I have to admit to having never visited these rather special gardens before, and it was many many years ago that Chris had last visited. No wonder that it promotes itself as “One of Britain’s Best Kept Secrets” !

We met up with fellow Mog owners at the Twisted Spoon, a coffee shop incorporated into The Oak pub in the village of Upton Snodsbury, a few

miles up the road from Spetchley. A late breakfast was enjoyed and we then motored on in a convoy of 17 Morgans to the gardens, Chris and I in the only 3 wheeler out on the day.

We were provided with a very special parking privilege with thanks to Shona Houghton and Andrew and Helen Harvey (Morgan owners). Andrew is a volunteer gardener at Spetchley. The old adage of “It’s not what you know but who you know” rang true ! Andrew met us at a special gate and guided us on to the otherwise private gravel parking area in front of the grand house, the family seat of the Berkeley family for more than three centuries.

Sir Rowland Berkeley purchased

the house in May 1606 for the sum of £1,400, and the estate included the parishes of Spetchley, Churchill, Aston, Whittington, Bredicot, Tibberton, Warndon, Norton, Trotshill, Tolladine, Smyte, Cowley, Leigh and Great Malvern... so much of what is now the city of Worcester today, and land in Great Malvern which, with an oblique link to our love of this car marque, was subsequently the land that the Morgan factory was built on some centuries later ! Today the estate is somewhat reduced in size, but nevertheless stands in 4,500 acres.

Spetchley (the speech place) is a gardeners’ paradise with formal gardens, walled gardens, a melon garden, kitchen gardens, rose



gardens, Victorian hot houses, ponds, magnificent woodland, wonderful deer park and attractive lakes, plus a plant sales area. We were informed during our walk around the grounds that there are over 6,000 species of plants and trees at Spetchley, some very rare, and in one case, a tree that is the only example in the whole of the UK. The collection therefore, unsurprisingly, attracts visitors including botanists and gardeners who come from far and wide to see the collection.

There is also a pretty little church dating back to the 14th century within the grounds. Within the church various members of the Berkeley family are buried. In place of honour

is the tomb of Rowland Berkeley and his wife Katherine, lying under a striking arched canopy adorned with the family coat of arms and decorated with 44 red and gold roses. Rowland and Katherine had 7 sons and 9 daughters, and quite amazing for the time, all but one of the 16 children outlived Rowland.

Against the south wall of the chapel is the tomb of one of their more famous sons, Robert, in the robes of a judge. Interestingly, the face is a true likeness in that it was taken from a plaster cast immediately following his death. In 1615 he entered parliament and was twice elected, was knighted in 1627, and in 1632 became a judge on the King's Bench. Judge Robert

Berkeley supported Charles 1st in his demand for ship money. However, the tables turned on Robert who was himself impeached by the Commons and taken from his bench straight to prison. Kept in the Tower of London for a while, he was tried, deprived of office, and ordered to pay £20,000 within six weeks to gain his freedom, which he did.

The great house at Spetchley was used by Cromwell's men, who destroyed much of the house and most of the village. The Royalists in their turn burnt the house to the ground in 1651, on the eve of the battle of Worcester, allegedly by drunken Scottish Presbyterian Royalists, to prevent Oliver Cromwell ➤



using the house as his headquarters, sparing only the stables. When Judge Berkeley returned to his family home he was left to live in the stables, and died five years later, broken from grief, remaining a staunch supporter of the King to the end.

The house was re-built in 1811 using Bath Stone with an Ionic portico entrance by a descendent of Robert Berkeley. Today very little has changed since Ellen Willmott, the sister of Rose Berkeley, developed the gardens, including adding the statues, follies and fountains. A famous visitor was Sir Edward Elgar who went to a Catholic school on the estate and in later years stayed on many occasions in the Garden Cottage. The nearby pine trees are named "Elgar's Pines",

and in his notes written in a copy of the score presented to his hosts he stated that they were the inspiration for parts of "The Dream of Gerontius".

In 1940, during WWII, Spetchley was earmarked to be used by Sir Winston Churchill and the Cabinet in the event of having to leave London, and whilst fortunately it was never needed, it was utilised by the USAAF as a place for recuperation for their injured pilots.

Our visit concluded in the garden of the little tea shop within the grounds where we had pre-ordered a late lunch to assist the staff in catering for 34 hungry, (and more to the point), thirsty Mog owners ! With temperatures close to 30C we were certainly pleased to find a little shade

prior to departing for home in our different directions having had a really enjoyable day out.

It is worth stating too that Christine and I lost count of the number of visitors who were taking photos of our assembly of Morgans on the drive...indeed we were a bonus visitor attraction on the day !

Christine and I will certainly be back, and any reader planning a visit to Malvern and the factory with time to spare may well wish to take the time to also visit this rather special place, just a few miles away.

Spetchley park is open 3rd April - 29th September Wednesday to Sunday, and 5th - 31st October, weekends only. (see the web site for details: spetchleygardens.co.uk **MOG**



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But her secrets go deeper than that, under the hood (ok, bonnet) she's boasting a 3.7 V6 Ford Cyclone, 280bp, 6 speed manual transmission - enough to make sure she's heard long before she's seen - and her other hidden gems include a heated windscreen and the fact that those seats with their embroidered headrests are performance standard.

Now before I can go on to ramble about the nitty gritty of what's under the hood of this girl, we need to fully acknowledge those looks. Finished in a cool Aston Martin Chiltern Green metallic matched with a classic Biscuit Yarwood Leather stitching in a coordinated suede green and with green carpeting to match. All of this is topped off with a green mohair hood, hood cover, and side screen bag.





And it's not just the soft finishes that add to this beauty, the walnut dash, stainless steel door stays, stainless chassis rail covers, 15" bolt on Plus 8 style alloy wheels (including a spare) and aero racing chrome interior mirror. Not to mention that any top notch Pitch Prowler listing wouldn't be complete without a 14" wood rim Mota-Lita steering wheel.



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WORDS Travis Blake

Ah, cheese, a famous favourite food stuff that has passed in to our very own folklore complete with catchphrases, “Cheese Gromit” and of course Monty Python’s classic film *Life of Brian* and its parody of the Sermon on the Mount, “I think it was, blessed are the Cheesemakers” and is a product that has been with us for a very long time. Cheese is ancient and as such actually pre-dates history so we cannot really say how long we have been eating it or even where it originates, so there is a mystery as to how and where it came to be. A good guess as to the beginning of cheese being made would be around the time that sheep, due to it being milk based, were first domesticated which is reckoned to be 8000 B.C.

There are over one thousand different types of cheese made in many different countries around the world and their textures and flavours depend on where the milk used comes from including the animal that produces the milks diet. Incredibly, we like cheese so much that almost twenty million tonnes of the stuff is produced worldwide annually. The largest producer of cheese is the United States, with Germany second and then unsurprisingly France and Italy, with United Kingdom well placed in the top twenty.

Let us go in search of a rare and fine British cheese and an artisanal British cheese maker. To do this we are going to Dorset, as I have been tipped off (thank you

Miss Jackson) that in leafy Sturminster Newton I will find Woodbridge Farm, home to the world famous Dorset Blue Vinny and its cheese making masters. Woodbridge Farm, in Stock Gaylard, is home to the Davies family and has been for over forty years, and it was here that the old recipe for Dorset Blue Vinny was recreated and tweaked, as the cheese had been extinct for many years. The farm itself is on the 580 acre Stock Estate and is home to 270

Holstein Friesian Cows which produce the milk that makes the Dorset Blue Vinny cheese and this means that the milk used only travels about 100 metres from the dairy to the cheese room.

Historically in almost every farmhouse in Dorset the Farmer’s Wife would produce Blue Vinny cheese, after skimming off the milk to make butter any that was left over would be used up to make the

cheese so that none of the milk was going to waste. But production of the cheese is said to have died out almost entirely during the austere times of rationing in the Second World War due to the levels of scarcity that came with this period. Rumour has it that one may have been able to obtain some of this precious Dorset Blue Vinny, with a nod, wink and a word in the right direction but generally speaking it was pretty much unobtainable, there was even word that it been banned altogether.

In the early 1980s Michael Davies began to produce Dorset Blue Vinny at Woodbridge Farm using a three hundred year old recipe, making the cheese in his ➤





garage and using the farmhouse larder for the cheese to mature and managing to turn the cornflakes blue in the process, due to the penicillin mould used in the cheese's production. The cheese is now produced outside of the larder, and each cheese takes around twenty four hours to make and is then matured for several weeks with each truckle being turned by hand up to ninety times in the process which will prevent the cheese developing a soggy bottom. Using milk from the farm that has been pasteurised and hand skimmed, this is used as a starter culture to which rennet and penicillin mould is added, from this point it is ready to be made into cheese. The

cheese is left to coagulate and is then cut into small pieces to form curds and whey overnight, the whey is then drained off and removed so that the curds can be ground, salted and put into moulds to be shaped for a few days before moving along the process to the all-important maturing room. In order to increase the flavour of the cheese air is introduced, which helps the mould grow, by spiking the cheese with long narrow pins. The whole process up to maturity of the cheese can take twenty weeks, at which point when ripened and mature it is ready to eat, hurrah! The family farm is now run by Richard Davies, Michaels's son as Michael ➤







concentrates on cheese making full time.

Not only is Dorset Blue Vinny solely commercially produced at Woodbridge Farm in Sturminster Newton, in 1998 it was awarded PGI Status (Protected Geographical Indication) roughly meaning that it can only be produced there. This of course is not the only award that this unique Dorset Blue Vinny has received, in 2019 with a mighty score of 98 out of a possible 100 the cheese won Best in class at the Artisan Cheese Awards, with the Judges commenting on its smooth texture, great flavour and describing Dorset Blue Vinny as almost perfect. In 2018 at the World Cheese Awards

in Bergen, Norway, Dorset Blue Vinny won a Gold Award and also in the very same year it won Best Blue at the British Cheese Awards and also picked up the People's Choice which is a great accolade indeed!

Why is it called Vinny I hear you ask, as the Dorset and Blue are self-explanatory, well, it is thought to derive from the old English word "Vinew" meaning to become mouldy, and the cheese is also believed to have been the favourite cheese of Thomas Hardy, that's the Lord Nelson one for reference.

And that classic van, make, model and year, answers on a postcard please, here's a tenuous clue "think of the



Editor's name", could it be called Nigel?

I don't know about you but all this talk of cheese has got me going crackers, if you want to find out more about this unique cheese and cheesemaker visit their website or give them a call at the details below, and check to see if you are lucky enough to have a stockist nearby. Of course, it is not all about cheese, you will also find a trio of chutneys plus the wonderfully tasty Dorset Blue Soup, yummy! **MOG**

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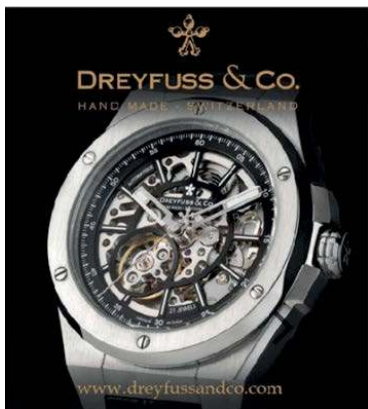
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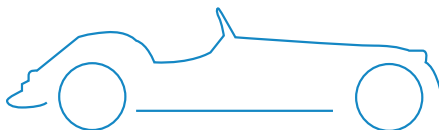
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A MOST UNUSUAL



One or two 3 Wheelers have ended up with an extra wheel over the years. Here we bring you the story of one that now resides in the USA

WORDS & PHOTOGRAPHY Larry Ayers

It's a rare occurrence when a V-twin Morgan three-wheeler leaves the Morgan Factory, beginning its life as an Aero model and is later converted to a four-wheeler. A 1929 Morgan Blackburne Aero was dispatched from the MMC to Homacs, the London dealer on 4 May 1929 and began its historic lifestyle sporting registration UV 2202.

The motor fitted is a 1926 Blackburne KMC "the cream of the British V-twins" and the production derivative of the KMB racing motor. The Blackburne factory in Berkhamsted advertised their motor as "The World's Fastest Standard Engine" fitted in a Morgan cyclecar, this type of engine succeeded in attaining a speed of over 100 miles per hour, making it the first three-wheeler to accomplish this feat. It broke Class H2 British and World's

Records, these included the Flying Kilo at 104.68 mph, and the Flying Mile at 108.72 mph.

The earliest ownership history is a little vague, but in 1970 the owner was a British man called Roger Richmond, he was a member of the Morgan Three-Wheeler Club who had been an enthusiast for Frazer Nash and GN vehicles for some time. He was inspired to turn the Morgan Aero trike into a four wheeler using a GN rear axle and suspension. Considerable engineering and hard work were involved in creating Salote, which is the name Roger had chosen for it; it was transformed using parts from a variety of makes including Rover Eight, Austin Seven, Rolls-Royce, Fiat, Sunbeam, ERA, Frazer Nash, Morgan and GN.

The name given to the MOG/GN referred to Queen

MORGAN



FOUR WHEELED THREE WHEELER



Salote of Tonga who was 6-foot 3-inches in height. In April 1977 Salote (the car) had its first test run on some of the lesser-known roads in Somerset, during the year it saw action at the Curborough Sprint, Oulton Park with the VSCC (coming 7th in Race 1, and 2nd in Race 2), Prescott (which was too wet for competition runs) and Cadwell Park (placing 2nd in the Frazer Nash Race). A rather full schedule such as this was the norm in 1978 involving a number of rallies and hill climbs. Events like these could be seen at the Wessex Trial with the VSCC, Boulogne Meeting, Dorset Light Car Rally, Gurston Down Hillclimb, Shelsley Walsh, and Cadwell Park.

Continuous competition saw an unfortunate incident at Shelsley Walsh in 1979 when an over enthusiastic driver going through the Esses resulted in an overturn, the

two-seater Aero body was badly damaged and a decision was reached to build a new body, but a single-seater. Still resembling the Aero body style, the new body was made of aluminium and was seventy pounds lighter, it also attached with dzus button fasteners! This difference in weight would equate to better performance, as a single seater using a re-tubed chassis the car proved that it could reach 84 mph at 3500 rpm in high gear.

A number of improvements ensued before Salote enjoyed a week's touring in 1979 in the Dolomites that ended in an eight-mile hill climb at Mendola and placing 4th with an unblemished performance. Competitions continued from 1981 (3 events recorded) through 1987 with a similar number for each of those ensuing years. In 1984 Salote conquered the Stelvio Pass in the Swiss Alps



FOUR WHEELED THREE WHEELER

at 9,000 feet with 42 turns during a Frazer Nash Raid, a sticker commemorating this feat remains on the vehicle and it was later driven the entire 2400 miles in the 1989 Frazer Nash Raid to Italy.

During 1991-92 a new chassis was installed that lowered the car by 2.5 inches and Wiscombe Park saw it place 1st out of 7 entries. More events in 1992 witnessed action at Loton Park, Shelsley Walsh, Prescott, with the Frazer Nash Section at Cornbury Park and with the VSCC at the Weston-Super-Mare Sprint. Just two events were entered in 1993 and one in June 1999 during a Frazer Nash Section Raid to South Tirol.

Several years later in 2001 Salote would find a new home with Michael Mulroney in Pennsylvania USA. He began to enthusiastically race the Morgan/GN with Vintage Racing at Lime Rock, Watkins Glen, Elkhart Lake (Road America) Summit Point, Savannah, Pocono, and Road Atlanta with VSCCA, VSCDA, and VDCA for a total of 15 events which are listed in the log book. Michael's two-member team was called "The Phlexed Sphincter Racing Team". Early on Michael had some difficulty with carburettor adjustments, distributor and magneto firing, but when running correctly the performance was perfect and enjoyable. That is, until he allowed his daughter, Moira to drive it in the 7th Annual Governor's Cup Vintage Race. Misfortune reared its ugly head and the crank extension sheared between the thrust bearing and the flywheel. The clutch release mechanism was destroyed and the splined end of the propeller shaft was bent resulting in one damaged Blackburne KMC motor. What to do? Send the motor back to England for repair? Yes, the crankshaft assembly was dispatched to Pat Bastock for refurbishing, England's Blackburne engine specialist.

In the interim, events loomed on the horizon and a "Morgan/GN/ Harley" was created, when a 1976 Harley Davidson motor was fitted into the vehicle, this was a shovelhead 45-degree air-cooled 1200 cc V-twin developing 55 hp. This motor is 15 pounds heavier than the Blackburne, but it was somewhat offset by the weight savings from the absence of coolant.

Other components consisted of a twin plate clutch from Coleman Products (which was attached because it fit the available space), a Cortina flywheel assembly with ring gear (weighing 12 pounds), a Mikuni carburettor, a Subaru starter plus an alternator was fitted to the rear chassis, the straight pipes emitted a 93 db racket. Further

modifications also included new king pin assemblies, new hubs, re-spoked wheels, new brake drums and shoes. Aircraft quality brake cables and fittings with the new Avon tyres completed the picture with the addition of a vintage-looking roll bar.

In 2009 the vehicle raced with 7 other Morgan trikes at Road America in a celebration of the 100th Anniversary of the Morgan Factory. I first saw the Morgan/GN during this occasion and had a brief conversation with Michael Mulroney and thought this would be an interesting vehicle to own, however since it wasn't for sale at the time I mostly tried to forget about it.

In 2012 the "quad" passed its annual technical inspection and was ready to race. The "quad" was rarely driven on the street although it was legally licensed, but its function served primarily as a racing machine. UV 2202 was subsequently sold to an owner in the U.K. in 2012 and was used at several events, once the Blackburne motor was rebuilt. Under new ownership in the U.K. the owner stated a "thorough fettle" was undertaken as.

I saw a photo of Salote in the February 2019 Rough Rider Morgan Club publication stating that it was available for sale in England from Steve Lister, the M.T.W.C. Registrar. I contacted Steve and we negotiated a sale, he insisted on having Salote inspected by a professional before the sale could be completed. T.A. Cowley of Cowley Restorations took on this task on 29 March 2019 and did an outstanding job giving Salote high marks.

All right, let's get the machine back on U.S. soil once again. Booking through Virgin Atlantic a space was secured on a pallet and Salote flew into San Francisco on 2 May 2019 and found a new stable. I have since decided that such a special vehicle with the name of a Tonga Queen is not a good fit and renamed it Chimera. Chimera - "an organism containing a mixture of genetically different tissues formed by fusion, grafting, or mutation". Here fabrication, welding and creativity supply the mixture.

Future plans for Chimera may include vintage racing and displays at various auto events. Meanwhile, I'm honoured to be the current care taker of a very special Morgan/GN with such a historic background. Add a propeller and it might even become airborne and reach an altitude of several feet favouring a strong head wind or perhaps a tornado. Larry Ayers, present owner and caretaker of UV 2202. **MOG**



Specification

Motor: KMC Blackburne OHV 60-degree V-twin 1096 cc

Bore and stroke: 85 mm X 96.8 mm

Water-cooled, 10/40 HP, c.r. 6.4:1 weight – 98 pounds

Carburettor: British Amal type 6

Fuel Tank: 3 gallons 1.5 pints Oil Tank: 5.5 pints

Starting: hand crank plus electric starter

Controls: dual hand and foot throttles and more

Chassis: Morgan and GN, tubular steel, lug and plate fabrication

Clutch: Pressure plate and disc, toothed flywheel

Transmission: Morgan two speed “wide-B” bevel box (no reverse)

Drive: dog sprockets & chains 0.75 pitch; gear ratios adjustable with sprocket swaps

Front suspension: Morgan, coil springs, sliding stub axles

Rear suspension: solid GN axle, quarter-elliptical springs, friction shocks

Front brakes: Morgan, cable operated Rear brake: pre-war Fiat, cable operated

Wheels and tyres: wire-spoke rims and hubs, Avon 350 X 19 front – Dunlop 400 X 19 rear

Body: Aero style, steel and aluminium construction

Dimensions: length – 9’0” width – 4’10” height – 3’6”

Wheelbase: 6’8” front track 4’3” rear track 3’6”

Weight: 705 pounds sans road equipment & silencers

Performance: Approx 84 mph @ 3500 rpm, sans propeller, seldom fitted

MOG

Life



BOB'S MOG DUCK BROKEN

The editor was amazed to discover that MOG motorsport correspondent, Bob Bull, had never been in a Morgan on the track. This was rectified both quickly and stylishly as he joined us for the lunch break parade lap at this year's Peter Morgan memorial meeting at Donington Park.



MOG INSPECTION

I thought the picture of a Mog inspecting the Mog's was rather amusing.

Interestingly the verb "Mog" means to "walk or move along slowly"...apt (or not) for Morgan cars (and their drivers) ?????!!!!

The use of the name `Mog` as attributed to cats comes from the series of "Mog" books by children's author Judith Kerr.

CAPTIONS PLEASE

If a picture can paint a thousand words, then we don't see what more could be said about this picture of MOG's man in the shed Cain Poulton on an electric scooter at Donington. But if anyone has any suggestions, answers on a postcard (or by email) will be readily appreciated by the MOG team.



In the factory and beyond



PLUS FOUR PLUS

Seen here Dunston Hall, is a fine example of a left hand drive +4+. Last month's conversation street discussion on future design and shape is proving quite prescient it seems, and as someone mentioned to Mog quite recently; "revisiting this design would be rather like the Ford motor company relaunching the Scorpio."



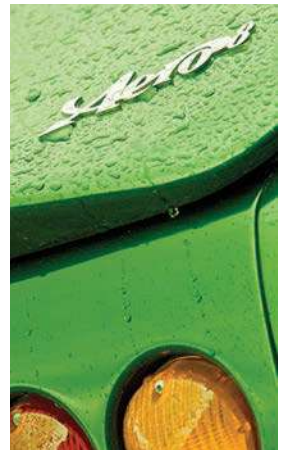
AVRO SCREEN

The Lancaster flying over Chateau Impney was not the only Avro product on display that weekend, look closely at the picture of regular MOG contributor Rob Pike sat in his father's Bentley, and you'll see his aeroscreens are also Avro made.

PLUS SIX PRODUCTION

A recent visit to the factory would indicate that Plus Six production is confined to the former Aero Shop at the bottom of the slope. It will be interesting to see if the cars are eventually assembled on the line along with the classics.







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