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EDITOR'S LETTER

May you live in interesting times. That's supposedly an old Chinese curse heavily steeped in Irony. Well here at MOG we love interesting times and this last month has been truly fascinating. We've all been going around topless, well ok, some of the folk here have hard tops, so not quite all. The quality of events we have attended has been incredible. We have met many of you on our journeys and appreciate your feedback on what we are doing. If you couldn't get to Montlhéry, for example, Mog went for you. How many of us would dream of taking their cars to the other side of the world and drive around New Zealand? Well we've got that covered too. That's what the MOG Community is all about, sharing the love of our cars and experiences.

The response to our Newer Perspectives competition has been exciting too. We have received many interesting and innovative entries. So thank you. But we will be keeping the entry open until the end of July, so please keep them coming.

Well the Sun is shining, and there's a Mog on the drive. I've already read the magazine, and loved it. Hope you will too.

All the Best

Nigel Bradford, Editor



092 MORGAN AND ME

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NEWS BITES

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DEWALT AERO 8 TO RACE AT SILVERSTONE CLASSIC

MOG is proud to announce on behalf of owner Preben Bograd that his Morgan Aero 8 DeWalt race car will be competing at this summer's Silverstone Classic.

The event will be held on 26th, 27th and 28th of July 2019, and the Morgan is racing in the Endurance Legends class. Steve Hyde, who drove the car at Le Mans 2002, will be the driver that weekend.

The car has been has spent two months with Kendall Developments



Ltd in St Ives, Cambridgeshire, who in Preben's words have "prepared the car in every way, to be fit for this year's race".

Preben has told MOG that If Silverstone goes well, they will also be racing at Masters Historic

Racing in Spa, Belgium in the end of September. We wish the team luck and hope many readers still be at Silverstone, along with us, to support this great Mog on its return to the track. We certainly wouldn't want to miss it.



ALL MORGANS' DAY 2020 LAUNCHED AT PICKERSLEIGH ROAD

All Morgans' Day 2020 was officially launched at a rally to celebrate the tenth anniversary of the Morgan Centenary Roadster 100 Register held at Pickersleigh road. Over 20 of the distinctive green Roadsters and their owners attended in glorious

sunshine and assembled on the newly mown field at the Factory.

Once again, the Big Day will be held at Blenheim Palace. The date for your diaries is the 7th of June 2020. Next year it is hoped that over 800 cars will be in attendance, beating the 650 that attended last year. The Duke of Marlborough has

graciously given permission for the number of cars allowed to park in the Great Court to be double that of previous events. This will allow far more cars to be parked in closer proximity than before.

Organised by the Centenary Roadster Register. All Morgans' day is, as its name implies, for Mogs



MORGAN THREE WHEELER WINS GOLD AT RHS CHELSEA FLOWER SHOW

After Morgan Motor Company's participation on their home turf at the Royal Horticultural Society's Spring Festival last year, this year a vintage Mog was winning accolades at the Society's premier event, the Chelsea Flower Show. Most show gardens at the Chelsea are developed around a theme, and many are to draw attention to a particular charity. The garden featuring the Mog was no exception.

The car was the centre piece of the "The High Maintenance

Garden". The garden was created by Sue Hayward for the Motor Neurone Disease Association. The concept for the garden was that of Martin Anderson MBE, a founder member of the Association.

The official description of the garden stated that; "This is a loved space, created over many years of hard work, that is gradually being reclaimed by nature.

The iconic, British, hand-built sports car is of equal passion to the garden owner - the result of a lifetime of planning for an enjoyable and active retirement.

The unintended garden reflects the limitations of a person with

motor neurone disease to maintain it: the mind and senses are still active but the body is in physical decline. The owner can still enjoy the garden's sensory elements, its relaxed beauty and atmosphere while, unchecked, it becomes a haven for wildlife."

The garden won a Gold Medal and Mog agrees that though poignant, it was truly stunning. The Editor now wishes his garage had a back door. Then, by the simple expedient of pushing a Mog out of it he could have an award-winning garden as well.



of all ages and type. Once again, all proceeds from admission to the event will go to the Register's chosen charity, Combat Stress. Further details will be announced

soon, in the meantime please start scraping your pennies together.

After the announcement, and before settling down to a buffet lunch complete with a spectacular birthday

cake, a plaque was presented to the Morgan Motor Company by David Harris. The plaque was gratefully received on behalf of MMC by Mark Ledington.

Letters



CONTACT US AT:
letters@mogmag.co.uk

MOG ★ Star Letter *This months winner of a really useful prize*

DEAR MOG,

The Future of Motoring, May issue MOG 2019

Interesting to read this article and the possible future of electric cars or propulsion by electricity. We are of course, going to have to do something, but we never really hear what the oil companies have in mind. Maybe Shell have put their head above the parapet but what of the others? – Esso, Texaco, BP etc. The enormous investment in fossil fuels, drilling, construction and shipping will not be allowed to drift off into the sunset while the ‘Battery Boys’ escalate before their very eyes.

Where then, is all this staggering about lithium ion coming from to power these electric vehicles? – not just the 23 million units in the UK, but worldwide! Who amongst us will have £5,000 “wedge” to effectively change the power unit every five years and if you want to sell your four year old car, what price would that be for, knowing after one year the buyer needs to replace the battery? The government of the day will not allow the electric car to cheaply and the loss of tax revenue from petroleum products will be squarely loaded onto the electric “newcomer” – for sure!

Electric propulsion will be the next stage but I feel the fuel cell is where all this will end with a modification for the internal combustion engine. I also believe that this system already exists in the bottom draw of oil company’s CEO’s but they will all let things carry on so long as there is a ‘Nodding Donkey’ still producing.

The government could lay down the law and outlaw the internal combustion engine but the oil companies are the governments “bread and butter” – and even the id’s of ministers of today’s pitiful standards get the drift of where this is going – but then again possibly not!

We can enjoy our ‘Mogs’ for many years to come – without a doubt!

Will Davenport

Thank you very much for your excellent, insightful and pertinent letter and for joining the debate in our Future of Motoring feature. Here at MOG Magazine we are always very excited to hear from our readers and to have you share your views with us about the issues that affect us all.

You raise the question of what will the major oil businesses do in response to the move away from the internal



combustion engine, and rightly so, and as you mention “What of their huge investment in fossil fuels?” I think you are right; they are unlikely to roll over and capitulate, this begs the question mind you, of what will they do?

You also have an excellent point about the resources required for the favoured alternative of electric vehicles, “Where is all the lithium ion coming from?” And what may well be the ultimate progression an alternative form of fuel cell coupled to an internal combustion engine; however this will need to produce a non-pollutant emission!

One thing I have found through my research, and I am truly fascinated by the subject, is that we, the man in the car as it were, may struggle to predict what comes next, how it comes and why? Perhaps the blueprints really are in some CEO’s bottom draw!



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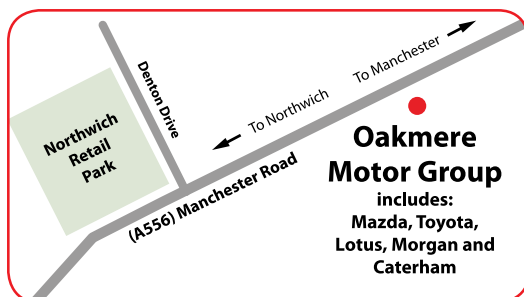
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THE FIFTH VINTAGE REVIVAL

– AT MONTLHÉRY, MAY 11-12

The event specifically targets any self-respecting owner of a vintage vehicle, bike, motorcycle or contraption, be it on 2, 3 or 4 wheels. To top it all off, most of these vintage and prewar vehicles get to race together, creating an amazing entente cordiale amongst the racers. To see them lined up prior to accessing the circuit is a display in itself.

WORDS Douglas Hallawell PHOTOGRAPHY Douglas Hallawell, Thierry Wurtz, Jims Christophe & Jack Hervé

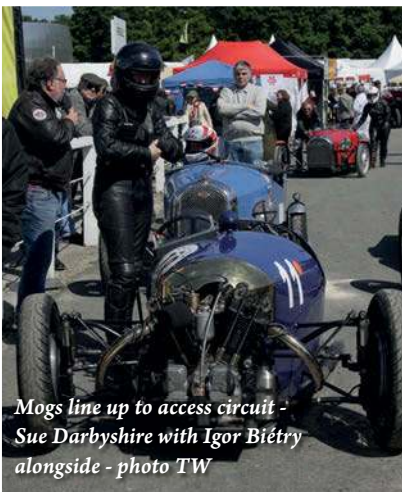
Although Montlhéry's 3.4 km long circuit isn't homologated any longer to host championship racing, this doesn't impede other forms of racing taking place there throughout the year (editor note: further explications on the subject were related in an earlier report on racing at Montlhéry in the October issue of MOG). Drivers, spectators, official commentator and press get to mingle together, chatting to one another or taking photos/videos of the motorbikes and vehicles as they wait for their turn to race. This is when stress sometimes can be detected as drivers tend to recalcitrant engines, wet electrics or whatever. The occasional showers on Saturday did little to alleviate the problem, considering that exposed engines do not fancy seeing their magnetos

dowsed with rain, however light it may be...

One of the major actors of the Revival is the ATF (for Amicale Cyclecariste de France) and Frédéric Viginier, the club president, regularly brings an impressive variety of trikes and cyclecars to the event. Nothing in the world would deter their owners from racing at Montlhéry as is the case for the important contingent of vintage 3-wheelers from the Morgan 3-wheeler Club – thanks notably to the efforts of Lesley Reynolds and Steve Lister in the UK – that also make the pilgrimage to this bi-annual event. Also flying the flag was an enthusiastic trio from the south of France in recent production Mog trikes headed by Raphy, a stalwart French mogger. An extraordinary sight during the two days of racing was to watch Morgans, ➤



Cover photo by Thierry Wurtz



Mogs line up to access circuit -
Sue Darbyshire with Igor Biétry
alongside - photo TW



Motorbikers eager to start - photo DH



*Ian Parkinson & 1934 MX4 SS
at start of race - photo JC*



The tank next to the propeller affair - photo DH



*Passenger Frédéric Viginier ATF president in Mog
trike pursued by a Bugatti - photo Jack Hervé*



Photo TW

Darmont Morgans and Darmonts take to the track together as depicted on the cover of this magazine.

The Revival has 13 sponsors and partners that include Rétromobile, PreWarCar.com, the Bugatti Trust, Brooklands Museum as well as Paris Auto Events. Some may call it the alternative to Goodwood Revival, the event is, nevertheless, in a league of its own. With 280 vehicles & trikes plus a further 200 motorbikes & pre-1919/exceptional vehicles, the Revival's programme listed a total 480 vehicles & motorbikes. Organisers have managed to group all participating vehicles, bikes etc. along with the paddocks and 37 spare parts stands, clubs, associations (that include FFVE the official French auto institution) and public parking for those attending in classic cars inside the oval circuit. Interestingly, the press has its own direct access inside that allows one to view the track from underneath. Over the years, though, the reinforced concrete slabs have sagged somewhat, contributing to a slightly bumpy ride. However, what a treat it is for the

spectator to see vehicles, trikes and motorbikes gradually (or rapidly for the initiated) creep up the banking that can cater for speeds of up to 220 kph in the corners.

Participants from the UK, Holland and Germany were well looked after by their respective representatives: Jean-Frédéric Frot, Koster Kees & Frank Seeger. Altogether, the staff comprises 78 volunteers whose enthusiasm contributes greatly to the success of the event. Thierry Dubois, a famous French (auto) cartoonist, well known for his drawings in *La Vie de l'Auto* magazine, collaborated by drawing the cover of the well illustrated 54-page programme (in French & English). Given that both Morgan and Bedelia are celebrating their 110th anniversaries, one of each is depicted in Thierry's colour drawing on the cover. Bedelia did you say? Well, the marque is French and Vincent Chamon, chairman of the Revival, is a Bedelia enthusiast himself (editor note: Bedelias were featured in the report on Rétromobile in the March issue of MOG). ➤







Jovial Swedish moggers - photo JC



Yann Leclerc & Muriel getting ready to fly off - photo TW



Mog parking area next to circuit - photo JC

Production of these very strange looking cyclecars was short-lived and production ceased in 1919 which, incidentally, was the year when Roger Darmont started to make a name for himself. In association with Baudeloque, the duo were Morgan dealers for France (& its colonies) that year.

In 1922 the Darmont brothers started assembling the Morgan 'Runabout' 3-wheeler under licence because French (cyclecar) legislation privileged this particular 2-seater model. Darmont then introduced the 'Morgan Darmont' designation, and by 1927 Darmont was an established brand in its own right. However, it is no secret that his Darmont-stamped engines were mostly copies of the JAP unit, albeit with slightly different specifications. The 1927 Darmont 'Special' even benefitted from front-wheel braking, a revolutionary feature at the time! Consequently, organisers decided to honour the marque by arranging a special display of 32 Darmonts and Morgan Darmonts including two rare Darmont V Junior roadsters from 1935 & 1936, representing Roger Darmont's brief incursion into 4-wheeler cyclecar production. They were also invited to pose together on the track for the photographers and press.

Of particular interest was the welcomed presence of Martyn Webb and his replica of the first production 3-wheeler from 1910 (editor note: this 3-wheeler was cover story in the March issue of MOG). Martyn was apparently delighted to take to the track in his 3-wheeler 'Runabout' given that he had not been to Monthéry for many years. He also stated that he managed somewhere in the region of 45-50 mph on the straight portion of the track, much to his own surprise! In similar fashion to Goodwood Revival, participants and spectators alike are invited to adopt the dress code, especially in and around the paddocks. Martyn dressed accordingly in period style but on the track his attire was more in keeping with the rest of the trike drivers for whom leather wear seemed to be the norm. This year, though, only helmets labelled NF, BS or EN were authorised. Organisers clamped down on track security as well, installing more chicanes than in previous editions _ as a means of slowing down the more intrepid racers. At scrutineering, Thierry Dubois' drawings resumed the criteria as regards what equipment is required for the vehicles and what clothing is authorised on board.

There were three Flat Rad Mogs participating that belong to Leigh Sebba (1937 4/4 Sports Le Mans),





Mog lining up on circuit surrounded by bikes - photo DH

Jehan de Penfentenyo (1940 4/4) and Charles Coignet (1937 4/4) but Leigh Sebba's was listed in a different class, pitched against 13 Bugattis and other serious contenders in grid C. The 11 grids were limited to 35 vehicles & trikes apart from three that were reserved for motorbikes & 'exceptional' vehicles. Another interesting Mog is Yann Leclerc's totally constructed from scratch 1934 Super Sports Beetle Back trike. It helps to be a fully proficient marine engineer as is the case with Yann and the result is admirable.

Along with Yann Leclerc in grid G, and distinguishing

herself with her 1929 Morgan Aero 1260 cc was Sue Darbyshire who, like Caroline Gary in a 1933 Morgan racer, was faced with serious competition from the likes of 23 other Mog trikes. At the end of the race, when questioned as to who performed the quickest in the trikes, Yann promptly cited Sue Darbyshire. Contrary to all the other trikes and cyclecars that came on trailers, however, was Ian Parkinson's 1934 MX4 Super Sports that was driven by him all the way from the UK! Ian is events organiser for the Morgan 3-wheeler Club and was part of the 148-strong VinMog contingent travelling in 70 Mogs. From further ➤



Photo TW



Martyn Webb waiting for the signal - photo DH

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afield, four VinMog crews sporting white personalised overalls made the trip all the way from Sweden.

VinMog and the Morgan Club de France teamed up to organise a joint display of Mogs that numbered approximately 130 in total. As usual, Quentin English and his devoted team of co-organisers were in charge of VinMog whereas Jean-Louis Moreau organised on behalf of MCF. Moggers from the two clubs also shared a very large marquee where, unsurprisingly, a large number of them were found to be seated together during the lunch hour(s) to continue watching the racing whilst picnicking. Further along was located the parking space allocated to MSCC's tour operator, Scenic & Classic Car Tours (headed by Kieran), where a further 45 cars were parked including many more Mogs.

As for Martyn Webb, his 1910 Runabout ended up listed in the pre-1919/exceptional vehicles grid that turned out to be a real melting pot comprising Bedelias, trikes, motorbikes, and contraptions (for lack of a better word!) of all sorts that included a propeller-driven affair plus a 'tank'. To see the Bedelia drivers having to alternate peering over their passengers' left then right shoulders as

they drove along was quite a lark!

For the motorbike and bike aficionados there was plenty of choice too, and the Brooklands Museum can be credited for the wonderful assortment of motorbikes they brought to the event. The plethora of marques inevitably attracted the public to their paddocks. On closer inspection it became quite clear that many are strictly for circuit use and very few are likely to be seen on public roads in France or the UK. Once again Igor Biétry was in charge of commentating throughout the weekend. To round off the Revival on Sunday, it is regular practice to invite drivers from participating clubs to drive three laps, courtesy of the organisers. No wonder a horde of Morgans took up the invitation!

Given that the Le Mans Classic event is only held on even years, the Vintage Revival does offer an equally entertaining and alternative French event for the odd numbered years. This year's edition enabled Morgan to showcase its production of 3-wheelers from the past as well as a variety of the more recent 4-wheeled models inside the mythical circuit while providing much of the entertainment throughout the weekend. **MOG**



Mog paddocks - photo JC



Leigh Sebba & 1937 FlatRad with Ian Parkinson standing - photo DH



Raphy & his trike with another fellow trike owner - photo DH



Paddocks - photo JC



Bedelia - photo TW



About to access the circuit - photo DH

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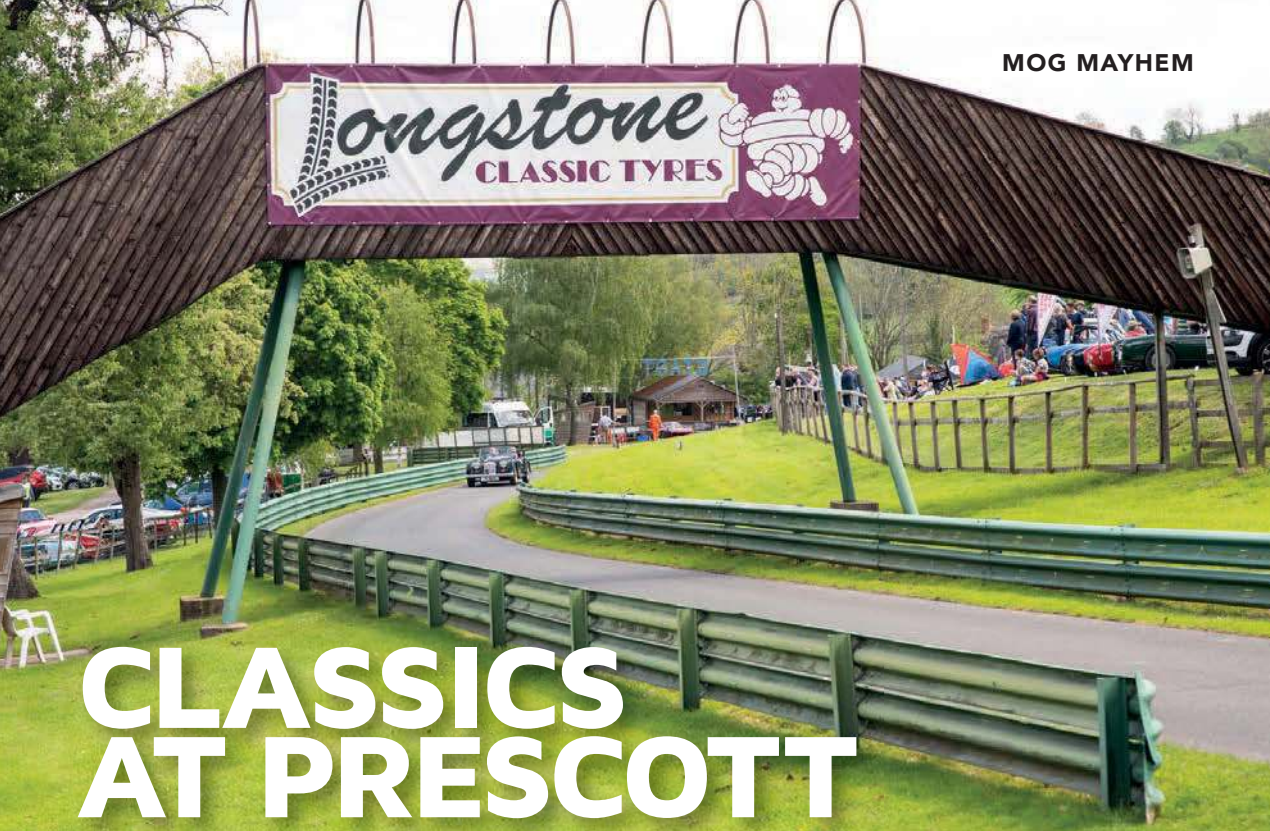
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CLASSICS AT PRESCOTT

The Merry Month of May saw brilliant weather and the true start of the Car Enthusiast's Season, both on the track and at shows up and down the country. So MOG's regular contributors went a Maying. WORDS & PHOTOGRAPHY Granville Orange

Sunday the 12th of May was forecast to be a lovely warm and sunny spring day and so it was as I packed my camera kit and notepad and drove down to Prescott on behalf of MOG for the "Classics at Prescott" charity event. This is the 16th year that the Rotary Clubs of Cheltenham Cleve Vale and Winchcombe have combined to run this event which has raised almost £250,000 to date for Rotary charities.

What can be more wonderful than wandering amongst some of the most beautiful, stunning, old or new classics

that you could ever imagine... all looking absolutely fabulous in the bright sunshine, and in such a glorious setting? The paddocks and public car parks were simply full with surprise and delight, and this event is run with a charming relaxed approach... as if it has a smile on its face as opposed to some of the more competitive events which one attends where the adrenaline and testosterone are flowing in bucket loads! Everyone is welcome and Prescott was resplendent and busy, and I must say very well run by an army of Rotarian volunteers. ➤





What's more, I had been tipped off in advance that there would be a good selection of Morgan's taking part... in fact there were 9, and more to be found in the public car parks. All a feast for my camera and a chance to talk to many an owner about their own cherished version of our beloved marque.

I met Steve from the Winchester area who was there with son Sam in a bright blue Plus 4/4, registration X1 MOG, this being Steve's first Morgan. Steve informed me that he has covered 15,000 miles since owning the

car these past four years, including a trip to the Flanders battlefields of WW1. He loves the idea of owning a British hand crafted vehicle...something that oozes heritage, and he has enjoyed trips to the factory in Malvern to see the skilled fabrication of the cars. Steve and Sam were booked in for the hillclimb, and enjoying the day.

I then met John Wheeler in his lovely Plus 8 in Porsche Oak Green, registration V55 JSW. John had driven up from Surrey to make a weekend of it in the Cotswolds





and was accompanied by a number of friends all driving stunning classics of various marques, and all enjoying the sunshine and like many in attendance, a picnic on the grass by their cherished cars. John explained that his +8 has the Rover 4.6 engine, which when introduced by Morgan in the 1960's was the fastest accelerating UK production car. John's version dates back to 1999 and has covered 30,000 miles in those 20 years. John has been the proud owner for the past three years, and it previously belonged to a friend. Discussions were had over a lunch

whereupon John learned that his friend was thinking of selling it, so the deal was that they would go to a track day at Goodwood, John would give it a spin, and if approving, would purchase. He bought it on the 2nd lap! John's only criticism is that the car has an in-built engine shut off system if it senses the car is in an accident. However, when going over many a pot hole that we all have to negotiate these days due to the poor state of repair of so many of our roads, it senses a bump, and cuts out! Not ideal when there is no warning and traffic behind. John ➤







uses Brand's Hatch Motors for all his servicing needs and cannot praise them highly enough. Of course they are known to us here at MOG too, and regularly advertise each month, which we welcome and appreciate.

Also in the paddock, it was good to meet up with Ian Horsfield again in his lovely maroon Plus 8, registration MOG 1S, and there was the Aero Racing Plus 4 "Baby Doll" in Kingfisher blue and white stripes with the appropriate registration of DO11 MOG. Over in the public car park I found a lovely blue Plus 8 registration LS63 GYN, the owner of which explained that this was the naturally aspirated BMW 367hp V8 engine capable of 0-62 in 4.5 seconds, and then there was the very nice 3W with RAF roundel and transfer amongst the many Morgan's... too many to feature or mention here in fact. This really is a super day, and perhaps the feature here will result in even more Morgan's joining the fun day out next year? Let's

hope so, and all in such a good cause too.

The running commentary by Zog Zeigler on the public address system was excellent and informative throughout the day, and highlighted to the large

gathered crowds that they could meet Sam Lovegrove and Henry Cole in the paddock from the television programme "Find it, Fix it, Drive it". They were filming for the forthcoming series and had entered into the hill climb a newly restored MG Midget, 909 YPP. Look out for this feature in the new series on channel More 4 which I am told will go out later in the year.

Joy Rainey, the ladies hill climbing record holder was there in her McLaren 570S Spyder, and for the three lucky raffle winning members of the public,

was offering a thrilling ride up the hill in her supercar which is capable of doing 0-60 in 3.2 seconds and has a top speed of 204mph!

I loved seeing several marques that I had previously





owned, including a lovely convertible Triumph Herald 13/60, and a beautiful Alfa Romeo Junior GT 1600. I have fond memories of driving mine all the way to Italy in 1977. I had it serviced whilst there by an Alfa specialist and it never went as well as it did follow that service. Happy days!

The day also featured a number of Allard's celebrating their 70th year, two Daimler Dart's, which, upon introduction to the USA market in 1959 this was voted the ugliest car of the year, and they were celebrating their 60th year, plus various Marcos, Buckler's, Porsche's galore, a lovely range of Triumph's, MG's, TVR's, Jaguars, Ferrari's, Alfa's, Lotus, Escort's, some very pretty Honda S800's, plus rare examples from Bentley, and an ASM R1 Roadster Stirling Moss tribute car...to name some but not all by any means ... with 192 registered cars each doing three hill climbs during the day !

As a proud Morgan three wheeler owner and fan, of interest was a Lomax three wheeler that was parked up in the public car park. These are a British kit cars with fibreglass bodies and Citroen mechanics that have been in production since 1982. I then came across another three wheeler with another transverse Citroen 2CV engine...a Pembleton. These machines are hand built to order in Worcestershire, albeit the owner of this fine

example informed me that he himself had built it over 18 months, having purchased just the chassis and some drawings from Pembleton, and it has, he said precisely 1,842 rivets moulding and holding the shiny polished aluminium body panels together! It really is a love, a passion, and drew lots of attention. Interestingly the work shop is in the same county as Morgan, to be exact in Bayton, near Kidderminster, Worcestershire. Do have a look at their web site. The first Pembleton was crafted in 1999 by ex National Hill Climb Champion Phil Gregory, and is known as "Old Number 1". Phil's son Guy has taken the original design and with his small team nestled in the rural countryside of Worcestershire continue to hand build these 3 wheeler cycle cars. Quite amazing. The starting price for these vehicles - the V Sport, is £21,995 and visits to the workshop are invited.

As the temperature in the shade hit 21C the many refreshment kiosks were doing a roaring trade, especially the ice cream vendors. Children were having great fun rolling down the grassy slopes. and families picnicked in the sun. The day rolled by and as mid-afternoon approached, it was time to depart this fine historic setting, return home, and paw through the many photographs taken on the day. Save the date for next year: May 9th & 10th 2020. **MOG**



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PETROLICIOUS DRIVERS DAY, BICESTER



This was a rather special day at Bicester Heritage, a bit like the usual Sunday Scramble, but without the Scramble. The cars just seemed a little bit more refined, the people a little more stylish, and the atmosphere a little more relaxed. (Apart from an annoying yellow Porsche who's alarm just sounded all day.) The format was the same, turn up in your special car and look at every one else's. As with other Bicester events, this one really started on the M40 where it seemed every third car was heading to the event. Petrolicious motto of "drive tastefully" should have the additional caveat of drive carefully because it was easy to become distracted by all the precious metal sharing the motorway.

As with any event at Bicester the car parks are as much of an attraction as the central display cars themselves. Unlike other events here there were no club gatherings.

However it was remarkable how cars did manage to congregate in little groups. Mogs being no exception. But most cars were parked randomly, forming some wonderfully incongruous pairings. Most cars were immaculately turned out, but it would appear that to some rust is the new gloss.

Of course the event was all about classics, sports cars and race cars, but someone turned up with an unfinished new car, Morgan of course. Eager to show off the new Plus Six chassis, MMC had occupied a display area in the main hangar. The



Plus Six and Plus 4 110 Works Edition drew appreciative crowds. At the end of the day though, some folk were more interested in the leather sofa. Also on display was a 3 Wheeler and a Pashley Morgan Bicycle. The bicycle was not the only one to be seen on the day as a couple of original Raleigh Choppers could be found up against a fence, now that was real nostalgia! **MOG**



DONINGTON HISTORIC FESTIVAL

This wonderful event is now in its ninth year and becomes better every year. This is due to the fact that from both the drivers 'and spectators' point of view Donington Park is one of the best tracks in the world, as was stated by Ayrton Senna, and who am I to disagree with him?

WORDS Phil Royal PHOTOGRAPHY Phil Royal & Andy Warren

The Morgan club are allocated parking within the infield of the track and our, now usual, spot is by the Roberts chicane on the start/finish straight. This gives us a great spot by a tricky part of the course and we are within a couple of feet of the track itself. This means that if the weather is inclement, as it was on the Friday, we can sit in our Morgans and watch the action. The pit garages and paddock are open all weekend and allow us all to soak up the atmosphere as we mingle with the people and machines about to go on track.

There is a great variety of cars ranging from 1920s monsters (and tiny Morgan three wheelers) to touring cars of the Lotus Cortina era, with sports and racing cars of all types and sizes up to the 1990s formula twos. At lunchtimes there were parade laps by any who wished (for a small charge) to take their cars on a lap or two, as well as demonstrations by F1 cars of the 1990s. Aeroplanes from the Battle of Britain flight also made a lunchtime flypast.

In my opinion this is the best historic meet in the country and for club members with their reserved





infield(free) parking and half-price tickets of £40 for the three days makes it a must go to event. The fame must be spreading as this year two Morgan owners from Bergen in Norway came over (without cars!) and said how much they enjoyed the event.

I should add that Morgans were also on track with a couple of three-wheeled Aero SuperSports, two SLRs, TOK and Leigh Sebba's lovely flat rad which was raced by Prue Fawcett at Le Mans. All of these cars and their drivers acquitted themselves very well and were urged on

by those of us watching behind the barriers. The leading Three wheeler in the "Mad Jack" Race for pre war sports cars probably put up the performance of the meeting. Starting from the back of the back of the grid lead off driver Ewan Cameron was in the region of fifth place at the time of his handing over to Sue Darbyshire. Sue, as ever, improved on this and managed an incredible fourth place at the chequered flag. They were second to a Frazer Nash in the 1500cc class. Once again, the little Mog was taking the bigger cars on the corners, and this year was probably ➤





exceeding 100mph on the straights.

Mention must go to the organisers of this event – Historic Promotions - who do a sterling job and to MSV Racing who have recently acquired the track and are making vast improvements. There is one improvement which I would like to suggest for next year and that is warmer and drier weather – although the wet track did add greatly to the racing experience. I shall certainly be there again next year on the first May Bank Holiday weekend. I hope to see you there as well. **MOG**



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THE COURT HOUSE SHELSLEY WALSH

This month we have somewhere very special indeed for you - The Court House at Shelsley Walsh. Situated alongside the Oldest Motorsports Venue in the World, The Court House is the ideal place to stay, not only if you are attending any of the motoring events at Shelsley, but at any time of year. Not only that, the proprietors Keith and Lisa are very keen Morgan enthusiasts.... and more!

WORDS Granville Orange PHOTOGRAPHY Granville Orange and The Court House

Set within a stunning valley, the views from the Court House are simply to die for. The grounds are beautiful, with a mill stream running through into a pond where ducks and geese wade and swim and are free to wander around amongst the pheasants and other birds and wildlife. There is ample outside space for guests to relax and enjoy the peace and tranquillity of this special and historic place (race days being the exception!). Adjacent to the house is St Andrew's church which dates back to the 12th century, and the restored working water mill, both well worth a visit for any guest staying at the Court House.

Keith and Lisa have refurbished the Court House, the

origins of which go back a thousand years, over recent years to THE highest of standards and it is now an elegant and stylish B&B. The bedrooms ooze charm and character and each is so different to the next, and all are exquisite with their stunning bespoke interiors. When shown around by Keith, Christine and I were simply blown away by the attention to detail and quality of the accommodation. It is not only the five guest bedrooms that are very special either. The house boasts a full size billiard room, a fabulous bar, and a charming dining room...with log fires, vaulted ceilings, beams, and a panelled staircase.

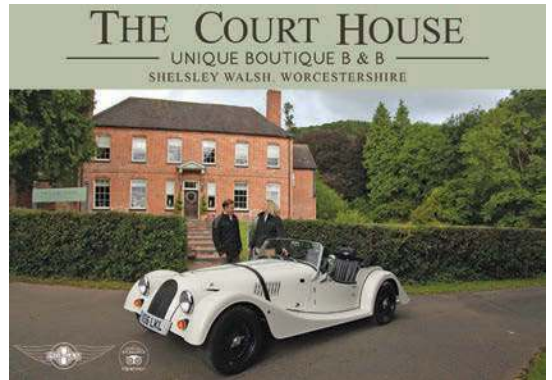
The reviews on the social media sites are testament



to the quality of this B&B. Furthermore Keith and Lisa won Best B&B in Worcestershire in 2016, and should you watch it, won "Four in a Bed" in 2015 - in their first year of operation. They have the Trip Advisor Certificate of Excellence too. A relaxing and comfortable, indeed a luxurious indulgent stay is guaranteed.

The history associated with the house is fascinating. Ask Keith and Lisa to tell you all about the ghost - Lady Lightfoot, and the links with the gunpowder plot. Sir Richard Walsh lived here when High Sheriff of Worcester, and it was he who is reputed to have rounded up members of the Gunpowder Plot in 1605. We were totally absorbed and spell-bound.

I stated earlier that Keith and Lisa are Morgan enthusiasts and more. Well, that's a bit of an understatement really. The rather unique aspect of staying here is that the B&B rate includes five hours in one of the three Morgans owned by Keith and Lisa. Breakfast is held in the dining room with all guests sitting down together, and following the appropriate briefing and necessary paperwork off you go on a pre-determined route around picturesque rural Worcestershire and Herefordshire, leaving at 10.30am and returning at 3.30pm. Take your



WHERE TO STAY



pick from Maisy, Maude or Mabel...all cream, one being a 4/4, the other two are Plus 4's. The Court House is only around 30 minutes from Malvern and the Morgan factory, and Keith informed us that 50% of the guests do visit the factory. If you are thinking of buying a Morgan what better way to test drive one and not only that, but discuss all things Morgan with fellow guests over a pre-dinner gin and tonic in the bar? (Dinner can be provided upon request in advance at an additional charge of course). Morgan books and various Morgan ephemera are dotted

around the house too.

By special arrangement evening drives can be arranged, and The Court House is also an exceptional wedding venue... not least as St Andrew's is in the front garden!

To book, it is advised that you contact Keith and Lisa direct, albeit the Court House is to be found on most of the popular booking sites. **MOG**

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THE RED TRIANGLE

*A reputation for quality and performance made Alvis
one of the most British names ever to adorn a car*

WORDS Dave Smith PHOTOGRAPHY Various

If you join the dots of Greater Birmingham, Luton, Dagenham, Cowley and back to Birmingham, you'll have a very long, thin diamond shape. Going back a few decades, most of the UK's motor car production happened within that narrow rhomboid, and one of the liveliest spots within it was Coventry. One of the names the city was most proud of was Alvis, although the company was a relative latecomer to the party.

Thomas George John founded TG John and Co Ltd in 1919 to make stationary engines and motor scooters. The company logo was originally a winged green triangle, but the Manchester-based aircraft company, Avro, harrumphed that it was rather similar to their own logo, so John changed his to an inverted red triangle.

Soon, John teamed up with Geoffrey de Freville, who had designed his own four-cylinder engine, and their first product was the Alvis 10/30. This used a long-stroke 1,460cc side-valve engine based on de Freville's design, and came with a range of factory bodies or coachbuilt options. Right from the start, the 10/30 was marketed as "The Car for the Connoisseur," and lived up to it, giving the company a reputation for build quality and performance that they were naturally keen to maintain.

The Alvis Car And Engineering Company was born in late 1921. There are many apocryphal stories about where the name 'Alvis' came from, but de Freville always maintained that it was a meaningless word, purely chosen because it was easily pronounced by speakers of any language. The newly named company took on a new factory in Coventry, headhunted some talented staff - including a chief engineer and chief draughtsman from nearby Daimler - and set about making improvements.

The range was expanded with the 11/40 - which

used an even longer stroke to bring the engine up to 1,598cc - and later 12/40, but the new chief engineer, Cpt George Thomas Smith-Clarke, modified de Freville's engine with overhead valves to create the 12/50 in late 1923.

The new 12/50 used a 1,496cc version of the new OHV engine, and came in 108" (SA) or 112" (SB) wheelbase chassis. The SA was mostly seen with a two-seat, boat-tailed sports roadster body, while many of the SBs were sporting 2+2s. Later models had the

long-stroke engine as an optional extra, and this became standard when the SC arrived in late 1924. Throughout the Twenties, the model was constantly refined and updated until it went out of production in 1932, by which time Alvis had become synonymous with refined, sporting cars for discerning gentlemen.

Meanwhile, those engineers weren't resting on their laurels, and by 1927 they had debuted the six-cylinder, 1,870cc Alvis 14.75, which later became the 16.95 with a 2,148cc engine. This big, handsome cruiser was also refined throughout its long life, and featured a number of firsts and breakthroughs, including independent front suspension, all-synchromesh transmission, a duplex cam chain with sprung tensioner and, later, servo-assisted all-round brakes. This model was renamed the Silver Eagle in 1929, and the range later incorporated a short-chassis sportster, plus a wider track and lower-slung body for weekend racers.

Once again, there was no time for those engineers to relax, as the next model - the 1928 12.75 sportster - was a technological tour de force. They were definitely sports cars, most having two-seat or 2+2 bodywork, but up front was a 1,481cc motor with overhead cam, an optional supercharger... and front-wheel drive.

The factory had been racing four- and eight-cylinder front-wheel drive cars for a couple of years, and two





1920 Alvis 10/30 Tourer in Coventry Motor Museum
pic Vauxford



1923 Alvis 12/40 pic DA Warwick

of the four-cylinders came home sixth and ninth overall in the 1928 running of Le Mans to sweep the under-1,500cc class. Another supercharged 12.75 came second in the 1928 Ards TT race, just 13 seconds behind the similarly powered local Coventry rival, Lea-Francis. After a gruelling 400 miles in this new Tourist Trophy road race around Northern Ireland, the Alvis ran out of fuel a few hundred feet after the finish line...

All this did nothing to hurt Alvis' sporting pedigree, naturally, but the front-wheel drive 12.75 may have been a technological bridge too far for the mainstream motoring world, and only around 150 were built. That makes them highly sought after today, of course.

Production and innovation continued through the Thirties, with the 2.8 and 3.5-litre six-cylinder Speed 20, followed by the seven-bearing 3.5-litre Speed 25 and 4.3 Litre flying the flag for both performance and

luxury. In 1936, the company shortened its name to simply Alvis Ltd, and, with a degree of prescience, branched out into aircraft engine and armoured vehicle manufacture. After a brief hiatus when war was declared in 1939, production of the 12/70, Speed 25, 4.3 Litre and Crested Eagle model continued until 1940.

Naturally, with Coventry being a major manufacturing city, this attracted the attention of Herr Hitler and his Luftwaffe, and the Alvis factory was severely damaged during the Coventry Blitz of November 1940. Amazingly, this misfortune barely caused a missed step in Alvis' military manufacturing, and all car production was halted so that all hands could move to the war machine production lines. Most of this work was building aero engines for Rolls-Royce, but after hostilities ceased, tanks and other armoured vehicles would become an increasingly large part of Alvis's ➤



1927 Alvis 12/50 pic DaveS



1932 Alvis Speed 20 pic DaveS



1933 Alvis Crested Eagle pic Steve Glover



1937 Alvis 4.3 Litre saloon



1937 Alvis Speed 25



1938 Alvis 12/70 Mulliner
Drophead Coupe pic Steve Glover

workload. One very successful venture was the Alvis Leonides nine-cylinder radial aero engine, which found its niche in the growing post-war helicopter market.

It would be 1946 before Alvis finally returned to car production, but this wouldn't be without its own issues. First, many of the pre-war designs and blueprints were lost in the Blitz, but Alvis' stiff upper lip never wobbled, and they continued to supply parts and service to owners, even if that meant making new parts using the owner's worn or broken part as a blueprint. Second, not only were materials in short supply, so were manufacturers. Other, larger car companies quickly acquired those coachbuilders that survived the war, so Alvis struggled to get bodywork. Third, an increased tax on cars in the Alvis price bracket during the post-war austerity years made many buyers think twice. Had it not been for the military side of the business, Alvis would almost certainly have been sunk.

The first car out of the post-war gate was the TA14, a Mulliner- or Tickford-bodied sports saloon or drophead based on the pre-war 12/70. Some TA14 chassis went to Switzerland to be bodied by the biggest name in the game, Graber. The later TB14 was a modern, swoopy two-seater bodied by AP Metalcraft, but its high price restricted sales.

With John having retired in 1944, and Smith-Clarke

following six years later to be replaced by Willie Dunn as chief engineer, 1950 would prove to be a pivotal year for Alvis cars. A new chassis, carrying a 3.0-litre six-cylinder engine, was under the new TA21 Mulliner saloon, Tickford drophead coupe or TB21 AP Metacraft two-seater, when they debuted at the 1950 Geneva show. This chassis had independent, coil-sprung front end, a live axle on leaf springs at the rear, and Lockheed hydraulic drum brakes. Little did Dunn know at the time, but this chassis and straight-six engine would see the company through to the end almost two decades later.

The TC21 came along in 1953, but without the two-seater option. It wasn't the success that Alvis needed. The TC21/100 Grey Lady followed shortly after, so named as the 3.0 engine had been tuned to give a guaranteed top speed of 100mph. This may have been a ruse or PR exercise to divert attention away from the fact that, while other companies were borrowing flashy, transatlantic styling by the barrowload, the stately Grey Lady was looking distinctly out of fashion.

Over the next couple of years, Mulliners were exclusively contracted to (and subsequently bought out by) Standard Triumph, and Tickford went the same way to Aston Martin, leaving Alvis high and dry. In a bold move, they turned to Graber, asking for a



1953 Monte Carlo rally, Alvis 3.5 litre entered by Dorothy Stanley Turner and Nancy Mitchell. Also with them was a Mrs. Fotheringham Parker pic Joöp Van Bilsen



1957 Alvis TC108G Graber pic Andrew Bone



1950 Alvis TB14 Roadster



1953 Alvis TA 21 pic Alf Van Beem

licence to reproduce his designs in the UK. Graber agreed and built a couple of prototypes, which were returned to the UK to be patterned and the bodies built by Willowbrook of Loughborough. The result was the TC108G, a modern and beautiful GT coupe, in 1955. It was cost prohibitive, though - Willowbrook only built 15 or so examples, against Graber's 22 over the following two years - and never really got on track until Park Ward took over the coachbuilding in 1958.

This model was renamed the TD21, available in 2+2 coupe or drophead styles, and was everything Alvis had been waiting for. Tuned up to 115bhp, and with either a four-speed manual or three-speed BW auto, it was a true British GT. In 1959, it gained front disc brakes, with the 1962 Series II version getting Dunlop discs all round. It struggled for sales, though, especially when Jaguar's stunning new E-Type debuted in 1961, at two-thirds the price of a TD21.

They stuck at it, however, and 1963 witnessed the launch of the TE21, or Three Litre Series III, with the stacked quad headlamps. An update of the TD21's Graber design, the Park Ward (now Mulliner Park Ward) body was clean, modern, and instantly classic. The updated version, the 1966 TF21 or Three Litre Series IV, looked identical but had further tweaks to offer a 127mph top speed to match its looks. Oddly, the

TE21 remained available for special order.

The biggest changes, however, were taking place in the boardroom. In 1965, Alvis lost its independence when Rover bought a controlling interest. A new mid-engined V8 design, codenamed P6BS was on the drawing board and was tipped to be the replacement for the TF21. However, the Wilson government was slowly shepherding Rover's parent, the Leyland Motor Corporation, into the same pen as British Motor Holdings, to form the ill-starred British Leyland. The slow-selling Alvis had no place in the new regime (although the military division was doing rather well, and kept going separately), and car production was halted in 1967.

There was a management buyout of remaining stock, tooling and assets, and a new company, called Red Triangle, set up just down the road in Kenilworth to supply Alvis owners. Alvis' military division moved to a site in Walsgrave, Coventry, in 1990, and later all the way to Telford in 1990. It was absorbed into defence giant BAE Systems in 2004, when the famous red triangle logo disappeared. These days, ask a Coventrian under the age of maybe 30 about Alvis, and they'll probably direct you to the Alvis Retail Park, a large suburban shopping centre on the site of the old factory on Holyhead Road. Alvis truly has left the building... or has it? ➤



1962 Alvis
TD21 Series II



1966 Alvis TF21 DHC pic Davocano

Bertelli



THE RED TRIANGLE RETURNS

In this, Alvis' centenary year, the famous red triangle is far from deceased. The Alvis Car Company are building The Continuation Series, a limited run of famous Alvis models, built using original works drawings, yet fully compliant with current emissions standards. Each is craftsman-built to special order in Kenilworth, to the bespoke requirements of the customer, and production time is usually between 18 and 20 months, depending upon the specification.

You could have yourself a Van Den Plas tourer, a Bertelli sports coupe or a superbly Art Deco styled Lancefield convertible, all based on the 4.3. Or you could have one of the sleek and sexy Park Ward or Graber coupes or dropheads, powered by the 3.0. The 4.3 engine is faithful to the 1936 original but uses modern technology to ensure it meets today's emissions standards. This is quite an achievement, but also means that Alvis is the only British-owned

car manufacturer to design and build its own engine... I can't quite decide whether this is something to be proud of, or a fact to be ashamed about.

Naturally, you don't buy a bespoke, hand-built classic motor car for Dacia money, and the bottom line varies according to customer specification, but expect prices to begin at 'house' and end at 'palace'. See www.thealviscarcompany.co.uk for more details. **MOG**



Park Ward

Graber Coupe



Van den Plas





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(1990) PLUS 4

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Royal Ivory,
Blue Leather

£22,495



(UNREG) THREE WHEELER

S & S 2.0LV-Twin
Pastel Green,
Charcoal Leather

£39,995



(UNREG) PLUS 4, 110 LTD EDITION

Ford 2.0LGDI
Sports Black,
Mulberry Leather

£49,795



(2007) PLUS 4, 4 SEATER

Ford 2.0L
Royal Ivory,
Dark Blue Leather

£31,995



(2016) PLUS 4

Ford 2.0LGDI
Royal Ivory,
Black Leather

£38,995



(1981) PLUS 8

Rover 3.5LV8
Signal Red,
Black Leather

£38,995



(UNREG) PLUS 4

2.0L
Porsche GT Silver,
Mulberry Leather

£47,995



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ONE UP TO PHILLIP

AERO CHALLENGE

ROUNDS 2 AND 3 FROM BRANDS HATCH

A mere two weeks after the opening rounds of the Aero Morgan Challenge at Silverstone, the circus moved further South to Kent and Brands Hatch, a different challenge (no pun intended), from the bland wastes of the Northamptonshire circuit.

WORDS Bob Bull PHOTOGRAPHY Tripos Media

Twenty three cars took their places on the grid with a number of changes from the Silverstone line up. Reigning Champion, Tim Parsons was missing, as were eight other names, however, Simon Orebi Gann returned, and Guy Grant joined the Challenge in a Richard Thorne run Club Sports.

Not only was the venue different, but so was the grid for race one, sitting proudly on pole position was Phillip Goddard in his familiar Black V8, with a similar car alongside, that of Roger Whiteside, and heading row two was none other than Keith Ahlers! It was a shock to one-and-all to see Keith out qualified, even Keith himself

looked baffled. Andrew Thompson once again proved 'best of the rest' sitting alongside Keith, with his silver ARV6, while John Emberson had Simon Orebi Gann for company on row three. Stephen Lockett claimed 'Class 'C' in 12 spot, James Sumner 11th, Class 'D', Sharlie Goddard a sole runner in Class 'H' lined up 22nd, while Peter Cole another singleton entry in Class 'R' was in 17th place.

Luckily the threatening skies did not release any precipitation so the track stayed dry for race one, and as the red lights went out it was Andrew Thompson who took off from the second row like a rocket leaving for Mars, holding a substantial lead even before Paddock

The sun catches the headlamp of Andrew Thompson's ARV6 as he leads the pack up to Druid Hill Bend



Hill Bend was reached. Phillip Goddard held off Keith as the pair set off in pursuit of the flying ARV6, but it was still Andrew in front across the finishing line on laps one, two and three before the more powerful V8's managed to force their way past, Phillip on lap four and Keith on lap five. Roger Whiteside found it a little more difficult to overcome the nimble Class 'G' car, but even once past could not relax as Andrew harried him all the way to the chequered flag with a deficit of just 0.721 across the line. John Emberson held a lonely fifth place, while Max Whitehouse, Simon Orebi Gann, Tony Hirst, Phillip Tisdall, and Stephen Lockett completed the top ten. Jack

Bellinger, Craig Hamilton-Smith, Brett Syndercombe, and James Sumner enjoyed some close racing as they swapped places continuously throughout the race taking the flag with less than two seconds covering the lot of them. Greg Parnell, second in Class 'J' finished a distant 15th, followed by Paul Bryan, Chris Springall, Peter Cole and Sharlie Goddard who also enjoyed keeping close company with under three seconds between them across the finish line. John Richards a newcomer to the series brought his Club Sport home 20th, while Richard Fearn scraped home in front of debutee, Guy Grant after a race long battle.

In the paddock after the race there were two very happy ➤

MORGAN CHALLENGE



Phil Thomas's rear wing needed work with a big hammer



Keith Ahlers collects his trophy for win number 102, after defeat number one, in the first race of the day



Bunnies, Phil Goddard plainly delighted to have beaten serial winner Keith Ahlers. Asked for a quote he thought for a moment and said: “Beat him at last” Keith was gracious in defeat giving full credit to his rival, admitting it was a fair win. The other man with a huge smile on his face was Andrew Thompson; “It was nice to beat the V8’s off the line, and even nicer to still be in front at the end of the lap.” It made for exciting racing as well.

A less happy face was that of Phil Thomas, sole retirement after receiving a nudge from Max Whitehouse, in what seemed to be an over optimistic attempt to pass into Druids Hill Bend. The collision forced a rear wing on to the tyre causing retirement and a great deal of work with a hammer to bend the wing straight enough for race two. Remembering that only a single point separated the first two in the 2018 Challenge, it is possible that even one non finish could have an effect on the Championship at

the end of the year.

Round four once again benefitted from a dry (well dryish) track after rain had affected several earlier races, so lining up on the grid in the order they finished the first race Phillip Goddard once again had pole position, but he now had the redoubtable Mr Ahlers for company. Despite their advantage it was Andrew Thompson who once again left them for dead as the lights went out, the ARV6 proving the ideal tool for getting off the line quickly, and holding on to the lead for the first rotation of the short Brands ‘Indie Circuit’. Keith was clearly determined to restore the natural order, and took the lead on the second circulation with Philip following him through a lap later. Once in front Keith was not to be thwarted even though he had little time to relax as Phillip refused to accept defeat easily chasing the dark blue TOK to the flag. Further back Andrew managed to hold off Roger Whiteside for five ➤



Paul Bryan has his mirrors full of Mr Ahlers, as he prepares to go a lap down.

MORGAN CHALLENGE

Normal service will be resumed. Phil Goddard had to study the back of the Ahlers V8 as Keith re-asserted himself in race two



James Sumner feisty as always, at Druids



John Richards. Trying not to be competitive?



Max Whitehouse drove ... enthusiastically (Shall we say?)



Fast lady, Sharlie Goddard clinched Class 'H' in both races



Only the Lonely. Greg Parnell had little company in either round....



...while Brett, Jack and Craig stuck together in both



laps, he chased the bigger V8 for a couple more laps before losing ground in traffic and settling for a safe fourth place. John Emberson reprised his race one fifth spot, while Max Whitehouse, Simon Orebi Gann, Phil Thomas, Tony Hirst, and Phil Tisdall filled out the top ten places. James Sumner got the better of Steve Lockett in 11th although it was the proverbial sheet of Bronco between them at 0.412 seconds. Brett Syndercombe, Jack Bellinger, and Craig Hamilton-Smith found it difficult to decide who should be 13th. squabbling over the position for 16 laps, finishing in the order above. Greg (No Mates) Parnell had another solitary race, but behind him Chris Springall, Sharlie Goddard, and Peter Cole kept each other honest squeezing out an under half a second margin from 17th to 19th places. Paul Bryan had been part of the party for most of the race, but slipped back over the last few laps to the tune of ten seconds, reasons unknown. John Richards,

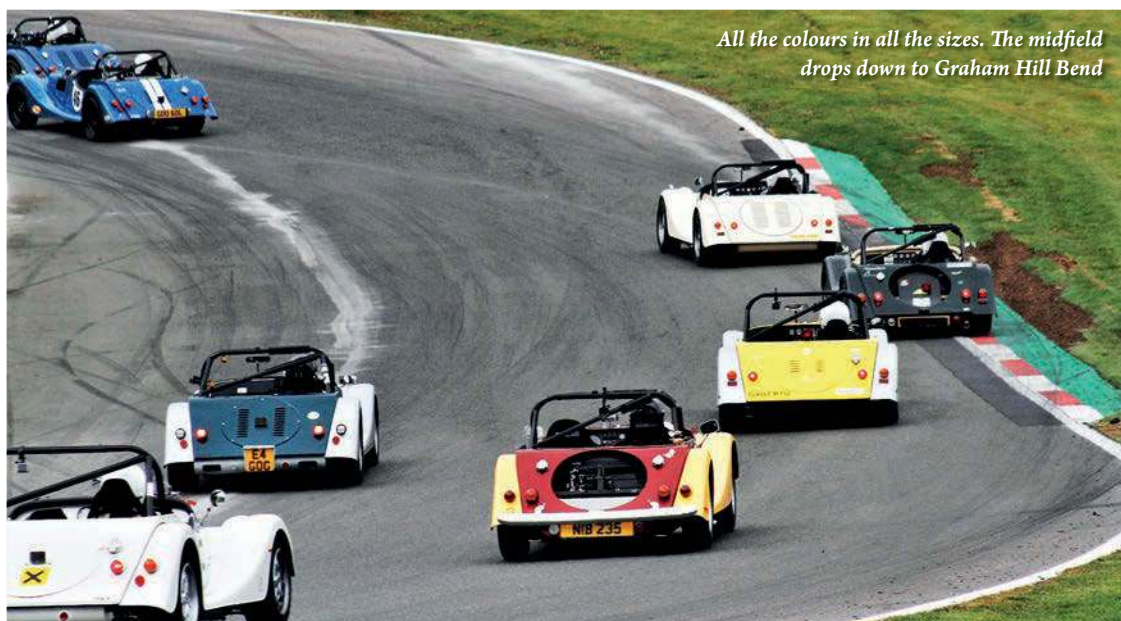
Richard Fearn and Guy Grant brought up the tail of the field, but all are still in the novice category, and did well in such exalted company.

Following his non-finish in race one Phil Thomas started dead last, and his drive through the pack to eighth place at the finish was more than enough to be judged 'Driver of the Race' by his fellow competitors. A well deserved reward for a fine effort.

John Richards snapped up the bottle of bubbly as race one 'Driver of the Race'. A smiling Keith Ahlers told MOG after the race; "Back in business."

John Richards stated that he joined the series to enjoy his racing and not to be competitive ..."But ..."

We now look forward to Oulton Park and rounds five and six. The 2019 Aero Challenge is in good health with no clear idea of who will take the title emerging as yet, place your bets now. **MOG**



All the colours in all the sizes. The midfield drops down to Graham Hill Bend

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CONVERSATION STREET

Viewers of The Grand Tour, may have picked up a shocking moment in a segment of the show, the name of which escapes us right now, when host Jeremy Clarkson shocked us with his view that there was no such thing as a stylish Morgan Owner

Well we couldn't cancel our subscription, because we can't remember who's name it is in. So we just decided not to watch anymore. OK, for a couple of weeks at least. It would seem that we are not alone in this. The conversation had opened with Mr Clarkson stating that Morgan is running out of ash. This is not true at all. Surprisingly not one Factory

Tour Guide's who we approached since the show has been asked if this was true. So clearly not many Morgan enthusiasts watch Amazon's Hit Cars Show (Say it quickly), or at least take much notice of what is said. So when a group of MOG contributors and friends sat down in the snug at the Ash Tree and Chassis in East Malvern, Mog informed them of Mr Clarkson's views on their style.

They were all quick to comment!

Clarkson need look no further than the recent promotion by top UK model David Gandy of luxury leather goods by Aspinall of London in conjunction with the Morgan 3W decked out in "Spitfire" livery...all filmed in fashionable London and if that's not style then I don't know what is!

He's the last person to talk about style. With his ill-fitting baggy jeans, patched jackets and crumpled hair.

The King of Style, Ralph Lauren has a Drop Head Coupe. A late model with a cowl rad, all black and chrome. I doubt that Mr Clarkson knows who he is or has even heard of a DHC.



David Gandy. pic MMC



Mick Jagger and Marianne Faithfull

Wow, I shall think about it, I'm still shocked... but for sure this "gentleman" doesn't have style! If he says things like this it shows he doesn't understand anything about owning, driving and enjoying The First and the Last of the Real British Sports Cars. He even doesn't know what a real sports car is...

What about all those French stars that owned Mogs in the '60s? And Mick Jagger, he drove his yellow Plus 8 to a court appearance in London with Marianne Faithfull. Now that was style!

Yes, let's not forget that Mick Jagger owned a Plus 8 back in the day. King of Cool.

I am still thinking... recently I have seen a photo of Doris Day in a +4 DHC.

I can't believe he's got the cheek to make a comment about Morgan owners as he's the last person to make a comment about anything to do with style

What he, Clarkson, doesn't understand that his way of behaving has nothing to do with style. The BIG worldwide Morgan community: that's style. A still working family owned car factory, the only one in The UK, that makes for 110 years, cars who are representing a fantastic form of "classic life style".

For many of the owners it's a way of living! You love them or you don't.... well, I don't like Clarkson's style...

The Sultan of Johor. He has a car collection Clarkson would die for with several Morgans in it!

Absolutely doing his annual tour of the country with a load of his family and closest confidants in 3 wheelers. The people lining the streets to see them loved the cars. Some of the drivers had never driven a manual shift before, but they learned quickly and all loved the Mogs. It's possibly treasonous to say that they had no style.

Yes, that's a good one and King Abdullah of Jordan is still an owner.

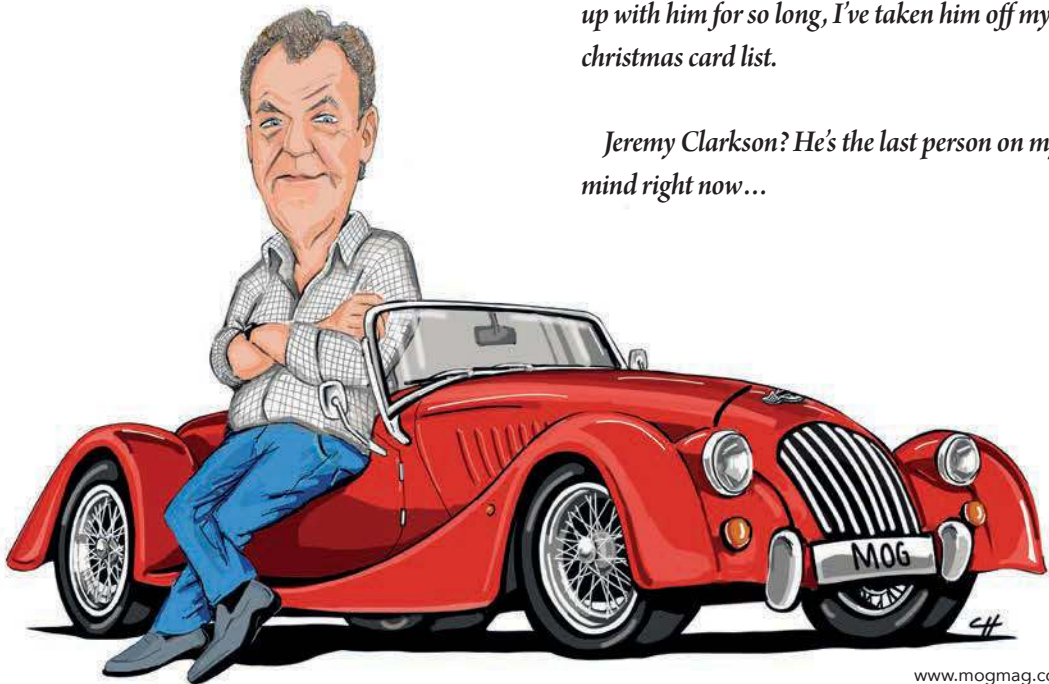
And who could forget the very desirable BB - Brigitte Bardot - now there is style that still lasts - the woman of my dreams in a Morgan - what more could anyone want?

But a RR offers more space than a Mog to play around inside... Ahem, gentlemen please, we're going off subject here and there are ladies present!

Thank you. No style? Two words; Catharine Deneuve!

I can't understand how the Hamster has put up with him for so long, I've taken him off my christmas card list.

Jeremy Clarkson? He's the last person on my mind right now...



Products

MORGAN +8 PEWTER EFFECT HOLDER

www.etsy.com/uk | £17.99

This stunning product is handmade in Sheffield and has been designed to show off the fine details at the front of the car. It sits on a non scratch felt base to avoid marking any surfaces. It would look perfect decorating any desk or counter top and if looks weren't enough its also has a practical purpose. Depending

on the design chosen it can hold pens or business cards, they sit neatly in a holder area at the rear of the vehicle.

The dimensions for this product

may vary slightly due to being handmade but are: length 6.5cm, depth 5cm, height 3cm. Available from Prideindetails on Amazon, ebay and Etsy.



WOODEN MODEL MORGAN 3 WHEELER KIT

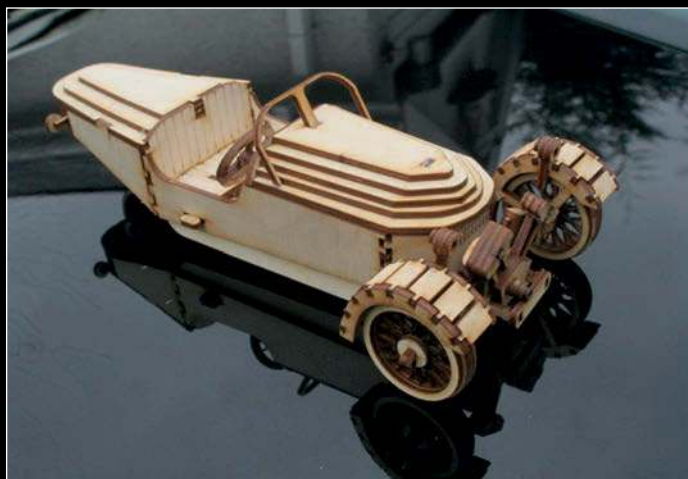
www.etsy.com/uk | £16.95 (+£4 postage)

If you are into Morgan 3 Wheelers and model making then this is the perfect project for you to undertake, also the end result will make for an interesting decoration.

All kits are sent flat packed and unpainted giving this Morgan 3 Wheeler a rustic look and of course you can also go one step further and paint it. The assembly instructions are included with the kit.

The model is made from 3 mm Baltic Birch Ply wood and approximately measures 32 cm Length

14 cm Wide and 9.5 cm High once assembled.



MORGAN RED CAR POSTER

www.redbubble.com |
£14.46 (plus shipping)

Looking for a bit of Morgan artwork to spice up your blank walls, this print will do the job nicely.

Created by BAR-ART over on the Red Bubble site this stylised print aims to capture the unique design elements and lines of the Morgan.



It is printed on 185 gsm semi gloss paper, has a 0.5 cm white border to assist in framing and measures 57 by 42 cm.

The original water colour painting this print is created from was inspired by the Vintage Car Races at Lime Rock Park in New York.

MORGAN CAR FINE BONE CHINA MUG/CUP BEAKER

www.ebay.co.uk |
£4.45 per mug (+£3.45 postage)

Why not celebrate your love of Morgans with a new favourite mug and drink your tea or coffee in style? Choose from one of three colours (red, green or blue). Made from fine bone china all beakers have been fully fired up to 800 degrees centigrade to give a lasting finish, the majority of which are dishwasher and microwavable safe.

Available from R A Lawrence China & Pottery ebay store, they ask when ordering this product that you also specify the colour you want.



Rumblings From The Shed

To continue from last months wheel bearing removal and inspection we are now going to install a bearing seat or cup ready for a new Tapered Roller Bearing (**photo 0**) to be installed.

WHEEL BEARING INSTALLATION & PACKING

Using a Bearing Press, take an Angled Drift/dolly that is the same shape as the seat or cup (**photo 1a**) and using the press install the seat (**photo 1b**) ensuring that afterwards that the seat or cup was installed correctly and was fitted "straight" (**photo 1c**).

Note. In the photos we are using a red coloured grease to make it easier to see the process, as

the correct grease we use is dark green and would not show up.

To pack a bearing correctly, whether it is a new bearing or one that has passed inspection after being cleaned thoroughly to remove old grease and debris. Take a large amount of your chosen grease and place it in the palm of your hand. (**photo 2a**) Ensure you have plenty available,

as it is surprising how much you will use.

Taking the bearing, in hand, push it down through the grease (**photo 2b**) then keep pushing the same part of the bearing onto the grease until it comes through the rollers on the top (**photo 2c**). You can now move the bearing round slightly, continuing to push the new area down until the grease

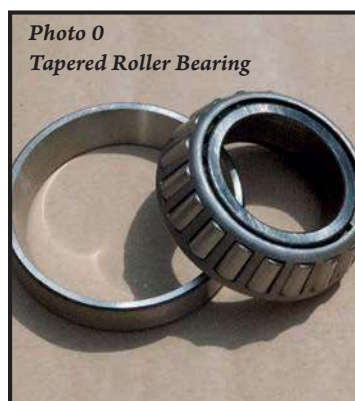




Photo 2a Place your grease onto the palm of your hand

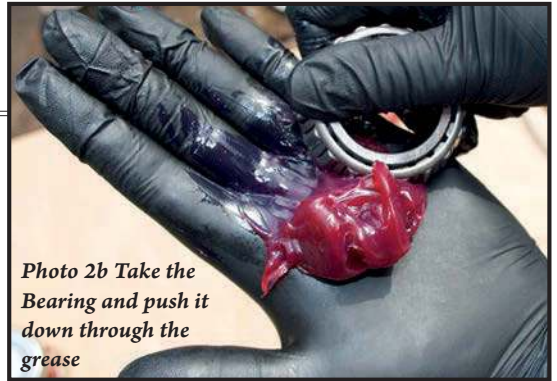


Photo 2b Take the Bearing and push it down through the grease

comes through again (**photo 2d**) then move the bearing round again. The reverse side of the bearing should have an even ring of grease showing. (**photo 2e**)

Using this method to pack a bearing ensures that there are no air bubbles, as you are only forcing the grease through one side of the bearing. It also ensures that and debris, or old grease

(when re-packing) gets pushed out.

Next, grease up the stub axle with more grease and slide on the bearing, then the hub. (**photo 3a**) Install the smaller bearing followed by the castle nut (**photo 3b**), torque up then fit the cotter pin.

You are now finished and covered in grease!



Photo 2c Carry on pushing the bearing onto the grease until it comes through, then move round the bearing



Photo 2d Show the grease pushing up through the bearing rollers



Photo 2e Shows the grease correctly packed in the Bearing



Photo 3a Apply Grease to the Stub Axle



Photo 3b Install the Castle Nut, torque the nut and then install the cotter pin

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THE FUTURE OF MOTORING

This month we take a look at what the future may hold for the motor manufacturers and can they be the saviour of motoring, or have they already condemned us all?

WORDS Travis Blake

We know their brands, we know their products and use them daily, but what have they done for us, do they have us done

for, or perhaps they will be our saviours, yes, I'm talking about the Motor Manufacturers. We know the big names, the multi marque corporations and the occasional coming together to make the same vehicles but with two or more different names.

At the latest count, 2017 figures, including the fast growing Chinese companies there are 20 manufacturers that produce over one million vehicles per annum, the lowest annual production figure being 1,210,263 and the number one slot held by the Japanese industrial giant Toyota with an output of 10,466,051, followed closely in second place by Europe's biggest motor manufacturer, Volkswagen Group, with an impressive 10,382,334 units in 2017. A quick tot up of the 2017 figures shows us that the top 20 volume motor manufacturers produced a staggering 94,061,153 vehicles!

Interestingly, if we look at the last twenty years motor vehicle production has continually increased, with only a slight stall in 2008, in fact it has nearly doubled in that time.



OICA, Organisation Internationale des Constructeurs d'Automobiles, are the international trade association of motor manufacturers and represent them at an international level, recognise that global climate change is the single biggest challenge that faces our planet right now. The organisation also understands that an integrated global solution is required to reduce the crisis. Of course, we all know that the motor vehicle is a major contributor to carbon dioxide emissions that are man-made, coming in at around 16 per cent of the total. Simple solution, and we have been here

before, the emission emitting motor vehicle has to go! However, this is not realistic, furthermore, given the increasing vehicle production numbers and the considerable growth in these over twenty years; I can't ➤



see such a powerful industry capitulating due to an existential crisis.

Traditional car manufacturers are, despite their power, coming under pressure from something more powerful than them to considerably reduce their share of carbon dioxide emissions and it is not the Green movement or even Governments, it is money. Investors, investment funds and financiers have warned the automotive industry that in order to remain an attractive investment opportunity it does not just have

to be seen as a good return on investment, it needs to represent a credible responsible and sustainable proposition for investor's portfolios. In order for the funding and investment to continue, the future of the motor manufacturing industry needs to be, or seen to be and make of that what you will, sustainable.

There is a move towards greater efficiencies from smaller engines which in turn will produce less carbon dioxide, an increase in the range and availability of hybrid vehicles and of course the continued





development of fully electric vehicles. The whole manufacturing process and its effect on the planet must be considered, but the immediate concern is carbon dioxide at the point of use and it is here that the changes need to be made or seen to be so. One possible way to improve both their image and longevity the motor manufactures could look at offsetting their existing, and or future carbon footprint. The traditional car and commercial vehicle manufacturers also need to be aware and react to innovation coming

from outside the sector by evangelically green companies, such as California based Tesla, turning the heads of investors with their considerably lower carbon footprint, both in manufacture and vehicle output. A further threat that also appeals to investment portfolios is the tech companies, such as Google, pioneering driverless technology that will change the car from an expensive material possession to an affordable service. Obviously we still need to get where we are going and we need and have become used to a quick and

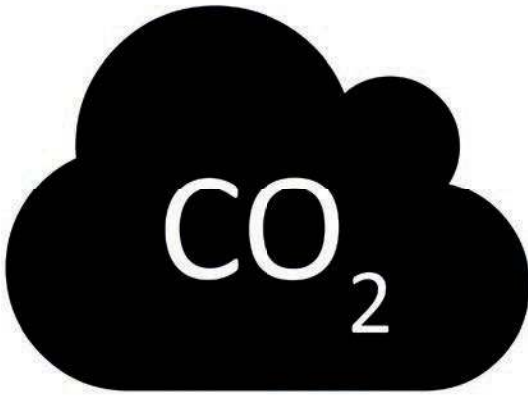




convenient, in the main, way of achieving this and it usually starts right outside our front door. It appears that the car, in some or other form, will continue to be our chosen and preferred mode of transportation and I don't believe that the traditional manufacturers will disappear certainly not overnight or even in the medium term, but they will certainly need a planet to continue to exist not unlike the rest of us. Let's look at some possible ways of achieving this and hopefully creating a new status quo, rather than maintaining the old one!

Some of the well-known traditional car manufactures

are showing a commitment to transitioning to a low carbon economy, supply chain and business practices, such as Toyota, Nissan-Renault and Suzuki. Interestingly the study carried out by the London School of Economics, found Tesla to be ahead of the traditional makers in their practices again showing that the newcomers are innovating in all areas of their business, not just the vehicles themselves. It appears that the move by the major manufacturers to reduce carbon is in the main a slow one, but perhaps unsurprisingly, larger and more urgent



moves to carbon reduction are being made by many corporate organisations that run large vehicle fleets, with insistence on more carbon friendly vehicles and subscribing to carbon offsetting and recapture schemes that invest in removing carbon from our atmosphere.

In the not too distant future the numbers of vehicles produced will have to reduce, it surely cannot continue to grow in the numbers we have seen so far, doubling in twenty years is simply not sustainable, from a waste and disposal viewpoint if nothing else. Of course we have the developing nations of China and India and I

suspect new wealth will be found on the continent of Africa in the coming years and the car has always been the must have symbol of success. If we do embrace transport as a service, will we care what badge appears on the front of fully autonomous vehicle that collects us at point A and takes to point B, will it matter which corporate giant manufactured it? **MOG**

Once again a big thank you to all our readers who are getting involved in the debate, it's great to hear your views, you can email me at travis@mogmag.co.uk



IN THE COCKPIT

David Owen

*After a trip to Malvern
with Phil Royle.*

Is this your first trip out in a Morgan, and have you any experience of similar cars?

It was my first trip out in a Morgan. As I thought, Morgans appear to me to be unique and so incomparable with anything else. I suppose the closest experience I have had would be in a 1960s E type Jaguar, but the 4/4 felt better - I suppose because it is newer. I have also experienced a 1970s Mercedes SL 280 but that is different again. The Morgan gave me the immediacy of a typical British sports car, but felt much better put together than either of the above comparisons.

What are your first impressions of the "view from the cockpit" and the overall ride of the 4/4?

The cockpit is fantastic; I love the Smith's instruments and the priority given to the rev counter over the

speedometer in front of the driver. I can remember as a boy in the 1960s, being impressed by those cars that had a rev counter as well as an oil pressure gauge, especially if they were mounted in a wood veneer dash. Of course, Phil's 4/4 also has the appropriate livery; British Racing Green with tan leather interior.

The ride is a lovely mixture of a vibrant experience of the road - and flying by the seat of your pants - but not to the extent that it became uncomfortable. The two hour journey to Malvern and back was a treat. I was also surprised that I could easily hold a conversation with the driver with hood both up and down.

What were your thoughts on arriving at the Morgan works as many people visiting are surprised by the "compactness"

of the production facility?

I too was taken aback by the modesty of the facility. What impressed me was the focus on what really matters, making something special and beautiful, and not unnecessary bling. On reflection, I think the production facility has a good balance of both function - which needs to be the priority - but not at the expense of form, as 'modesty' does not imply ugliness.

As a historian, what were your thoughts on seeing the history of Morgans in the museum?

Arthur Marwick expressed the view that "A society without its history is like a person without their memory - incoherent!" I loved the museum and the evidence that what makes Morgans special today is that they are closely linked to their past. Morgans seem to me to be special, because they are keen to maintain this link with the heritage of this great marque.

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ESPIRITU DE MONTJUIC

The season's first historic car race in Europe

WORDS Douglas Hallawell

PHOTOGRAPHY Unai Ona & Fotorissima



Kicking off the season's historic racing in Europe, c/o Peter Auto, was the Espiritu de Montjuïc that took place from April 5th to 7th on the Barcelona-Catalunya circuit. Following an unusually dry winter period earlier this year in the Iberian peninsula, the three days alternated between rain (on the Friday), sunny weather (on the Sunday) and a combination of both on the Saturday. The programme listed eight grids organised by Peter Auto. The Sixties'

Endurance race is the longest as it lasts two hours with an compulsory pit stop. It took place just as the sun was sinking, bringing together all the ingredients required for a 24-hour race.

Since 2004 Peter Auto has created grids devoted to the different eras of motor sport and their racing cars. The eight grids – 2.0 L Cup, Classic Endurance Racing 1 & 2, Endurance Racing Legends (the newcomer this year), Group C Racing, Heritage Touring Cup, Sixties'



Endurance and The Greatest's Trophy (previously named Trofeo Nastro Rosso) - highlight the GT, Sports, Prototype and Touring cars that marked the history of endurance racing. The Sixties' Endurance, for pre-63 sportscars and pre-66 GTs, offers a wonderful occasion to admire world championship icons of that era. This is where Morgan SLRs come into the picture but unfortunately not in the company of 904 Porsches that race in The Greatest's Trophy grid. The polished

>





aluminium SLR, co-driven by John Emberson and Bill Wykeham, was, nevertheless, pitched against a horde of very potent rivals as final classification was later to prove...

A characteristic of Peter Auto events - in addition to traditional 'overall' classification - is a specific handicap system of classification, termed "indice de compétition" that takes into account the car's age and engine capacity to allow the less-performing cars to rival with the very quick AC Cobras, E-types and 911 Porsches listed this year in the Sixties Endurance grid. Consequently, the performance index enabled the SLR Morgan to finish 10th as well as first in its class. Of the 43 cars qualified to race and split into four classes, 35 were classified overall including a very honourable 13th place for the SLR in

class GT3, considering that eight Cobras alone were placed in the first twelve! Other notable cars present at the Catalonian event were a Ferrari 250 GTO (1962), a 3.8-litre low-drag lightweight E-Type Jaguar (1963), an Alfa Romeo T33/TT3 (1972), a Lotus Esprit (1979), a Lola T600 (1981) and a Sauber C8 Kouros (1986).

Contenders in the regular Peter Auto grids will meet up again on May 17-19 for the ninth edition at the Spa-Francorchamps circuit. Dijon-Prenois, Monza, the Hungaroring, Paul Ricard are also among the iconic European circuits on Peter Auto's 2019 programme. In the meantime, historic racing enthusiasts can look forward to the 28th edition of Tour Auto Optic 2000 in France, from April 24th to the 30th. It will depart, as usual, from the Grand Palais (in Paris) and finish in Deauville. **MOG**





MOG *Fleet*

CAIN POULTON

CAKE ANYONE?



This month has seen the Wolf Cafe Racer getting out and about in the sun and at times I would love to put the hood down but having a hardtop it is not a 5 minute job. So I generally opt for taking the door-tops off that is a 3 minute job and you get all the benefits of having the hood down but without the risk of getting sun-stroke!

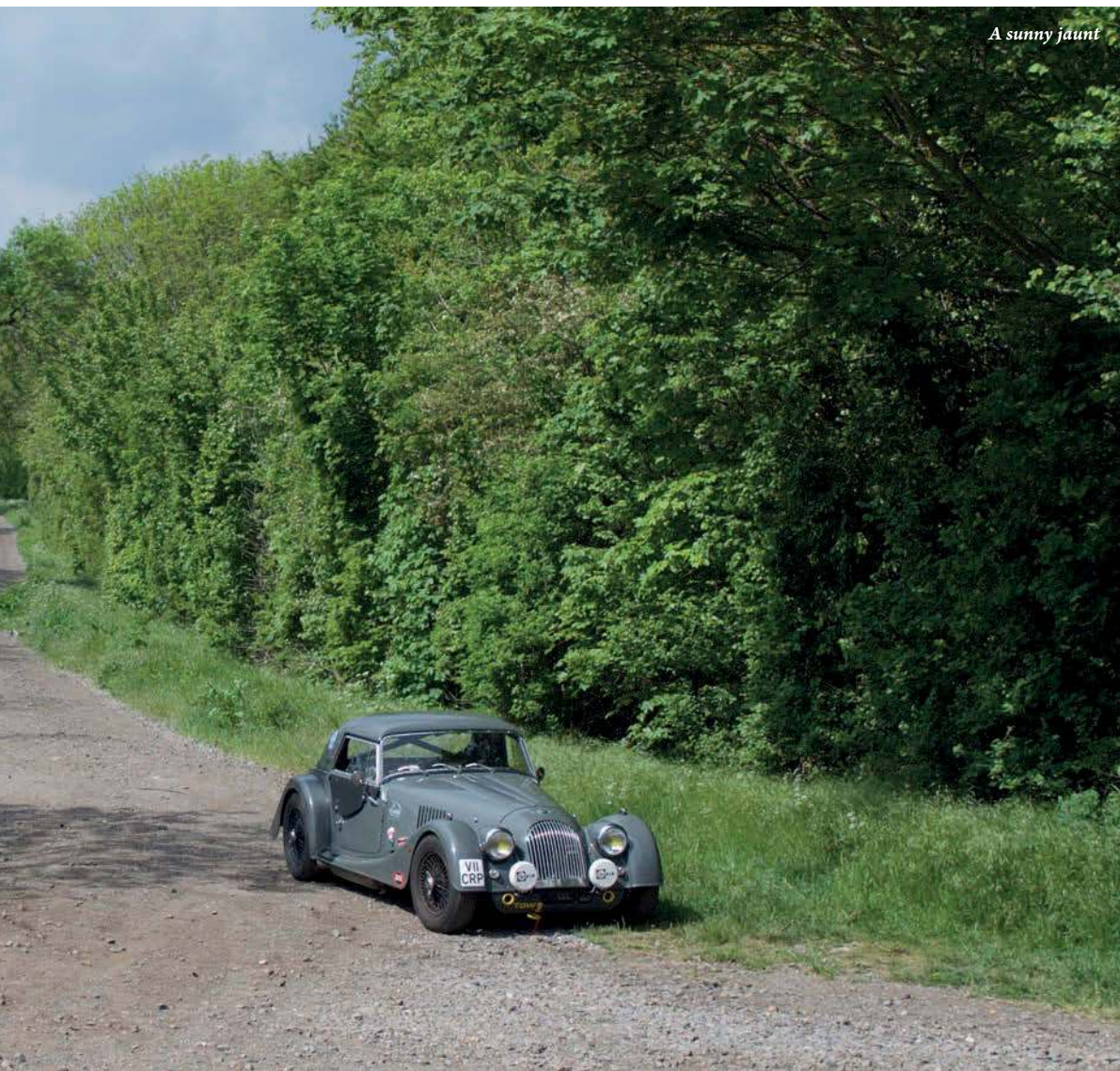
The big news in the life of MY little racer is that she has finally completed over 100,000 miles in

her 10 years of being on the planet. I had big plans for the celebrations it involved an exciting scratch around the lanes, enjoying the sun with a meet up with fellow Morgan owners for afternoon tea that would include a slice (just the one... of course) of lemon drizzle cake, after reaching the heady heights of reading 99,999 miles on the odometer. Stopping in a lovely green and leafy lane to take a photograph or maybe video the transition from the 5 numbers to 6 as the odometer marked the

100,000 mile in the little cafe's life.

Well, as it is to be expected; that was not what was to happen, you've got it. I was not driving, the leafy lane was the A14 so with no stopping the odometer read 100,026 miles as M' Lady pulled into the driveway; gestured to me to "come hither" with a big smile on her face and a camera in her hand taking the photo of the mileage. Yet again she had ruined a perfect plan in the only way Michele knows.... with a resounding crash. ➤

A sunny jaunt



What a vista



A little pit stop!

So, you think this is the end of this saga (not the holiday people), but no! Taking my words of disappointment after I explained my plan for the celebrations, Michele took the Racer out down the local leafy lanes in the sun one afternoon when the roads are quite, stopped to take photographs of the Racer that included a WHOLE Battenberg cake with a candle to celebrate this achievement.

I thought this was a lovely way for M' Lady to apologies for messing up my plans for MY little Cafe Racer, but what did she neglect to say/ask/invite was ME! I was out with a customer for the day so I had no idea that M' Lady was going to do this and worse of all she had eaten all the CAKE.... She just showed me the photographs.

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MOG *Fleet*

PHIL ROYLE

MORGANS, MILLS AND MAGNIFICENT MEN IN THEIR MACHINES



A busy few weeks this month, kicking off with a visit to Pickersleigh Road to take some photographs. Whilst preparing for the Resto show, I decided to make a display of how Morgans are made and realised that the only photos I had were from eight years or so ago. Even in the relatively slow-moving world of Morgan, things have changed

considerably since then and so I arranged to meet up with Martin Webb who would take me around the “Works” to obtain some up-to-date pictures for display at the NEC in November. I took a friend over with me to gain an insight on how a person with little knowledge of Morgans reacted to the car and to the manufacturing process – more of this in a separate article.

Upon arrival, I was impressed by the additional buzz around the place as workers reacted to the recent investments and future plans for the company. Steve Morris was his usual welcoming self as we bumped in to him on our visit. My friend David was very impressed that I was recognised by the MD of the company and suggested that this would probably not happen when





buying a Ford (other cars are also available!).

Most of our visit was during the lunch break, therefore, I was able to take photographs without impinging on production or getting in the way of other tours. It was good to see how things were developing and the latest innovations as we saw the first of the production Plus Sixes and, more important to me, sampled the wonderful leek and potato soup in the Visitors' Centre!

A couple of days later and it was Donmog & friends' early Drive It Day to Heage windmill which is the only working six-sailed windmill in the country. It has been lovingly restored to working order by a group of enthusiastic volunteers and now mills flour which is sold in the shop

and makes marvellous gingerbread biscuits when the wholemeal is mixed with the white, as I found out the following week during a baking session with my six-year old grandson.

Over thirty Morgans arrived and were parked up around the windmill, which was a great sight and drew the appreciation of the drivers and also other visitors to the mill. The weather was fine but very cold and windy. Windmills; for some reason, are rarely built in a valley. On the positive side the wind meant that we were able to see the mill working. Most of us went on a tour of the mill to see the whole(meal?) process but others who felt that climbing the steep stairs was not for them, saw the whole thing in the undercroft on a virtual tour computer programme.

People had travelled a long way to visit and one from York was very impressed by the fact that the guided tour and entrance was only £4 – those of us of Yorkshire persuasion love a bargain! The real bonus was that we were made to feel so welcome by the volunteers there.

After Easter was the Donington Historic Festival, which was attended by members of MSCC in their usual infield parking slot and at the club discount of, I think, £40 for the three days, must warrant the best value for spectators in the country. Again, there will be a fuller account on other pages.

That's about it for this month but in the coming months, I hope, there will be better weather and we will be venturing out more often. **MOG**



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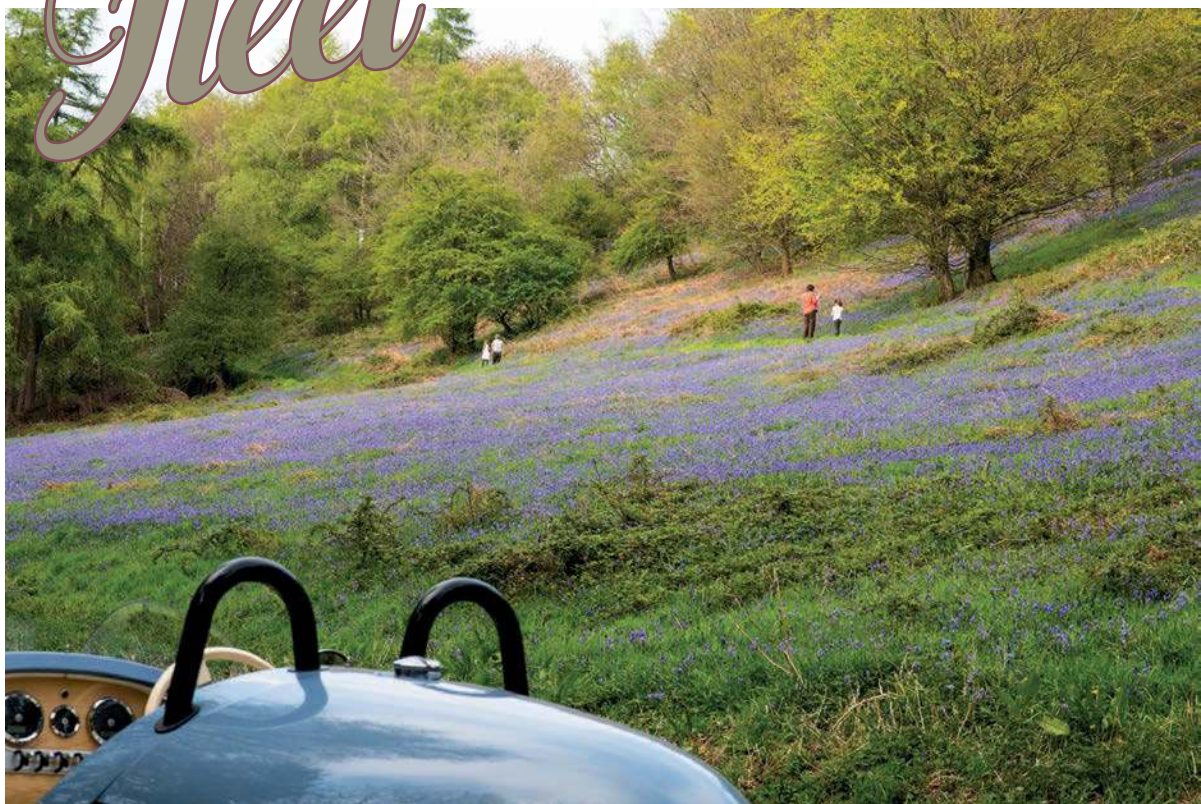
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THE BLUEBELL RUN



There is arguably no better time to enjoy an open top drive around the Malvern Hills than in early May when the bluebells are out and at their stunning best. The sight of the hillsides covered in a blanket of vibrant blue is what brings hundreds of appreciating tourists and locals to the hills every day during this two or three week window. Readers... if you are ever planning to visit the Morgan factory in Malvern in spring, then we sincerely recommend that you try to coincide your visit with when the bluebells are out. Better still, stay at any one of the places to stay that we have







featured in MOG Magazine these past nine months. For example you can step from the front door directly onto the hills from Hillside Hideaway in West Malvern; and the Abbey Hotel, Cottage in the Wood, the Cotford, and the Colwall Park Hotel are all just a short walk from accessing the famous hills that were so inspirational to Elgar and others.

Arguably the best spot to park is at Black Hill car park on Jubilee

Drive, reference WR13 6DW. This is then adjacent to the slopes awash with native English bluebells at this time of year, and the photos that Christine and I took are from this spot. Not only are the colours amazing, but the perfume early evening is sensational, and if fortunate, so are the sunsets from West Malvern as you look out across the English borders towards the Brecon Beacons and Wales in the

distance.

Please note that the Malvern Hills Trust ask that visitors do not park on the roadside, and please keep to the footpaths to avoid walking on the flowers. This is a photographers heaven and again if you are taking photographs (and most visitors do) then you are asked not to flatten the bluebells by laying amongst them to get your best shot. Simple rules for the enjoyment of all. **MOG**

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PITCH PROWLER

Here at Pitch Prowler we love to offer up rare and exciting Morgans. This month we have something really special, as she is not only a rare lady she is undoubtedly just about as special as she can be. OK she's not unique, but with such a limited production run she might as well be. As for exciting, well on the excitement scale of 1 to 10 she turns it right up to eleven!

The GTN represents the pinnacle of the Series 1 Aeros and this particular example is the very last Series 1 manufactured. The GTN allowed just 11 lucky owners to have a driving experience somewhat similar to the Aero GTN that raced at the Le Mans 24 hours in 2004 and this car attended that race meeting. Such was the impression made by the Morgan in the race that whenever this road going GTN stopped in France, locals would ask whether this was the actual race car with just the stickers and rear spoiler removed!

An owner of one of the other GTNs has recently taken his Mercedes SLK back to the dealership and asked them if they could set it up so it drove as well as his Mog. Such is the performance of this car.

Sporting the same metallic blue body and hard top with silver wings of the race car, this beauty also comes with an optional fabric roof that has never been used.



The interior of the race car was spartan as you'd expect. Unlike the race car the GTN is sumptuously appointed inside with a beautiful piano black wood finish, Moto Lita wheel, carbon dash (very unusual for a Morgan) and unique perforated leather seats.





However, despite the luxury it is the engine (uniquely a 4.6 litre Alpina engine for the GTN) and the amazing soundtrack from the sports exhausts that leaves the most lasting impression.



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RESPOKE DESIGNS

A British artisan jewellery maker, handcrafting bespoke pieces with a unique twist!

WORDS Travis Blake

Based and operating from the beautiful Worcestershire town of Malvern, home of lots of hand built stuff including a well-known motor car, you will find a family owned, and hand crafted jewellery business. Nothing unusual in that I hear you say, however, this particular creator is not, in both designs and materials, in any way usual. The company's strapline is "Beautiful Products Handcrafted from Stainless Steel Bicycle Spokes" but the product range is certainly not limited by this and the range of designs and products is wide and varied considering the size of the outfit.

Respoke Designs is the brainchild of Michael Price who designs and creates these wonderful pieces of jewellery with his small team using recycled bicycles spokes, marbles, beads, rope and other recycled materials. Michael began the business in 2014 and currently sells recycled jewellery products all around the world, except Canada and the U.S.A due to prohibitive insurance costs. The unique designs have also caught the eye of some celebrity types; having sold items to the rich and famous at both cycling and music events where Respoke Designs have had a stall.

In recent years there has been a steady increase in what we would have traditionally referred to as cottage industries. The rise of the craft movement covers a wide range of skills and products from handmade food and drink, clothing, furnishings and everything in-between including transport to a certain extent. With this comes the opportunity to buy local, and also source local, a selling point of the products that are available on the craft scene which is often part of the attraction to the

consumer. Having said that, the fact that our world in communication terms is shrinking allows local craft and artisanal products to reach a worldwide audience through the internet and the powerful marketplaces of Amazon and eBay and other sales opportunities out there in cyberspace.

Having started his career as a trainee mechanic Michael rose through the trade to become a senior trainer of mechanic's, he used these skills in the voluntary sector working for a charity that specialised in the rehabilitation of young offenders and children struggling in the education system to enable them to develop both vocational and life skills. Michael has always had an interest in metal fabrication and design and as an opportunity for career change appeared Respoke Designs was created to allow this passion to be pursued in a commercial way, designing and handcrafting every piece of stainless steel jewellery himself.

Initially the business concentrated on its unique selling point that the jewellery that they produced was created from recycled bicycle parts, mainly wheel spokes. Respoke Designs Gifts for Cyclists covers a variety of product designs handmade from stainless steel bicycle spokes. Their cufflinks are wonderfully unique and as they say is always the height of fashion and just what's needed to add the finishing styling touch to any outfit. The three unique, fun and funky cufflink designs are the very streamline evoking "Racer Bike" the slightly Victorian yet striking "Penny Farthing" and the art inspired "Wheeling Free" a design that developed from a request for a unique pair of cufflinks for a ➤





wedding. Cannily, and stylishly there is a range of tie cycling tie clips to go with the beautifully crafted cycling cufflinks if you are wearing your best or find yourself in a more formal setting. The story and inspiration behind these bicycle themed designs comes from childhood memories of places visited and riding bikes in and around the stunning Malvern Hills, the Forest of Dean and taking bikes on seaside holidays.

The recycled stainless steel used in these creations is grade 304 from bicycle spokes and is a hypoallergenic material that does not tarnish, is polished to a bright silvery finish and is extremely durably making it an

excellent material to use for this stunning jewellery.

Alongside the bicycle and cycling inspired designs are other items of jewellery using Respoke Designs recycled ethos but utilising other materials and suiting a wider range of individuals than just the ever growing cycling fraternity. The “Rope Carabiner Bracelet” uses the Respoke recycled bicycle spoke to form the carabiner clasps with rope being made by and sourced from a long established British rope maker based also in Malvern. Linking the bracelet together is a washer which can be personalised, a really nice touch if you are buying as a gift. Along with the locally sourced rope the bracelet comes ➤





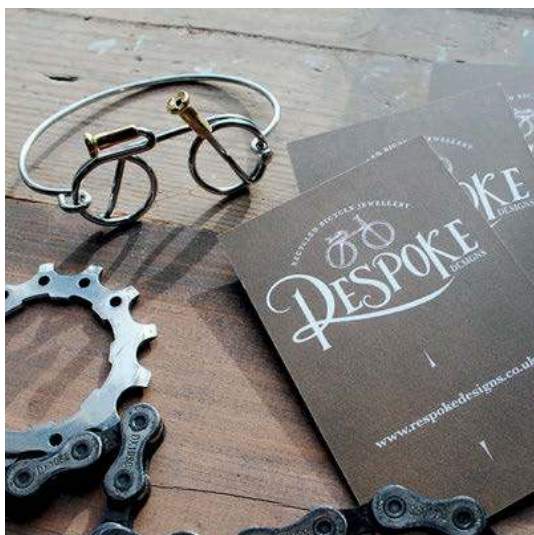


presented in a locally sourced box, as do all Respoke Design creations, further helping to reduce the company's carbon footprint in line with its commitment to being an ecologically aware manufacturing business.

A personal favourite range of designs, despite being a keen cyclist and a very fortunate owner of a pair of Respoke cycle cufflinks, is the "Music Jewellery Collection", which feature the iconic treble clef motif across a range of pieces from necklaces to earrings. The

inspiration for this range of designs comes from the joy of music, attending festivals and mixing with music mad and music loving friends with a passion for the whole spectrum and multiple genres that music gives to us.

You can find Respoke Designs at many festivals throughout the year, from music to cycling centred events and allsorts in between, if you do see the Respoke Designs stall on your travels be sure to pop over and marvel at the unique pieces on offer and maybe even treat



yourself or someone special in your life! Their products are also available through various Cycle shops. To find out more about this unique Made in Britain jewellery, and certainly if you are in the market for an extra special gift, you can contact Respoke Designs directly on the details below: **MOG**

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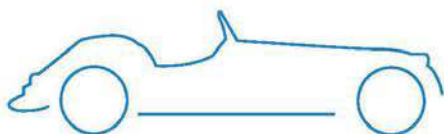
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THERE AND BACK AGAIN. A HAPPY BAND OF 3 WHEELERS TRAVEL TO NEW ZEALAND

Over the next two months Mog Adventurer Richard Hardy tells of his epic journey with fellow 3 Wheeler owners to the Land of the Long White Cloud



I had no interest whatsoever in Morgan cars until I went to Top Gear Live in Birmingham in 2012 and came across a 3-wheeler on a stand outside the arena. I had never seen anything like it. I immediately wanted one. My mind was made up.

I visited the factory the following March to place my order. I had my specification ready which happened

to be almost identical to one on display in the visitor centre. That one turned out to be a cancelled order so rather than have to wait until the autumn, I picked up the car 3-weeks later.

The early months with the car were difficult. Bump-steer, bevel box screaming, compensator, but one by one the problems were sorted by the factory and I was



ready to start really using the car. It was always my intention to use the 3-wheeler for extended trips but 2013 was really limited to UK day trips until I trusted the car. By the end of the year I was ready to explore further afield so I started planning. The Route des Grandes Alpes was top of my list.

The trip was great, and the car performed brilliantly.

I was hooked. Since that first trip I have travelled to the very top of Norway, driven down to Spain and Portugal, crossed the USA from New York to San Francisco, toured Scotland, travelled town to the toe of Italy and back, joined the Jungfrau-Treffen in Switzerland as well as many other shorter excursions (see my blog RH03MOG.com). There has however been somewhere ➤



I have always wanted to visit. Somewhere I hoped was perfectly suited to the 3-wheeler. New Zealand.

During the Grindelwald trip last year (which was brilliant), I chatted to several people who expressed an interest in joining me on a trip to New Zealand so when I got home I added a posting to the talkmorgan.com 3-wheeler forum. I received replies from Roger Gates and Shaun and Libby Denton. I would have travelled on my own as I have before, but it was great to share the trip. Three cars fit nicely into a 40 ft container so we agreed a provisional itinerary and I got the ball rolling.

New Zealand is just about as far away as you can ship a car, so sharing a container would greatly help with the cost. Having used Bespoke Handling for my USA trip and trusting them, they made the necessary

arrangements including all of the necessary paperwork and shipping insurance. I planned the route and Roger looked for hotels. We individually arranged our flights and booked the hotels online. Talkmorgan again helped again when it came to arranging car insurance with New Zealand members providing recommendations. Very quickly, an idea and casual conversation was turned into a plan. The trip was all set for March 2019, early autumn in New Zealand.

There was no special preparation required for the cars other than the usual servicing and a good clean. Because of the New Year closures and my work commitments we had to get the cars to Bespoke Handling on 13th December. They would arrive in Auckland in plenty of time to clear customs ready for ➤





our arrival on 10th March. We tracked the container on-line and we even had a local Morgan owner spot our ship arriving in New Zealand.

Having met up in Auckland, we had a couple of days in the area to get over the jet lag. When you own a Morgan, you instantly have friends all over the world and New Zealand Morgan owners are no different. Nigel and Wendy Smith (and their 3-wheeler H3NRI) were brilliant. As well as taking us into their home and feeding us (very well), Nigel picked us up from our hotels and drove us to the warehouse to pick up our cars.

I have to say that we were all very pleased to see the cars in perfect condition in the warehouse. We reconnected the batteries and after 3 months waiting, each of the cars started first time. We had our first taste of New Zealand roads exploring some lovely twisty roads to Piha on the west coast for a nice lunch and walk on the beach.

The next morning we set out on our adventure proper. We travelled north west and up the coast for the first couple days heading for Cape Reinga - the most northerly point. Most of the roads were superb and we were blessed with hot, sunny weather. The countryside was absolutely stunning and constantly changing. We passed forests, beaches, cliffs and farmland on fabulous, almost deserted roads.

After reaching Cape Reinga we turned south and travelled down passing Auckland, Thames and headed

for Coromandel. Coromandel forest park provided some lovely driving through beautiful countryside.

Nigel and Wendy joined us for a couple of days through this part of our trip and we met up with Philip making our group briefly up to five 3-wheelers. We even made the local paper. Continuing south now, we met up with Doug and Liss (in their plus 8) for breakfast the next morning before saying goodbye to them, and Nigel and Wendy and heading inland to Rotorua.

Rotorua was our meeting place where we met Richard (another Talk Morgan friend) who was travelling round New Zealand with his daughter and granddaughter. We will be bumping into them again over the next few days. Rotorua was a fascinating if rather smelly place and the Waiotapo Scenic Reserve was a great stop before we continued along our route into more open and dramatic countryside through the Tongairiro national Park. The Okahune Mountain road was a fabulous piece of tarmac. Great fun with stunning dramatic views from the top.

Next day took us down the Whanganui River road - an almost tropical forest road following the river with some magnificent views in perfect sunny weather. I passed through 33,333 miles on 3 wheels on this stretch of road (doing 33 mph of course) before we continued on towards Wellington to complete our tour of North Island. **MOG**

(To be continued)

MHD CR1



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DOORS HAVE COMPLICATIONS

The Drop Head Coupe was undoubtedly one of the most stylish of all Morgans. The Snob Mog has also attracted some of the most stylish drivers, but those doors! Elegant? Yes, but do they enable the driver to maintain their elegance? This chap in his trousers manages just fine, but thanks to the Black Sheep Morgan Lover's Club for their take on Catherine Deneuve's predicament.



A LITTLE LIGHT READING

How do you pass the time waiting on the grid for the parade lap to start? Read about your latest success at the races, of course. Keith Ahlers was very happy to receive a copy of last month's MOG featuring his Century of Morgan Challenge wins whilst sat in TOK at Brands Hatch Morgans Goodwood track day.



In the factory and beyond



THE FUTURE OF MOGGING?

Seen at the factory last month was the EV3, along with a conventional 3 Wheeler. Cancelled a few months ago, might new investment in Morgan see the project revived? We have no idea, but the very fact that the car is not hidden away may suggest there is new interest in the electric vehicle.



RED DEVILS

Drawing the crowds at the Stratford Upon Avon Festival of Motoring was this spectacular 3 Wheeler. Featuring a rather spectacular demonic paint scheme along with appropriate registration plate this car certainly stands out.

Oddly enough two Red Devils of a different breed, the Parachute Regiment Freefall Parachute Display Team were manning a stand on another street. The organisers missed a trick here...





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